



Marin County Transit District Board of Directors

Monday, May 5, 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, May 4, 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](#).
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- Nếu bạn cần thông dịch hoặc các hỗ trợ khác, hãy gọi (415) 226-0855 hoặc 711. Để truy cập các hướng dẫn này bằng tiếng Việt, [hãy nhấp vào đây](#).

9:30 a.m. Convene as the Marin County Transit District Board of Directors**1. Consider approval of Directors request to participate remotely and utilize Just Cause or Emergency Circumstance per AB 2449****2. Open Time for Public Expression**

(Limited to two minutes per speaker on items not on the District's agenda)

3. Board of Directors' Matters**4. General Manager's Report**

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

5. Consent Calendar

- a. [Minutes for April 7, 2025 Board Meeting](#)
- b. [Federal Legislative Report](#)
- c. [General Manager Contract Awards](#)
- d. [Resolution 2025-01 for Regional Measure 3 Implementing Agency Resolution of Project Compliance – Allocation Request](#)
- e. [Purchase Agreement with W.W. Williams to Perform the Mid-Life Bus Battery Refurbishment on Nine Hybrid Buses](#)
- f. [Amendment 2 \(#1311\) to Contract #1200 with North Bay Taxi for Transportation Services](#)
- g. [Muir Woods Shuttle Evaluation Report for the 2024 Season](#)

Recommended Action: Approve.

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

Recommended Action: Review draft FY 2025/26 budget and provide comments.

7. [West Marin Update and Marin Access Shuttle Recommendation](#)

Recommended Action:

- Receive updates on West Marin Stagecoach and other programs; including opportunities for improvement;
- Authorize one-year extension for the West Marin Connector pilot shuttle; and

- Authorize a one-year pilot to expand service, including one additional day of service per week for the West Marin Connector pilot shuttle and the Point Reyes shuttle.

8. **[Purchase Agreement with A-Z Bus Sales, Inc. for two Battery Electric Vans](#)**

Recommended Action: Authorize the General Manager to complete the purchase of two Battery Electric Vans from A-Z Bus Sales, Inc. at a cost not to exceed \$250,000.

Adjourn



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marintransit.org

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Second Vice President
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Director
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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

May 5, 2025

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

Subject: General Manager Report – Monthly Report: February 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 February 28, 2025. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced strong systemwide ridership in February 2025. Total ridership was 6% higher than the previous year (February 2024) and 6% lower than pre-COVID (February 2020).

Matching the systemwide trend, fixed route ridership was strong this month, with ridership being 6% higher than the previous year (February 2024) and 1% lower than pre-COVID (February 2020).

Yellow bus ridership held steady this month, with ridership being 1% lower than the previous year (February 2024) and 5% lower than pre-COVID (February 2020).

Matching the systemwide trend, Marin Access ridership was strong this month, with ridership being 8% higher than the previous year (February 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, appearing to read "Asher Butnik".

Asher Butnik
Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments

Month:		February 2025						
Category	Program							Total
	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide	
Commendation	1	0	0	0	4	0	0	5
Service Delivery Complaint	18	5	5	0	4	1	0	33
Accessibility	0	0	0	0	0	0	0	0
Driver Conduct Complaint	9	1	1	0	3	1	0	15
Driving Complaint	6	2	2	0	0	0	0	10
Early Trip	1	0	0	0	0	0	0	1
Equipment Issue	0	0	0	0	0	0	0	0
Farebox	0	0	0	0	0	0	0	0
Late Trip	1	0	1	0	0	0	0	2
Missed Connection	0	0	0	0	0	0	0	0
Missed Trip	0	0	0	0	1	0	0	1
No-Show	1	1	1	0	0	0	0	3
Off-Route	0	0	0	0	0	0	0	0
Pass-Up Complaint	0	1	0	0	0	0	0	1
Service Structure Complaint	5	0	0	0	3	0	1	9
Bus Stop Improvement Request	0	0	0	0	0	0	0	0
Fares	0	0	0	0	0	0	0	0
Other Complaint	2	0	0	0	2	0	1	5
Scheduling Complaint	0	0	0	0	1	0	0	1
Service Improvement Suggestion	3	0	0	0	0	0	0	3
Safety Complaint	0	0	0	0	0	0	0	0
Total Service Hours	9,482	3,076	1,231	180	2,219	0	16,189	16,189
Commendations per 1,000 Hours	0.1	0.0	0.0	0.0	1.8	-	0.0	0.3
Complaints per 1,000 Hours	2.4	1.6	4.1	0.0	3.2	-	0.1	2.6
Total Passengers	188,785	30,621	7,836	5,399	4,027	2,528	248,346	248,346
Commendations per 1,000 Passenger:	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0
Complaints per 1,000 Passengers	0.1	0.2	0.6	0.0	1.7	0.4	0.0	0.2

Attachment A

Monthly Monitoring Report

04/22/2025

FISCAL YEAR

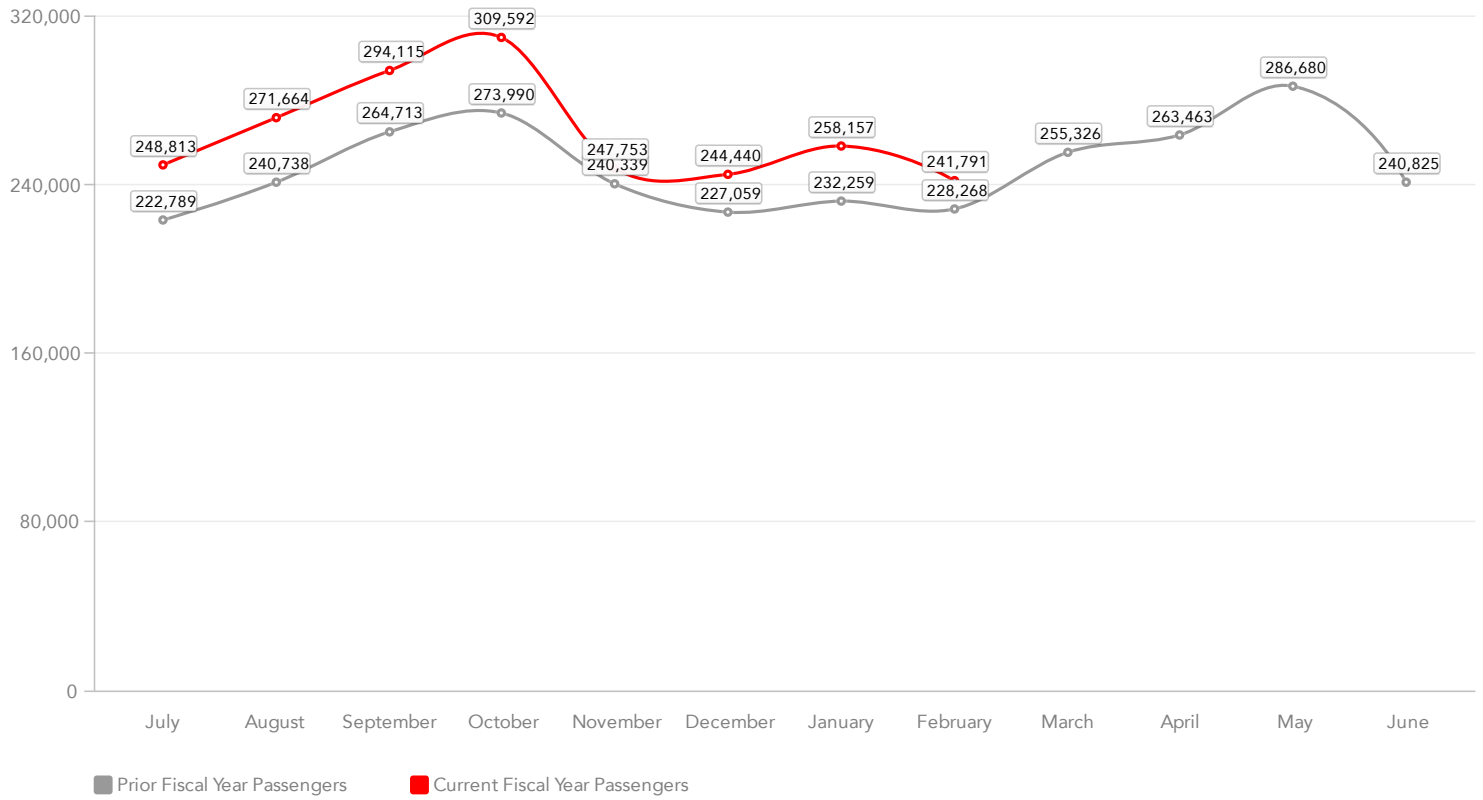
MONTH

2025

All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

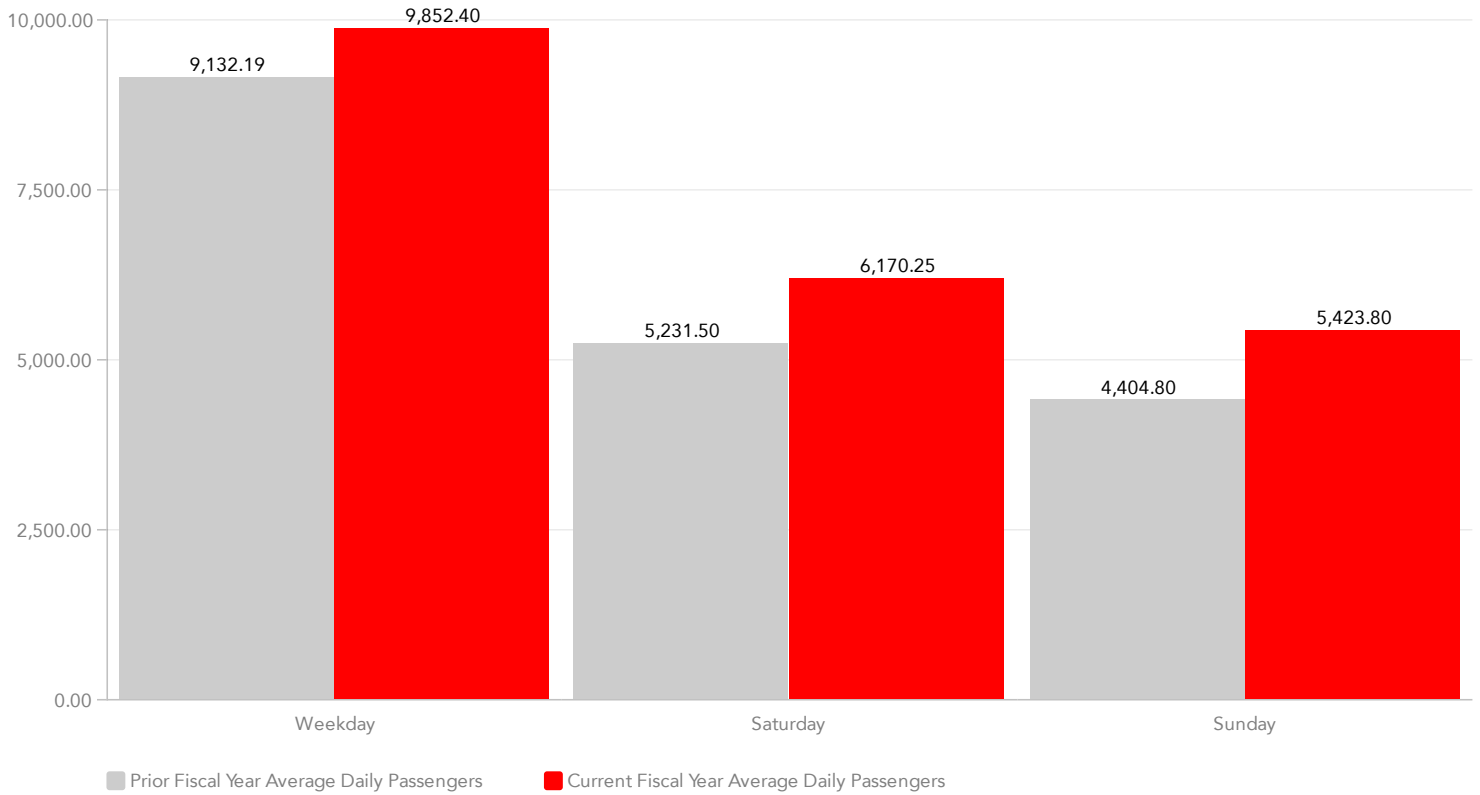


Monthly Comparison

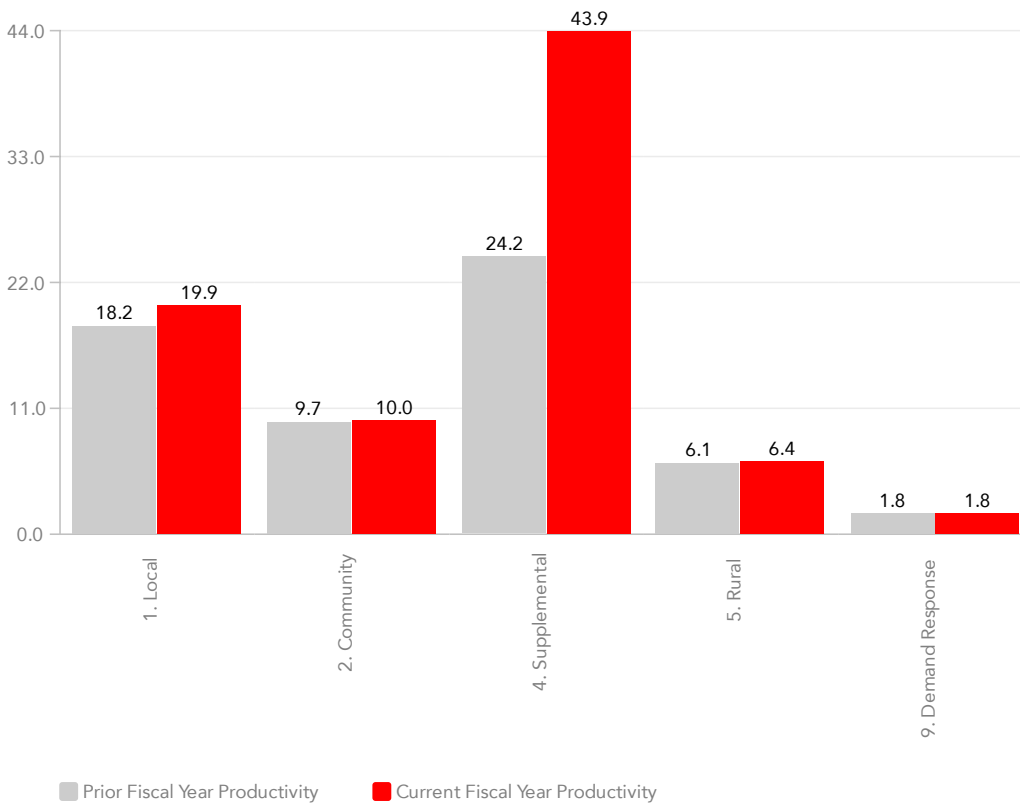
MONTH

Feb

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, April 7, 2025 at 9:30 A.M.

Roll Call

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

Absent: **Vice President Sackett, Director Colbert, Director Bushey**

Director Llorens Gulati was in attendance as a voting member.

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](#)

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

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

President 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: January 2025](#)
 - i. [Item 5b – Staff Report](#)

General Manager Nancy Whelan provided updates on the District's Operations & Maintenance Facility Project, community engagement, and outreach in West Marin County. She shared data regarding the demographics of the District's riders and highlighted key takeaways from the data. Ms. Whelan reported on fixed route and demand response ridership from January 2025.

Director Moulton-Peters asked what discussions were being had about the future of public transportation in the context of the COVID-19 pandemic.

Ms. Whelan stated that discussions on the topic were happening at the national level, as well as at local agencies such as the Metropolitan Transportation Commission (MTC). She compared the impacts of COVID-19 on small operators, large operators, and rail operators, noting that all operators are trying to adapt to the impacts. Ms. Whelan summarized ridership trends that have emerged since the beginning of the COVID-19 pandemic.

Director Llorens Gulati asked why the District's ridership appeared to fluctuate seasonally.

Ms. Whelan answered that local school year schedules, weather, and gas prices impact ridership throughout the year.

5. [Consent Calendar](#)

- a. [Minutes for March 3, 2025 Board Meeting](#)
- b. [Federal Legislative Report](#)
- c. [General Manager Contract Awards](#)
- d. [Resolution 2025-02 for Application for Low Carbon Transit Operations Program \(LCTOP\)](#)
- e. [Metropolitan Transportation Commission Resolution for Transportation Development Act and State Transit Assistance Funds FY 2025/26](#)
- f. [Marin Transit Financial Management Policies Update](#)
- g. [Second Amendment with Transdev Services, Inc. for Operations of Marin Access Services and Programs \(#1305\)](#)

Recommended Action: Approve.

M/s: Second Vice President Casissa – Director Moulton-Peters

Ayes: President Lucan, Second Vice President Casissa, Director Moulton-Peters, Director Rodoni, Director Llorens Gulati

Noes: None

Absent: Vice President Sackett, Director Colbert, Director Bushey

Abstain: None

6. [FY 2025/26 – FY 2027/28 Funding Cycle for Measure AA Yellow School Bus Transportation Programs](#)

[Staff Report](#)

Specialized Transportation Services Analyst Sandra Romero provided background information on the District's Measure AA Yellow Bus Program. She listed all participating school districts as well as eligibility criteria for programs. She stated that while there would be no new participating school districts during the upcoming school year, the Novato Unified School District and Larkspur Corte Madera Schools were prospective new participants. Ms. Romero explained the Measure AA funding allocations for FY 2025/26 through FY 2027/28. She noted the allocation formula for the previous cycle and listed each school district's upcoming allocations. She highlighted staff's recommended action.

Second Vice President Casissa asked about Larkspur Corte Madera Schools' prospective interest in the Measure AA program.

Ms. Romero said that staff are in conversation with the school district to explore their capacity and interest, given recent changes within the school district.

Director Llorens Gulati asked why all school districts had the same allocation formula.

General Manager Nancy Whelan outlined the factors that influenced the formula, noting that it is not population-based. The formula was designed to encourage ridership and accommodate the cost of Yellow Bus service.

Director Llorens Gulati commented that she was concerned with equity and wondered when staff would reconsider the formula.

Ms. Whelan confirmed that staff would reconsider the formula in three years.

Ms. Romero explained the benefits of the current formula.

Director Moulton-Peters provided context regarding the school district contracts. She commented on how Yellow Bus programs reduce greenhouse gases.

Director Llorens Gulati shared how her experience on the School Board impacted her understanding of Yellow Bus funding.

Director Rodoni asked how the Novato Unified School District and Larkspur Corte Madera Schools could fit into the District's Measure AA Yellow Bus Program.

Ms. Romero stated that the District had additional Measure AA carry-forward funding that could be used if either school district chose to join the program.

Ms. Whelan added that staff help school districts locate additional sources of funding.

President Lucan asked which schools were served by the District's supplemental routes.

Ms. Romero responded that supplemental routes for schools operated throughout many areas in Marin County. She listed schools that were served by supplemental routes and clarified that Routes 57 and 49 also served schools in Marin County.

President Lucan emphasized the importance of Yellow Bus programs for younger students. He suggested that when staff reconsider the Measure AA funding allocation formula, staff could analyze the impacts of various revenues of the school districts in Marin County.

Recommended Action: Approve funding allocations and authorize the General Manager to execute contracts with eligible yellow school bus programs for the new Measure AA three-year funding cycle (FY 2025/26 – FY 2027/28) for home to school transportation programs.

M/s: Director Rodoni – Second Vice President Casissa

Ayes: President Lucan, Second Vice President Casissa, Director Moulton-Peters, Director Rodoni, Director Llorens Gulati

Noes: None

Absent: Vice President Sackett, Director Colbert, Director Bushey

Abstain: None

7. [Catch-A-Ride Pilot Program Transition to Mobility Wallet](#)

[Staff Report](#)

Program and Policy Manager Joanna Huitt explained why the current Catch-A-Ride program was not sustainable long-term. She outlined the options staff considered for the future of the Catch-A-Ride program, highlighting that staff were proposing to proceed with

the option that prioritized resources for those with income barriers. Ms. Huitt summarized feedback staff received from Directors on the board report presented at the March 3, 2025, Board meeting. Ms. Huitt demonstrated how extending the Catch-A-Ride pilot program would double the program cost in FY 2025/26. She compared average subsidies per trip across Marin Transit and Marin Access services. She summarized feedback staff received from riders regarding the proposed changes to the Catch-A-Ride program. Ms. Huitt compared the two most viable options considered for Catch-A-Ride program changes. She outlined staff's recommendations. Under the proposed program structure, new riders without income barriers will receive the Intro to Mobility package, while existing and new riders with income barriers will receive enhanced Marin Access Fare Assistance (MAFA) benefits. Existing riders without income barriers will be enrolled in the Mobility Wallet Transitional Program. Ms. Huitt compared the subsidies of the Intro to Mobility Program, MAFA Mobility Wallet, and Mobility Wallet Transitional Program. She projected costs of all three programs for FY 2025/26. She summarized what Marin Access's model would look like with the proposed changes. Ms. Huitt explained next steps and the recommended action.

Director Llorens Gulati asked how staff would evaluate the new programs.

Ms. Huitt responded that staff would provide the Board with an update in several months and conduct an evaluation after one year.

Director Moulton-Peters asked which destinations riders used Catch-A-Ride for and if other programs could provide those trips in the future. She asked about training for future riders.

Ms. Huitt highlighted popular destinations and uses for the Catch-A-Ride program.

Director Moulton-Peters suggested that staff communicate with riders regarding alternative services they could be redirected to in Catch-A-Ride's absence.

Ms. Huitt added that the District currently offers Travel Training to riders by phone and in-person. Staff will continue to provide Travel Training and grow the Travel Training program.

Director Moulton-Peters said that staff provide Travel Training in community spaces.

Director Rodoni expressed his support for staff's work and their proposal.

President Lucan noted the value of educating riders on fare programs. He emphasized the potential of the Marin Sonoma Transit Coordination (MASCOTS) group to facilitate

information sharing. He stated that Sonoma-Marín Area Rail Transit (SMART) is planning to continue their free fare program for youth and older adults, and suggested SMART could provide supplemental outreach regarding the proposed Marin Access programs.

General Manager Nancy Whelan added that Ms. Huitt and Director of Planning Cathleen Sullivan were involved in MASCOTS subgroups on public affairs and information sharing.

Ms. Huitt stated that staff collaborate and share information in every way that they can.

President Lucan thanked staff for their work and said he looked forward to receiving program updates.

Recommended Action: Approve ending the Catch-A-Ride (CAR) pilot program (effective June 30, 2025) and replace it with the following:

- 1. Intro to Mobility program for new riders: a package of offerings designed to expose older adults in Marin County to mobility options, including a one-time financial incentive delivered via a mobility wallet.**
- 2. Enhancement of the Marin Access Fare Assistance (MAFA) program to offer an ongoing subsidy for use on a range of mobility providers to income qualified individuals via a mobility wallet.**
- 3. A transitional program for current CAR riders who do not have income barriers that offers a limited duration monthly subsidy via a mobility wallet to wean them off the CAR program while educating them on alternatives**

M/s: Director Moulton-Peters – Director Llorens Gulati

Ayes: President Lucan, Second Vice President Casissa, Director Moulton-Peters, Director Rodoni, Director Llorens Gulati

Noes: None

Absent: Vice President Sackett, Director Colbert, Director Bushey

Abstain: None

Adjourn President Lucan adjourned the meeting at 10:25 A.M.

SINE DIE

PRESIDENT

ATTEST:

CLERK



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Board of Directors

Eric Lucan

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Supervisor District 5

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Maribeth Bushey

Director
City of San Rafael

Maika Llorens Gulati

Alternate
City of San Rafael

May 5, 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 and quarterly summaries as a part of their services. The attached monthly report for March 2025 provides an appropriations update, Administration appointments, legislative activity and congressional letters, and federal agency regulatory actions and announcements. Carpi Clay also provide a Federal Surface Transportation Quarterly Review. The attached review provides a look at the various actions, funding opportunities and notifications for surface transportation investments at the federal agency level for the first quarter of 2025.

Respectfully Submitted,

Nancy Whelan
General Manager

Attachment A: Federal Update February 2025

Attachment B: Federal Surface Transportation Quarterly Review, January – March 2025

Federal Update

April 1, 2025

Appropriations Update

On March 14th, Congress passed [H.R. 1968](#), a continuing resolution (CR) that funds the federal government for the remainder of Fiscal Year (FY) 2025. President Trump signed it into law the following day, averting a government shutdown. While the CR generally maintains FY 2024 funding levels through September 30, it excludes all Congressionally Directed Spending (earmarks) requests that were included in the House and Senate's proposed FY25 appropriations bills.

With FY25 now funded, Congress has shifted its focus to the FY26 appropriations process. Many Senators and Representatives are currently accepting both programmatic and project requests for FY26. Additionally, many congressional offices are planning to resubmit projects that were originally proposed for FY25. However, guidance from the House and Senate Appropriations Committees has not yet been released, so some aspects of the process may change once the committees issue the official rules.

Trump Administration Appointments

President Trump announced the following appointments to his administration in March:

Dept/Agency	Position	Appointee
Agriculture	Chief of Staff, National Resources Conservation Service	Colton Buckley
Agriculture	Chief, National Resources Conservation Service	Aubrey Bettencourt
Agriculture	Deputy Under Secretary for Farm Production and Conservation	Brooke Shupe Appleton
Commerce	Deputy Secretary	Paul Dabbar
Council on Environmental Quality	General Counsel	Justin Schwab
Defense	Assistant Secretary of the Army for Civil Works	Adam Telle
Energy	Assistant Secretary of Energy for Environmental Management	Timothy John Walsh
Energy	General Counsel	Jonathan Brightbill
Environmental Protection Agency	Assistant Administrator, Office of Solid Waste	John Busterud

Environmental Protection Agency	Region 9 Administrator	Josh F.W. Cook
Health & Human Services	Health Resources and Services Administrator	Thomas Engels
Homeland Security	Deputy Secretary	Troy Edgar
Housing & Urban Development	Deputy Secretary	Andrew Hughes
Housing & Urban Development	General Counsel	David Woll
Transportation	Administrator of the FHWA	Sean McMaster
Transportation	Administrator of the FAA	Bryan Bedford
Transportation	Administrator of the FMCSA	Derek Barrs
Transportation	Administrator of MARAD	Brent Sadler
Transportation	Assistant Secretary	Seval Oz
Transportation	Assistant Secretary	Michael Rutherford
Transportation	Deputy Administrator of the FTA	Tariq Bokhari
White House	Deputy Director of the Office of Management and Budget	Eric Ueland

President Trump Issues EO on State and Local Preparedness

On March 19th, President Trump issued an Executive Order (EO) titled “[Achieving Efficiency Through State and Local Preparedness](#)” to reform the Federal Emergency Management Agency (FEMA). The order directs state and local governments to lead resiliency efforts against threats such as natural disasters and cyberattacks. FEMA’s role would be that of a partner to local and state governments, rather than the director of disaster response. The order emphasizes the role of local communities in planning and managing disaster resilience independently, with federal support available upon request.

LEGISLATIVE ACTIVITY

Bipartisan House Bill Introduced to Establish FEMA as an Independent Cabinet-Level Agency. Florida Representatives Byron Donalds (R) and Jared Moskowitz (D) introduced the *FEMA Independence Act of 2025* ([H.R. 2308](#)) to establish the Federal Emergency Management Agency (FEMA) as an independent Cabinet-level agency, removing it from its existing position as an agency under the purview of the Department of Homeland Security (DHS). The legislation was referred to the Committees on Homeland Security and Transportation and Infrastructure for consideration.

Bill Introduced in House to Restore Tax-Exempt Advance Refunding for Municipal Bonds. Representatives David Kustoff (R-TN), Rudy Yakym (R-IN), Gwen Moore (D-WI), and Jimmy Panetta (D-CA) introduced the *Investing in Our Communities Act* ([H.R. 1255](#)) to restore tax-exempt

advance refunding for municipal bonds, which were made unavailable in the 2017 *Tax Cuts and Jobs Act*. The bill was referred to the Committee on Ways and Means for consideration.

Rep. Peters Introduces Bill to Address Toxic Wastewater in Tijuana River Valley.

Representative Scott Peters (D-CA) introduced a bill ([H.R. 1948](#)) that would enable the International Boundary and Water Commission (IBWC) to accept funding from both federal and non-federal entities for wastewater treatment, flood control projects, and other water conservation initiatives. Currently, IBWC relies upon annual appropriations or emergency funding to build and maintain its facilities. Specifically, the legislation would allow federal and non-federal entities to provide up to \$5 million in funding to IBWC and includes safeguards to prevent foreign entities of concern from providing funding. The legislation was referred to the Committee on Transportation and Infrastructure for consideration.

Water Conservation Rebate Tax Parity Bills Introduced in House and Senate.

Representatives Jared Huffman (D-CA) and Blake Moore (R-UT) introduced the *Water Conservation Rebate Tax Parity Act* ([H.R. 1871](#)). Senators Alex Padilla (D-CA), John Hickenlooper (D-CO), and Michael Bennet (D-CO) introduced a Senate companion bill ([S. 857](#)). The legislation would amend federal tax law to exempt homeowners from income tax on rebates received from water utilities for water management and improvement projects. The House bill was referred to the Committee on Ways and Means for consideration, and the Senate bill was referred to the Committee on Finance.

Senators Introduce Bipartisan Bill to Simplify the Disaster Relief Application Process.

Senators Gary Peters (D-MI) and Rand Paul (R-KY) introduced the bipartisan *Disaster Assistance Simplification Act* ([S. 861](#)) to simplify the federal disaster relief application process across government agencies. Currently, there are different requirements across the various agencies that provide disaster relief. Specifically, the bill would:

- Require FEMA to establish a universal disaster application across federal agencies.
- Allow FEMA to share applicant information with other federal agencies to streamline recovery efforts.
- Ensure all information-sharing practices comply with federal data security standards to protect survivors' personal information.

FTA Nominee Appears Before Senate Banking Committee.

The Senate Banking Committee held a confirmation hearing for former Rep. Marc Molinaro who has been nominated to be the Administrator of the Federal Transit Administration. Molinaro's prepared statement is [HERE](#) and the hearing can be viewed [HERE](#). The Committee also considered nominations for three other people who have been nominated for non-transit related financial positions in the government and most of the questions from Senators were directed at those nominees. However, the following are notable questions asked of Molinaro:

- Senator Cortez Masto (D-NV) asked Molinaro if he could promise transparency as it relates to staff reductions and federal funding freezes. Molinaro was vague in his response noting that he has not been "on the inside at FTA yet". The Senator went on to ask if Molinaro

would commit to disbursing all of the transit funding authorized in the IJJA and in the manner in which it was authorized by Congress. Molinaro responded that he was not aware of the status of “awarded and contracted grants” but that he read that there would soon be a release of grant funding and that it is his “expectation” that he will be “advocating for the disbursement of contracted and obligated funds” should he be confirmed.

- Senator Moreno (R-OH) asked if Molinaro thought it “made sense to spend two to three times the amount of funding on electric buses rather than on natural gas or renewably fueled buses.” Molinaro responded that he thought local and regional transit entities need to make purchasing decisions based on their own needs and that he supports an “all of the above approach” and noted that Congress will have an opportunity to review the No/Lo Emission program as part of the transportation reauthorization.
- Senator Smith (D-MN) expressed concern about the Trump Administration’s actions on pausing and/or halting federal funds when work has already begun on awarded projects and asked for Molinaro’s commitment to ensure that funds would continue to flow to those projects. Molinaro promised he would “advocate for the release of dollars and meet the contractual obligations of the FTA.”
- Senator Kim (D-NJ) asked if Molinaro knew the status of the dismissed probationary employees and Molinaro said that he did not.
- Senator Alsobrooks (D-MD) asked if Molinaro would support the Lo/No Emissions program going forward to which he replied that he would. She then asked if he was aware of any plans to fire full time employees at the FTA to which he said he was not currently aware. The Senator asked if he was supportive of the current FTA workforce he answered by saying he would “advocate” for the workforce.

CONGRESSIONAL LETTERS

California Delegation Requests FEMA Extend LA County Fire Disaster Relief Application Deadline. The entire bipartisan California congressional delegation sent [a letter](#) to FEMA Acting Administrator Cameron Hamilton requesting an extension of the deadline for FEMA disaster relief applications to May 9th. The letter states that an extension will enable insurance agencies to provide a comprehensive accounting of losses for all affected individuals and businesses, and that many people lost devices required to submit their applications in the fire.

California Delegation Urges Additional Federal Disaster Funding for LA County Fires. The entire bipartisan California congressional delegation sent [a letter](#) to House and Senate leadership requesting additional disaster relief funding for the rebuilding process following the January 2025 wildfires in Los Angeles County. The letter states that “just as the federal government has come to the aid of communities impacted by wildfires across the western United States, tornados in the Midwest, ice storms in Texas, or hurricanes in the Southeast, we should once again support the recovery of the impacted families, businesses, and communities in Los Angeles County.”

California Rep. Kevin Kiley Requests FBI Investigation of California High-Speed Rail Cost Overruns. Representative Kevin Kiley (R-CA) sent [a letter](#) to Director of the Federal Bureau of Investigation (FBI) Kash Patel requesting an investigation into cost overruns on the California High-Speed Rail project. Kiley's letter states that the project was "originally projected to cost \$33 billion and scheduled to be completed by 2020," but is now projected to cost "over \$100 billion above that original estimate."

Bicameral Letter to HUD Secretary Condemns Proposed Field Office Closures and Staffing Cuts. A bicameral group of Democratic lawmakers sent [a letter](#) to the Department of Housing and Urban Development (HUD) Secretary Scott Turner condemning the agency's potential closure of field offices and requesting reinstatement of fired HUD civil servants. The letter highlights that federal law requires a field office in each state to process mortgage applications, but the Trump Administration's proposed office closures would leave 34 states without a field office. The letter states that the lawmakers "strongly urge HUD to maintain existing field offices with adequate staffing levels and to fully and immediately reinstate civil servants who have been illegally terminated." Lawmakers continued by requesting answers to a list of questions regarding HUD's plans by April 2nd.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

President Trump Establishes White House Task Force for FIFA 2026 World Cup. President Trump signed an EO to [establish a White House Task Force](#) for the FIFA 2026 World Cup. The task force will coordinate with federal agencies to plan, organize, and execute the 2025 Club World Cup and the 2026 World Cup. The President will serve as the Chair, the Vice President will serve as the Vice Chair, and the President will appoint an Executive Director to oversee the day-to-day operations. Additionally, the following federal agencies will be represented on the Task Force:

- State Department
- Treasury Department
- Department of Defense
- Department of Justice
- Department of Commerce
- Department of Transportation
- Department of Homeland Security

The Task Force will be housed in the Department of Homeland Security. The federal agencies involved in the Task Force are required to submit reports regarding their respective planning and activities by June 1st. The White House also released a [fact sheet](#) to accompany the EO.

President Trump Issues EO to Reduce Federal Agencies. President Trump signed an EO titled "[Continuing the Reduction of the Federal Bureaucracy](#)" that scales back agencies such as the Interagency Council on Homelessness, Treasury's Community Development Financial

Institutions Fund, and the Institute of Museum and Library Services. The directive limits their respective funding to their statutory functions and limits those statutory functions to the minimum permitted by law. This means that any grants must be consistent with those functions and subject to appropriations. The agencies have until March 21st to recommend what activities can continue. Based on the reviews, the Office of Management and Budget would have the ability to reject future funding requests “to the extent they are inconsistent with this order.”

Amtrak CEO Steps Down. On March 19th, Amtrak’s CEO Stephen Gardner [announced his resignation](#), effective immediately. Amtrak has not yet announced an Interim CEO.

CBP Publishes Guidance on Aluminum and Steel Tariffs. U.S. Customs and Border Protection (CBP) released guidance on [aluminum](#) and [steel](#) tariffs. The tariff on steel and steel derivatives is set at 25%, and all quota agreements have been terminated, applying the tariff to all trading partners of the United States. The tariff on aluminum and aluminum derivatives is increased from 10% to 25%, and all quota agreements have been terminated, except for a 200% rate on aluminum imports from Russia.

DOT Issues SS4A NOFO. DOT released the FY25 Safe Streets for All (SS4A) program [notice of funding opportunity](#) (NOFO) for \$982.3 million in available funding. Funding will be awarded on a competitive basis for planning, demonstration, and strategy-based projects that prevent death and serious injury on roadways for all users. Applications are due by June 26th.

DOT Issues Rural and Tribal Assistance Pilot Program NOFO. DOT published an amended NOFO for \$27 million available under the Rural and Tribal Assistance Pilot Program that was initially published on December 19, 2023. The NOFO has now been amended to remove references to rescinded Executive Orders and align with new Executive Orders. The redlined version of the NOFO is [HERE](#). The amended NOFO is [HERE](#) and applications began to be accepted on March 18, 2025 with all applications due by April 17, 2025.

DOT Issues a Memo Providing Guidance on Competitive Grants and Compliance with EOs. DOT [issued guidance](#) for competitive grant and cooperative agreement awards made after January 20th, 2021, that lack fully obligated agreements. This guidance mandates that all selections align with current Administration priorities, including EOs focused on energy, climate, diversity, and economic analysis. It requires a comprehensive review of all awards from FY 2022–2025 that have not been fully obligated, particularly those supporting equity, DEI, climate change, environmental justice, bicycle infrastructure, and electric vehicle projects. Programs meeting these criteria will undergo project-by-project reviews, with identified elements flagged for potential removal or revision. If necessary, award scopes must be modified to align with statutory requirements and Administration priorities, with final decisions made by the Office of the Assistant Secretary for Transportation Policy and the Office of the General Counsel.

DOT IG Publishes Report on FAA’s Oversight of COVID Relief Funds. DOT IG published a report titled “[FAA Has Improved Its Oversight of COVID-19 Relief Funds Despite Implementation](#)”

Inconsistencies.” The report found that FAA received substantial funding through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan Act (ARPA) to support airports during the COVID-19 pandemic. The report evaluated the Federal Aviation Administration’s (FAA) oversight of these grant funds and found that, although the FAA established processes to distribute funds promptly, there were shortcomings in monitoring grant recipients' compliance with federal requirements and in ensuring that funds were utilized effectively. To enhance oversight, the report recommended that the FAA strengthen its monitoring procedures, improve documentation practices, and provide additional guidance to grant recipients to ensure proper use of funds and adherence to federal regulations. Implementing these recommendations would enable the FAA to address identified weaknesses and enhance the effectiveness of its grant oversight.

DOT IG Publishes Report on FAA's Steps to Prevent and Mitigate Runway Incursions. The DOT’s Office of Inspector General (DOT IG) published a report titled “[FAA Has Taken Steps to Prevent and Mitigate Runway Incursions. Still, Work Remains to Improve Data Analytics and Implement Key Initiatives.](#)” The report found that FAA has taken steps to mitigate runway incursions through the deployment of technology, enhanced pilot and controller training, and safety initiatives. However, challenges remain in improving data analysis and risk assessment to identify and address root causes more effectively. The report also highlights that while the FAA has made progress, its ability to measure the effectiveness of safety initiatives remains limited. Additionally, the FAA has yet to fully implement recommendations from past reports and initiatives, such as those from the 2015 Call to Action on Runway Safety forum and the 2003 Runway Incursion Airport Assessment Report. To enhance safety, the report recommends that the FAA adopt the 24 recommendations from an independent Safety Review Team, issued in November 2023, which focuses on process integrity, staffing, facilities, and equipment improvements. The FAA is urged to refine its data analytics and risk assessment methodologies to better understand and mitigate risks. Further, it should implement and measure the effectiveness of past and ongoing runway safety initiatives to ensure meaningful progress in reducing incursions. Addressing these recommendations will help the FAA strengthen its safety measures and enhance overall runway safety.

EPA Announces Review of WOTUS Definition. EPA Administrator Lee Zeldin [announced](#) that EPA and the U.S. Army Corps of Engineers will review and revise the definition of "waters of the United States" (WOTUS). The EPA’s review will consider the Supreme Court’s decision in *Sackett v. Environmental Protection Agency*, which held that the Clean Water Act’s definition of “waters” encompasses only those relatively permanent, standing, or continuously flowing bodies of water, such as streams, oceans, rivers, and lakes.

EPA Extends Comment Deadline for Draft PFOA/PFOS Sewage Sludge Risk Assessment. EPA extended the deadline for [public comment](#) on its Draft Sewage Sludge Risk Assessment for Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonic Acid (PFOS) to April 16th. EPA is seeking stakeholder feedback on the report that details the agency’s latest scientific understanding of the potential risks to human health and the environment posed by the presence of [PFOA and PFOS in sewage sludge](#) that is land applied as a soil conditioner or fertilizer (on

agricultural, forested, and other lands), surface disposed (e.g., placed in a sewage sludge-only landfill called a monofil), or incinerated.

FAA Announces RID Technology at Airports. The Federal Aviation Administration (FAA) [announced](#) that it is rolling out enhanced safety technology, the Runway Incursion Device (RID), at 74 air traffic control towers. RID is a memory aid for air traffic controllers that improves safety by indicating when a runway is occupied or closed. It can identify up to eight runways and will now be standard technology, replacing a variety of devices at control towers.

FAA Delays Enforcement Action of Several Rules. FAA has announced that it will not take enforcement of the following rules until March 20th:

- [Drug and Alcohol Testing of Certified Repair Station Employees Located Outside of the United States](#)
- [Aircraft Registration and Recordation Procedural Updates](#)
- [Electronic Issuance of Aircraft Registration and Dealer Certificates](#)
- [Enforcement Policy Regarding Integration of Powered-Lyft](#)

FAA Announces Process to Withhold Aircraft Owners' Private Information. As mandated in the FAA Reauthorization Act of 2024, FAA has [implemented a process](#) that allows private aircraft owners to request to keep certain ownership information, such as name and address, private and not publicly available on FAA websites. A public comment period is expected to be posted soon in the Federal Register.

FAA Reminds the Public of the Dangers of Laser Strikes on Aircraft. FAA [announced](#) that in 2024, pilots reported 12,840 laser strikes, only a 3% decrease from 2023. FAA reminds the public that shining a laser at an aircraft poses a serious safety threat and is a federal crime. Pilots reported the highest numbers of laser strikes in the states listed below:

- California - 1,489
- Texas - 1,463
- Florida - 810
- Tennessee - 649
- Illinois - 622
- Arizona - 550
- New York - 531
- Indiana - 512
- Georgia - 416
- Virginia – 415

FAA Publishes Intent to Decommission Flight Service Remote Communications Outlets. FAA [proposed decommissioning](#) the Flight Service network of communication frequencies for advisory services throughout the contiguous United States (CONUS), excluding those in Alaska. Comments are due by May 27th.

FHWA Delays Buy America Rule. The Federal Highway Administration (FHWA) delayed the final rule titled “Buy America Requirements for Manufactured Products” until March 20th.

GAO Releases Report on Port Resilience Efforts. The Government Accountability Office (GAO) released a report titled “[GAO Report on Port Resilience Efforts](#).” The report outlines the funding and other resources available at DOT and DHS for ports to enhance their disaster resilience efforts. The report found that many port projects increase natural disaster resiliency even if the primary goal of the project is different, such as security or improving the flow of goods. Federal funding programs do not require agencies to track resiliency improvements for funded projects, making the amount of funding allocated to port resiliency uncertain.

NHTSA Delays Enforcement Action of Several Rules. The National Highway Traffic Safety Administration (NHTSA) has announced that it will not take enforcement of the following rules until March 20th:

- [FMVSS: Bus Rollover Structural Integrity](#)
- [FMVSS: Child Restraint Systems](#)
- [Implementing the Whistleblower Provisions of the Vehicle Safety Act](#)

##



Federal Surface Transportation Quarterly Review January – February – March 2025

Document Overview

This document provides a look at the various actions, funding opportunities and notifications **for surface transportation investments at the federal agency level for the first quarter of 2025**. Organized first by Department of Transportation-wide initiatives and then alphabetically by modal administration, the information presented covers January, February and March of 2025 for the Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration and the Maritime Administration. Where available and appropriate, links have been provided. At the conclusion of the document, a section on broader actions with a nexus to surface transportation projects and programs has been included. **You can also find the most up to date status of forthcoming and open DOT NOFOs [HERE](#).**

With the change in Administration, items for the month of January note whether the action happened prior to January 20th or after January 20th. **Actions prior to January 20th are those of the Biden Administration.** **Actions on January 20th and after are those of the Trump Administration.**

Department of Transportation (DOT)

JANUARY

Pre-January 20th

BIDEN DOT Announces RAISE Grant Awards. DOT [announced](#) \$1.32 billion in Round 1 awards through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to 109 projects across the country.

BIDEN DOT Announces Rural Grant Awards. DOT [announced](#) \$785 million in awards through the Rural Surface Transportation Grant Program (Rural) to invest in transportation projects across the country that will increase mobility, improve safety, and generate regional economic growth in rural communities.

BIDEN DOT Announces Reconnecting Communities Grant Awards. DOT [announced](#) \$544 million in grants awards or 81 projects through the Reconnecting Communities Pilot discretionary grant

program. The program helps to routes between communities in urban, rural, and tribal areas that were cut off by transportation infrastructure decades ago, leaving entire neighborhoods without easy access to opportunities, employment and key resources like schools, medical offices, and places of worship.

BIDEN DOT Announces Intersection Safety Challenge Winners. DOT [announced](#) the winners of the Intersection Safety Challenge Stage 1B: System Assessment and Virtual Testing. The purpose of the Intersection Safety Challenge, a multi-stage prize competition, is to encourage teams of innovators and end-users to develop, prototype and test intersection safety systems (ISS) that leverage emerging technologies including artificial intelligence (AI) and machine learning (ML) to identify and mitigate unsafe conditions involving vehicles and vulnerable road users at roadway intersections. DOT awarded 10 teams with prize amounts ranging from \$166,666 to \$750,000, for a total of \$4,000,000 in prize awards.

BIDEN DOT Announces Modernizing NEPA Challenge Rewards. DOT [announced](#) the winners of the Modernizing National Environmental Policy Act (NEPA) challenge, which rewarded the use of accessible and interactive innovations to make the NEPA review process easier to navigate. Winning projects are aimed at incentivizing collaborative, real-time reviews to save time and improve the quality of NEPA documents. There were nine recipients of \$50,000 each.

BIDEN DOT Publishes Annual Transportation Statistics Report. DOT's Bureau of Transportation Statistics published the [2024 Transportation Statistics Annual Report](#). The report presents an overview of the national transportation system, including key indicators regarding safety, system reliability, energy use, and environmental impacts.

BIDEN DOT Requests Combating Human Trafficking in Transportation Impact Award Nominations. The [annual Combating Human Trafficking in Transportation Impact Award](#) (the award) is a component of DOT's Transportation Leaders Against Human Trafficking initiative that seeks to raise awareness among transportation stakeholders about human trafficking and increase training and prevention to combat crime. The award serves as a platform for transportation stakeholders to creatively develop impactful and innovative counter-trafficking tools, initiatives, campaigns, and technologies that can be shared with the broader community to help stop human trafficking. The award is open to individuals and entities, including non-governmental organizations, transportation industry associations, research institutions, and State and local government organizations. Entrants compete for a cash award of up to \$50,000 to be awarded to the individual(s) or entity selected for creating the most impactful counter-trafficking initiative or technology. Submissions are due by March 7th.

Post-January 20th

TRUMP New DOT Secretary. Sean Duffy is sworn in as Secretary of the US Department of Transportation. In his first act as Secretary, Duffy [instructed](#) his agency to take steps to roll back CAFE (Corporate Average Fuel Economy) standards. On day two, he followed by signing two

more orders rescind “[Biden-Harris Administration’s woke policies](#)” and [lower “costs through smarter policies, not political ideologies.”](#)

TRUMP DOT Issues BUILD NOFO. Prior to this week’s deadline, DOT [issued an amendment](#) to the Biden Administration’s final RAISE NOFO. In doing so, they restored the program name back to BUILD and made several notable changes which we expect will be carried forward in future NOFOs. Changes include removing Justice40, removing the 2010 census tract, removing all references to disadvantaged communities, and removes VMT as a reduction benefit.

FEBRUARY

President Trump announced political appointees in February:

Transportation	(Acting) Administrator, Federal Aviation Administration	Christopher Rocheleau
Transportation	(Acting) Administrator, Pipeline and Hazardous Materials Safety Administration	Benjamin (Ben) Kochman
Transportation	Administrator of the National Highway Traffic Safety Administration	Jonathan Morrison
Transportation	Assistant to the Secretary and Director of Public Affairs	Alison (Ali) Soule
Transportation	Chief Counsel and (Acting) Deputy Administrator, Federal Aviation Administration	William (Liam) McKenna
Transportation	Chief Counsel, Federal Highway Administration	James (Jay) Payne
Transportation	Chief Counsel, Federal Motor Carrier Safety Administration	Jesse Elison
Transportation	Chief Counsel, Federal Railroad Administration	Kyle Fields
Transportation	Chief Counsel, National Highway Traffic and Safety Administration	Peter Simshauser
Transportation	Chief Counsel, Pipeline and Hazardous Materials Safety Administration	Keith Coyle
Transportation	Chief of Staff	Charles (Pete) Meachum
Transportation	Deputy Assistant Secretary for Congressional Affairs (House), Office of Governmental Affairs	Hannah Matesic
Transportation	Deputy Assistant Secretary for Transportation Policy	Loren Smith
Transportation	Deputy Chief of Staff	Ryan McCormack
Transportation	Deputy Secretary	Steven Bradbury
Transportation	Deputy Director of Advance	Michael (Paten) Kidd

Transportation	Director of Advance	Nicholas LaRotonda
Transportation	Director of Communications and Senior Governmental Affairs Officer, Federal Motor Carrier Safety Administration	Matthew Schuck
Transportation	Director of Communications, National Highway Traffic Safety Administration	Sean Rushton
Transportation	Director of Governmental and Legislative Affairs, Federal Transit Administration	Melissa Mejias
Transportation	Director of Public Liaison and Senior Advisor	Ben Siegrist
Transportation	Director of Scheduling	Sydney Fitzpatrick
Transportation	Press Advance, Office of Public Affairs	Madison McCreery
Transportation	Principal Deputy General Counsel	Gregory (Greg) Cote
Transportation	Safety Policy Advisor	Stephen Walling
Transportation	Senior Advisor to the Administrator, Federal Motor Carrier Safety Administration	Adrienne Camire
Transportation	Senior Advisor, Office of the Assistant Secretary for Administration	Barry Plans
Transportation	Senior Advisor, Office of the Secretary	Daniel Abrahamson
Transportation	Senior Advisor, Office of the Secretary	Anne Byrd
Transportation	Senior Counselor to the Secretary	Owen Morgan
Transportation	Special Assistant	Monica Morrison
Transportation	Special Assistant, Federal Railroad Administration	John Schultz
Transportation	Special Assistant, National Highway Traffic and Safety Administration	Sofia Dudkovsky
Transportation	Special Assistant, Office of Governmental Affairs	Jonathan Priebe
Transportation	Special Assistant, Office of Research and Technology	Kyle Garrett
Transportation	Special Assistant, Office of the Public Liaison	John Grant Burdette
Transportation	Traveling Press Secretary, Office of Public Affairs	Halee Dobbins
Transportation	White House Liaison	Cale McCoshen

DOT Publishes Delay of Several Rulemaking. On February 21st, DOT issued a delay for several final rules until March 20th:

- [Periodic Revisions to Denied Boarding Compensation and Domestic Baggage Liability Limits](#)
- [Ensuring Safe Accommodations for Air Travelers with Disabilities Using Wheelchairs](#)

- **Transportation for Individuals with Disabilities: Adoption of Accessibility Standards for Pedestrian Facilities in the Public Right-of-Way**

DOT IG Publishes Report on DOT’s Workforce Planning Procedures and Metrics to Deliver IIJA Programs. DOT IG published a report titled [DOT Can Improve Workforce Planning Procedures and Metrics for Estimating Needs and Assessing Capacity to Deliver IIJA Programs](#). The report found that surface transportation Operating Administrations and the Office of the Secretary (OST) need to improve workforce planning processes and better integrate data-analytic methods for estimating Infrastructure Investment and Jobs Act (IIJA) workforce needs. While they are required to plan for and manage hiring goals, most did not document formal policies or procedures for estimating workforce needs or updating hiring targets. Although DOT has reported filling 1,204 new IIJA positions as of May 2024, its hiring metrics may not accurately reflect actual onboard workforce capacity since reported numbers include individuals who received offers but may not have started or remained in their roles. Additionally, several Operating Administrations and OST have adjusted their hiring targets, increasing the total goal to 1,638 positions by the end of fiscal year 2026.

Duffy Terminates NYC’s Congestion Pricing System. DOT [announced](#) that it has terminated the Department’s approval of New York City’s congestion pricing system. Per Secretary Duffy’s [press release](#): *“Commuters using the highway system to enter New York City have already financed the construction and improvement of these highways through the payment of gas taxes and other taxes. But now the toll program leaves drivers without any free highway alternative, and instead, takes more money from working people to pay for a transit system and not highways. It’s backwards and unfair.”*

NEVI Suspended. DOT suspended approval of state National Electric Vehicle Infrastructure Formula Program (NEVI) funds. NEVI, along with the CFI program were targets of the President’s EO on Unleashing American Energy.

MARCH

President Trump announced the following appointments to his administration in March:

Transportation	Administrator of the FHWA	Sean McMaster
Transportation	Administrator of the FAA	Bryan Bedford
Transportation	Administrator of the FMCSA	Derek Barrs
Transportation	Administrator of MARAD	Brent Sadler
Transportation	Assistant Secretary	Seval Oz
Transportation	Assistant Secretary	Michael Rutherford
Transportation	Deputy Administrator of the FTA	Tariq Bokhari

DOT Issues SS4A NOFO. DOT released the FY25 Safe Streets for All (SS4A) program [notice of funding opportunity](#) (NOFO) for \$982.3 million in available funding. Funding will be awarded on

a competitive basis for planning, demonstration, and strategy-based projects that prevent death and serious injury on roadways for all users. Applications are due by June 26th.

DOT Issues a Memo Providing Guidance on Competitive Grants and Compliance with EOs. DOT [issued guidance](#) for competitive grant and cooperative agreement awards made after January 20th, 2021, that lack fully obligated agreements. This guidance mandates that all selections align with current Administration priorities, including EOs focused on energy, climate, diversity, and economic analysis. It requires a comprehensive review of all awards from FY 2022–2025 that have not been fully obligated, particularly those supporting equity, DEI, climate change, environmental justice, bicycle infrastructure, and electric vehicle projects. Programs meeting these criteria will undergo project-by-project reviews, with identified elements flagged for potential removal or revision. If necessary, award scopes must be modified to align with statutory requirements and Administration priorities, with final decisions made by the Office of the Assistant Secretary for Transportation Policy and the Office of the General Counsel.

DC, Amtrak and WMATA Receive Letters to Clean Up Their Systems. Secretary Duffy also [called on](#) Washington, DC leadership to improve the safety and security of the City’s transportation systems. Letters were sent to [Mayor Bowser](#), [Amtrak](#), and [WMATA](#).

Steven Bradbury’s nomination to be DOT’s Deputy Secretary was approved in a 51-46 vote.

Federal Highway Administration (FHWA)

JANUARY

Pre-January 20th

BIDEN FHWA Announces \$229.9 Million in ER funds. The Federal Highway Administration (FHWA) [announced](#) the release of \$229.9 million in Emergency Relief (ER) funds to 26 states, Guam, and Puerto Rico. The funds will be used to support repair needs following natural disasters, catastrophic events, and extreme weather such as flooding, wildfires, hurricanes, and mudslides. Repairs resulting from these events will receive federal reimbursement funding under the FHWA’s Emergency Relief (ER) program.

BIDEN FHWA Announces Charging and Fueling Infrastructure Program Awards. FHWA [announced](#) \$635 million to 49 projects in 27 states through the Charging and Fueling Infrastructure Program. The grants will help to deploy more than 11,500 EV charging ports and hydrogen and natural gas fueling infrastructure.

BIDEN FHWA Announces ATIIP Grant Awards. FHWA [announced](#) \$44.5 million in Active Transportation Infrastructure Investment Program (ATIIP) grant awards. The grants help to fund projects that plan, design, and construct projects for connected networks that lead to

destinations and make communities safer for bikers and pedestrians while increasing access to public transit.

BIDEN FHWA Publishes Buy America Requirements for Manufactured Products Final Rule. FHWA published a [final rule](#) that amends FHWA's Buy America regulation to terminate FHWA's general waiver for manufactured products and establish Buy America requirements for manufactured products concerning federal-aid highway projects. The standards for applying Buy America to manufactured products are generally consistent with the Office of Management and Budget's (OMB) guidance implementing the Build America, Buy America Act (BABA) provisions of the Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law (BIL)). The final rule is effective on March 17th.

FEBRUARY

DOT IG Published Report on FHWA's Approach to Identifying Anticompetitive Bidding. The DOT's Office of Inspector General (DOT IG) published a report titled [FHWA: A More Systematic Approach is Needed to Identify Potential Anticompetitive Bidding in Federal-Aid Highway Projects](#). The report found that the Federal Highway Administration (FHWA) needs to enhance its oversight of State Departments of Transportation (State DOTs) to ensure effective competition in highway procurement. Specifically, FHWA lacks comprehensive data on bidding practices, which hampers its ability to identify and address anticompetitive behaviors. Additionally, the report highlights that some State DOTs do not consistently follow federal guidelines designed to promote competitive bidding.

DOT IG Publishes Report Finding That FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance. DOT IG published a report titled [FHWA Lacks Adequate Guidance and Procedures for Its Oversight of Construction Quality Assurance](#). The report assessed: (1) the 52 FHWA Divisions' oversight of State Department of Transportation (State DOT) construction quality assurance programs, (2) FHWA Headquarters' construction quality assurance reviews, and (3) FHWA's dissemination of construction quality assurance information on the Agency's public website. The report found that FHWA divisions do not effectively oversee State Departments of Transportation (State DOTs) construction quality assurance programs. They could not demonstrate full approval of all State DOTs' programs as required for projects on the National Highway System and lacked sufficient guidance from FHWA Headquarters on reviewing program implementation. Additionally, FHWA Headquarters has not provided adequate guidance for overseeing project materials certification and construction inspections, with existing guidance either lacking detail or being outdated. FHWA's reviews of State DOTs' programs do not fully address regulatory compliance or fraud risk, as one review does not cover all program requirements and the other does not assess efforts to minimize waste, fraud, and abuse. Furthermore, FHWA's public webpages on construction quality assurance are outdated and incomplete, with key policy and guidance documents missing from its central online resource.

FHWA Suspends Approval of State EV Infrastructure Deployment Plans. On February 6, the Federal Highway Administration (FHWA) [issued a memo](#) instructing state transportation directors to suspend all new obligations under the National Electric Vehicle Infrastructure (NEVI) program, pending a policy review by the Department of Transportation's new leadership. This suspension halts the approval of state EV infrastructure deployment plans and the allocation of new funds, though reimbursements for existing projects will continue to prevent financial disruptions. The NEVI program, established under the Infrastructure Investment and Jobs Act (IIJA), allocated \$5 billion for the strategic deployment of EV chargers.

MARCH

FHWA Delays Buy America Rule. The Federal Highway Administration (FHWA) delayed the final rule titled “Buy America Requirements for Manufactured Products” until March 20th.

Duffy Rescinds Two FHWA memos. AASHTO and ARTBA applauded DOT Secretary Duffy’s decision to rescind two Biden Federal-aid Highway Program memos. Per DOT, the rescinded memos “injected a social justice and environmental agenda into decisions for critical infrastructure projects.”

Federal Railroad Administration (FRA)

JANUARY

Pre-January 20th

BIDEN FRA Announces Railroad Crossing Elimination Grant Awards. The Federal Railroad Administration (FRA) [announced](#) more than \$1.1 billion to 123 rail projects in 41 states through the Railroad Crossing Elimination Grant program. The grants will help fund projects that build railroad overpasses and underpasses, fund safety upgrades that will save lives, and make improvements that aiming to help make safer communities for pedestrians and motorists as well as rail workers and riders.

BIDEN FRA Proposes Buy America Waiver for Tier 0, Tier 1, and Non-Tiered Locomotives. FRA is [proposing to waive](#) Buy America requirements for the purchase of used locomotives that would serve as the underframe or chassis to convert them to all-electric, renewable diesel, battery-powered, or other renewable-energy locomotives. Such projects would remove highly polluting locomotives from the national rail network and replace them with more efficient locomotives that will reduce overall emissions, address environmental burdens on communities, and create domestic jobs. Purchases of these locomotives under FRA-funded projects are subject to FRA’s Buy America requirements. However, given the age of these used locomotives, it is difficult and may not be possible to verify whether they are fully compliant with FRA’s Buy America requirements. In this general applicability waiver, FRA does not propose to waive the applicable Build America, Buy America Act (BABA) requirements. This proposed waiver would not

apply to any other manufactured products, steel, iron, or construction materials. Comments are due by January 28th.

BIDEN FRA Publishes ERD for CY 2025. FRA [published](#) the emergency relief docket (ERD) for calendar year (CY) 2025.

FEBRUARY

FRA Announces Review of California HSR. The Federal Railroad Administration (FRA) [announced a review](#) of the California High-Speed Rail Authority (CHSRA) to assess whether approximately \$4 billion in federal funding should remain allocated to the high-speed rail project in California's Central Valley, connecting Merced and Bakersfield. Originally planned for completion in 2020 at a cost of \$33 billion, the full San Francisco to Los Angeles project is now estimated to cost \$106 billion, with the Merced-to-Bakersfield segment exceeding the initial total estimate.

Grants Calendar Published. FRA [published](#) a preliminary discretionary grant calendar showing the outlook for NOFO releases and award timing.

Restoration and Enhancements Grants. FRA published an updated fact sheet for its Restoration and Enhancements Grants. You can view the one pager which highlights program changes [here](#).

Federal Transit Administration (FTA)

JANUARY

Pre-January 20th

BIDEN FTA Publishes FY 2025 Partial-Year Apportionments. The Federal Transit Administration (FTA) [published](#) the FY 2025 partial-year apportionment tables that specify funding to states, urban areas, and tribal governments based on statutory formulas.

BIDEN FTA Announces Tribal Transit Grant Awards. FTA [announced](#) \$9.6 million in grants to 26 Tribes and Alaska Native communities to improve public transportation systems in 14 states.

BIDEN FTA Publishes Charter Service NPRM. FTA published a [notice of proposed rulemaking](#) (NPRM) that would amend regulations that govern the provision of charter service by recipients of Federal financial assistance. The proposed changes will remove the Federal Financial Assistance Programs listed in an appendix and the guidance in additional appendices and make non-substantive technical edits throughout to remove outdated citations and provide clarity. Comments are due by March 10th.

BIDEN FTA Publishes Guidance Policy Statement on the Applicability of Drug and Alcohol Testing Program to TNCs. FTA [published](#) a notice that proposes to clarify FTA's policy on the applicability of FTA's drug and alcohol testing program to transportation network companies. FTA

proposes to update the Shared Mobility frequently asked questions, published in 2016 on FTA's website, to correct an error that has resulted in the misapplication of what is commonly known as the taxicab exception and clarify when the exception applies. FTA seeks comment from all interested parties. After review and consideration of the comments, FTA will issue a final notice announcing the policy statement and the revised FAQs. Comments are due by February 13th.

BIDEN FTA Publishes Guidance on Third-Party Contracting. FTA [published](#) the final updated Third-Party Contracting Guidance Circular (C 4220.1G). The updated circular reflects statutory and regulatory changes that have occurred since the last update, provides additional non-binding guidance, and supersedes the previous Third-Party Contracting Guidance Circular C 4220.1F. This notice responds to the comments FTA received on the proposed circular, which was published in the Federal Register on November 27th, 2024. The circular is effective on February 18th.

BIDEN FTA Publishes Analysis on How Transit Agencies are Working to Reduce Worker Assaults. FTA [published](#) an analysis that shares information on how transit agencies assess, mitigate, and monitor the safety risk related to assaults on transit workers. The analysis summarizes risk ratings, types of mitigations, and the effectiveness of safety strategies grouped by agency type and size.

BIDEN FTA Announces 2025 TAM Track System Peer Exchange Applications Are Open. FTA announced that the Transit Asset Management Program (TAM) is now [accepting applications](#) for a day and a half long in-person peer exchange on how to incorporate TAM practices into their track systems. Applications are due by January 31st.

Maritime Administration (MARAD)

JANUARY

Post-January 20th

TRUMP MARAD Releases PIDP NOFO. The Maritime Administration (MARAD) released a \$450 million [NOFO](#) through the Port Infrastructure Development Program (PIDP). Grants will support infrastructure development, safety enhancements, and operational improvements to enhance port reliability and efficiency by facilitating the movement of goods into, out of, around, or within a port. Applications are due by April 30th.

Non-DOT

JANUARY

Pre-January 20th

BIDEN Treasury Releases Final 48E(h) Clean Electricity Bonus Credit Rules. The Department of the Treasury (Treasury) released the [final rule](#) and [procedural guidance](#) for the Section 48E(h) Clean Electricity Low-Income Communities Bonus Credit Amount Program. The credit program will allocate bonuses to 1.8 gigawatts of clean electricity generation serving low-income communities annually from 2025 through at least 2032. Applications for Program Year 2025 are due by August 1st and application information is available [HERE](#).

Post-January 20th

TRUMP OMB Issues Freeze Memo for Grants, Loans and Financial Assistance Programs. On January 27th, acting Director of the Office of Management and Budget (OMB) Matthew Vaeth issued a memo ([M-25-13](#)) titled *Temporary Pause of Agency Grant, Loan, and Other Financial Assistance Programs*. This memo directed all federal agencies to temporarily pause all federal grants, loans, and other financial assistance programs effective 5:00 pm on January 28th. Prior to the 5:00 pm deadline on the 28th, a legal challenge to the memo was brought before a District Court in Washington, D.C. and a federal judge issued a stay on the funding freeze until February 3rd. On January 29th, OMB issued another memo that rescinded the memo released on the 27th. At the time, it was believed that the rescission of OMB's memo would put an end to the funding freeze. However, about an hour later, White House Press Secretary Karoline Leavitt posted on X, clarifying that rescinding the memo does not, in fact, lift the funding freeze. Following these actions, a coalition of 22 state attorneys general sought a restraining order in a District Court in Rhode Island. They argued that public statements and the X post indicate "the original sweeping spending freeze is still in effect, even if the OMB memo describing it has been pulled." In response, U.S. District Court Judge McConnell stated that he plans to issue a restraining order, stating that withdrawing the "hugely ambiguous" OMB directive is merely a distinction without a difference, "based on comments by the president's press secretary."

TRUMP Sets Record Release of First Day Executive Orders. President Trump began his second term by issuing a slate of EOs and memoranda affecting a broad swath of federal policy, including the rescission of policies under former President Joe Biden's administration. Notable EOs for transportation interests include:

- **[Regulatory Freeze Pending Review](#):** directs federal agencies to freeze rulemakings, rescind unpublished rules, and postpones the effective date of any previously published rules by 60 days.
- **[Unleashing American Energy](#):** supports the advancement of energy and natural resources projects but also seeks to halt EV programs and grants established by the Bipartisan Infrastructure Law and the Inflation Reduction Act.
- **[Declaring a National Energy Emergency](#):** revokes the Council on Environmental Quality's authority to tell agencies how to comply with the environmental review process for energy projects.

- **Council to Assess the Federal Emergency Management Agency**: creates a 20-member council to review federal emergency management policies, practices, and authorities to provide “immediate, effective, and impartial response to and recovery from disasters.”
- **Establishing and Implementing the President’s “Department of Government Efficiency”**: creates and authorizes the Department of Government Efficiency (DOGE) to be led by Elon Musk.
- **Reforming The Federal Hiring Process and Restoring Merit to Government Service**: part of President Trump’s efforts to remove diversity, equity, and inclusion (DEI) provisions implemented by former President Biden.
- **Return to In-Person Work**: requires federal agencies to begin terminating remote work arrangements and bring the federal workforce back into the office.
- **Hiring Freeze**: orders a federal hiring freeze for civilian positions across the executive branch. Within 90 days, OMB must develop a plan to reduce the federal workforce through efficiency and attrition. The freeze will expire for most agencies once the plan is issued, except for the IRS, where it remains in effect until further notice. The freeze does not apply to military personnel, positions related to immigration enforcement, national security, public safety, or services for Social Security, Medicare, or Veterans’ benefits.
- **Restoring Accountability to Policy-Influencing Position Within the Federal Workforce**: reinstates and expands Schedule F, reclassifying certain federal positions as "Schedule Policy/Career" which allows for the reassignment or dismissal of federal employees in these positions who are deemed underperforming or not aligned with the administration’s policies, reversing restrictions imposed by the previous administration.
- **Restoring Accountability for Career Senior Executives**: increases accountability among Senior Executive Service (SES) officials, ensuring they align with the administration’s policies. The directive calls for new performance plans, reassignments, restructuring of oversight boards, and potential removal of SES members whose performance is deemed inconsistent with their duties.
- **Reforming the Federal Hiring Process and Restoring Merit to Government Service**: reforms federal hiring practices by emphasizing merit-based recruitment and enhancing efficiency.
- **Ending Radical and Wasteful Government DEI Programs and Preferencing**: terminates federal diversity, equity, inclusion (DEI), and environmental justice programs. All DEI-related positions, programs, mandates, and training, including "Chief Diversity Officer" roles and "equity action plans," are to be ended within 60 days. The Assistant to the

President for Domestic Policy will monitor agency compliance, assess barriers to implementation, and recommend additional measures to ensure adherence to the order.

President Trump Also **Rescinded Previous Executive Orders** of Interest:

- **EO 14008 Tackling the Climate Crisis at Home and Abroad.** The executive order set climate-related goals and introduced policies such as the Justice40 initiative to direct a portion of federal investments to benefit disadvantaged communities.
- **EO 14037 Strengthening American Leadership in Clean Cars and Trucks.** This executive order aimed to strengthen American leadership in clean transportation by setting ambitious vehicle emission standards, promoting electric vehicle adoption, and reducing greenhouse gas emissions in the transportation sector.
- **EO 14052 Implementation of the Infrastructure Investment and Jobs Act.** This executive order set implementation priorities for the Bipartisan Infrastructure Law, including environmental sustainability, equitable access to the benefits of infrastructure projects, and prevailing wages and pro-union policies.
- **EO 14082 Implementation of the Energy and Infrastructure Provisions of the Inflation Reduction Act of 2022.** This executive order outlined strategies for implementing the energy and infrastructure provisions of the Inflation Reduction Act of 2022 by setting climate-related goals and promoting pro-union policies, equity, and reduced costs for Americans.
- **EO 14096 Revitalizing Our Nation's Commitment to Environmental Justice for All.** The executive order aimed at strengthening federal efforts to address the disproportionate environmental and public health impacts on underserved communities by improving the enforcement of environmental protections and enhancing the accessibility of resources and decision-making processes for such communities.

FEBRUARY

OMB and OPM Direct Agencies to Develop Reorganization Plans. The Department of Government Efficiency (DOGE) has implemented widespread staff reductions across federal agencies as part of a broader effort to streamline operations and reduce spending. These measures have resulted in layoffs affecting both career and probationary employees—totaling roughly 30,000 federal workers across various departments, including independent agencies. [A memo](#) dated February 26th from the Office of Management and Budget (OMB) and the Office of Personnel Management (OPM) mandates that agencies develop reorganization plans by March 13th, focusing on eliminating non-essential positions and reducing management layers. There is growing concern that further job cuts could disrupt government services, particularly those supporting local governments.

CEQ Releases Interim Final Rule on Implementing NEPA Regulations. The Council on Environmental Quality (CEQ) released an [interim final rule](#) (IFR) to remove existing implementation regulations for the National Environmental Policy Act of 1969 (NEPA) to align the NEPA process with President Trump’s Executive Order (EO) titled “[Unleashing American Energy](#).” The IFR removes all NEPA regulations, including [40 CFR parts 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, and 1508](#). The effective date of the IFR is April 11th.

President Trump Signs EO on Federal Resources for Local Government Enforcement of Immigration Policies. President Trump signed an EO titled “[Ending Taxpayer Subsidization of Open Borders](#)” that requires local and state governments using federal law enforcement resources to adhere to federal immigration policies set forth by the Trump Administration. This order mandates all federal agencies to ensure that federal payments to states and localities do not “by design or effect, facilitate the subsidization or promotion of illegal immigration, or abet so-called “sanctuary” policies that seek to shield illegal aliens from deportation.” It also directs federal agencies to enhance eligibility verification systems and identify all federally funded programs through which undocumented immigrants can obtain any form of cash or non-cash public benefits. The order instructs agencies to refer any improper receipt or use of federal benefits to the Department of Justice and the Department of Homeland Security for “appropriate action.”

MARCH

President Trump Issues EO on State and Local Preparedness. On March 19th, President Trump issued an Executive Order (EO) titled “[Achieving Efficiency Through State and Local Preparedness](#)” to reform the Federal Emergency Management Agency (FEMA). The order directs state and local governments to lead resiliency efforts against threats such as natural disasters and cyberattacks. FEMA’s role would be that of a partner to local and state governments, rather than the director of disaster response. The order emphasizes the role of local communities in planning and managing disaster resilience independently, with federal support available upon request.

President Trump Establishes White House Task Force for FIFA 2026 World Cup. President Trump signed an EO to [establish a White House Task Force](#) for the FIFA 2026 World Cup. The task force will coordinate with federal agencies to plan, organize, and execute the 2025 Club World Cup and the 2026 World Cup. The President will serve as the Chair, the Vice President will serve as the Vice Chair, and the President will appoint an Executive Director to oversee the day-to-day operations. Additionally, the following federal agencies will be represented on the Task Force:

- State Department
- Treasury Department
- Department of Defense
- Department of Justice
- Department of Commerce
- Department of Transportation

- Department of Homeland Security

The Task Force will be housed in the Department of Homeland Security. The federal agencies involved in the Task Force are required to submit reports regarding their respective planning and activities by June 1st. The White House also released a [fact sheet](#) to accompany the EO.

President Trump Issues EO to Reduce Federal Agencies. President Trump signed an EO titled [“Continuing the Reduction of the Federal Bureaucracy”](#) that scales back agencies such as the Interagency Council on Homelessness, Treasury’s Community Development Financial Institutions Fund, and the Institute of Museum and Library Services. The directive limits their respective funding to their statutory functions and limits those statutory functions to the minimum permitted by law. This means that any grants must be consistent with those functions and subject to appropriations. The agencies have until March 21st to recommend what activities can continue. Based on the reviews, the Office of Management and Budget would have the ability to reject future funding requests “to the extent they are inconsistent with this order.”

Amtrak CEO Steps Down. On March 19th, Amtrak’s CEO Stephen Gardner [announced his resignation](#), effective immediately. Amtrak has not yet announced an Interim CEO.

GAO Releases Report on Port Resilience Efforts. The Government Accountability Office (GAO) released a report titled [“GAO Report on Port Resilience Efforts.”](#) The report outlines the funding and other resources available at DOT and DHS for ports to enhance their disaster resilience efforts. The report found that many port projects increase natural disaster resiliency even if the primary goal of the project is different, such as security or improving the flow of goods. Federal funding programs do not require agencies to track resiliency improvements for funded projects, making the amount of funding allocated to port resiliency uncertain.



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Maika Llorens Gulati

Alternate
City of San Rafael

May 5, 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.

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. Staff will provide routine information to the Board and the public whenever the General Manager approves contracts within their authority.

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

April 2025

\$102,036 – Trapeze Software License and Maintenance Services:

The General Manager approved an amendment to Contract #1252 with Trapeze Software Group, Inc. (D.B.A. Tripspark Technologies). In the short term, this amendment extended the contract for one (1) year of support for ongoing maintenance and hosting services, which brought the total compensation awarded to Contractor since June 5, 2017, to \$766,687. In the long term, Staff plan to issue a competitive solicitation for these services in Q1/Q2 of FY26 or include these services as part of a larger competitive solicitation.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

Javier Peraza
Senior Procurement & Contracts Analyst



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Maika Llorens Gulati

Alternate
City of San Rafael

May 5, 2025

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

Subject: Resolution 2025-01 for Regional Measure 3 Implementing Agency Resolution of Project Compliance – Allocation Request

Dear Board Members:

Recommendation

Authorize the Marin Transit Board President to sign Regional Measure 3 Implementing Agency Resolution of Project Compliance 2025-01 authorizing the submittal of an allocation request to the Metropolitan Transportation Commission for Marin Transit's Bus Stop Revitalization Project.

Summary

Staff has prepared an allocation request for the Metropolitan Transportation Commission (MTC) for Regional Measure 3 (RM3) funding that has been awarded for Marin Transit's Bus Stop Revitalization Project. The allocation request process requires that your Board adopt the attached resolution.

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

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

In April 25, 2024, the TAM Board approved a process to distribute the RM3 North Bay Transit Access Improvement funds in two cycles through a competitive process by soliciting applications through a Call for Projects with the three eligible transit operators in Marin: the Golden Gate Bridge Highway and Transportation District (GGBHTD), Marin Transit, and Sonoma-Marín Area Rail



Transit (SMART). Marin Transit submitted three applications in the Cycle 1 Call for Projects and was awarded funding by the TAM Board of Commissioners on October 24, 2024 as follows:

Cycle 1 RM3 Funding Awarded to Marin Transit

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

Per the allocation request process established for RM3 funding, Marin Transit will submit the Initial Project Report form, Allocation Request form, and Implementing Agency Resolution to MTC two months prior to expected project expenditures commencing. At this time Marin Transit is preparing the allocation request for the Marin County Bus Stop Revitalization Project to MTC for the full award amount of \$2,500,000, attached herein and presented to your Board for adoption.

The Bus Stop Revitalization Project will broadly reassess the needs and priorities for bus stop improvements throughout Marin County and will focus on updating our bus stop condition assessment. This will provide our team with an updated list of the most important bus stop improvement needs in our system. The need for this project is augmented by GGBHTD's transfer of responsibilities for 188 county wide bus stops to Marin Transit in 2024, due to their reduction in service since the pandemic. Deferred maintenance at these bus stops and the need for replacement of shelters that are beyond their useful life will be assessed as part of the planning phase.

The project will focus on replacing 25 to 30 shelters at stops that are already ADA accessible with new, standard shelters that are easier to maintain. The project will also focus on continuing work to attain our goal of a fully ADA accessible transit system, ensuring that bus stops lacking ADA accessibility are updated to include curb ramps, clear and unobstructed sidewalks, and clear landing areas to deploy vehicle lifts and ramps for passengers with mobility devices.

Staff have prepared a budget for the Bus Stop Revitalization Project that includes \$150,000 to be used for planning and prioritization work to assess bus stop improvement needs. \$500,000 will be used for the design phase and \$1,850,000 will be used for the construction phase, which includes the installation of the new standard bus shelters and ADA improvement work on prioritized bus stops. Staff estimates project completion in early 2028.

Fiscal/Staffing Impact

MTC approval of the RM3 Allocation Request for the Bus Stop Revitalization Project will provide \$2,500,000 for the project, with no local match requirement. RM3 funds will be the only source of funding for this project. Staff plans to submit the allocation request to MTC on May 9, 2025, with



anticipated funds disbursement in July 2025. The RM3 funding will be included in the FY2025/26 Marin Transit Budget.

Respectfully Submitted,

A handwritten signature in black ink that reads "Grisel Martinez".

Grisel Martinez Brennan
Senior Accounting Analyst

Attachment A: 2025-01 RM3 Implementing Agency Resolution of Project Compliance – Allocation Request for Bus Stop Revitalization Project

Attachment B: RM3 Subproject Initial Project Report Form – Bus Stop Revitalization Project and IPR Bus Stop Revitalization Project.xlsx

Attachment C: RM3 Allocation Request Form – Bus Stop Revitalization Project and RM3 Allocation Request – Bus Stop Revitalization Project.xlsx

RM3 Implementing Agency Resolution of Project Compliance – Allocation Request

Resolution No. 2025-01

Implementing Agency: Marin County Transit District

Sponsor Agency: Transportation Authority of Marin

Project Title: North Bay Transit Access Improvements

Project Number: 26

Subproject Title: Bus Stop Revitalization Project

Subproject Number: 26.11

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

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

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

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

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

WHEREAS, the Subproject 26.11, North Bay Transit Access Improvements, Bus Stop Revitalization Project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, TAM designated Marin County Transit District (Marin Transit) as an entity that is eligible to request Regional Measure 3 funds for the Subproject 26.11, North Bay Transit Access Improvements, Bus Stop Revitalization Project; and

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

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

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

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

RESOLVED, that Marin Transit certifies that North Bay Transit Access Improvements, Bus Stop Revitalization Project is consistent with the Regional Transportation Plan (RTP); and be it further

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

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

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

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

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

RESOLVED, that Marin Transit is authorized to submit an allocation request for Regional Measure 3 funds for North Bay Transit Access Improvements, Bus Stop Revitalization Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

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

RESOLVED, that there is no legal impediment to Marin Transit making allocation requests for Regional Measure 3 funds; and be it further

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

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

RESOLVED, that Marin Transit indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Marin Transit, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Marin Transit agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

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

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

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

RESOLVED, that Marin Transit authorizes its General Manager to execute and submit an allocation request for the Planning, Design, and Construction phases with MTC for Regional Measure 3 funds in the amount of \$2,500,000, for the project, purposes and amounts included in the allocation request attached to this resolution; and be it further

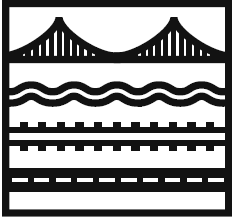
RESOLVED, that the General Manager is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate; and be it further

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

APPROVED AND PASSED this 5th day of May 2025

Agency Board Designee:

BY: _____



Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	26
Project Title	North Bay Transit Access Improvements
RM3 Funding Amount	\$2,500,000

Subproject Information

Subproject Number	26.11
Subproject Title	Bus Stop Revitalization Project
RM3 Funding Amount	\$2,500,000

I. Overall Subproject Information

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

Sponsor Agency: Transportation Authority of Marin (TAM)

Implementing Agency: Marin County Transit District (MCTD)

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

Marin Transit serves over 600 bus stops in Marin County and since 2006 has continually implemented projects focused on improving accessibility and amenities at stops. Historically, over half of the stops were shared with Golden Gate Transit, who primarily owned stop amenities and maintenance responsibility. As such, Marin Transit focused its efforts on “local only” stops. Since the pandemic, Golden Gate Transit’s reduction in service dramatically changed this landscape. Golden Gate Transit recently notified Marin Transit of the intent to transfer responsibilities for 188 stops to Marin Transit. Marin Transit needs this funding to address deferred maintenance and replace shelters that are beyond their useful life.

This project will focus on:

- 1) Reassessing needs and priorities for bus stop improvements post-COVID
- 2) Replacing and installing amenities at “easy” bus stop locations



Regional Measure 3 Initial Project Report

3) Continuing work towards our goal of a fully ADA accessible transit system

The first part of this project will focus on updating our bus stop inventory to help prioritize needed improvements. The planning work will include reviewing the District's bus stop amenity framework and guidelines. Then, there will be a prioritization of bus stop needs for replacement shelters, new amenities, and accessibility improvements based on updated ridership levels. This will provide our team with an updated list of the most important bus stop improvements in our system. The planning work will also include outreach to local jurisdictions to identify partnership opportunities for bus stop improvements.

The second focus area is on "easy" wins. The goal will be to replace shelters at stops that are already ADA accessible with new, standard shelters that are easier to maintain. This part of the project will also update red paint and bus stop stencils to ensure the stops are properly identifiable. With the proposed funding envelope, it is estimated that about 25-30 new shelters can be purchased and installed.

The third focus area is on projects that include ADA accessibility improvements. Ensuring bus stops can be accessed by all riders includes updating curb ramps, ensuring clear and unobstructed sidewalks, and providing clear landing areas to deploy vehicle lifts and ramps for passengers with mobility devices. Each one of these projects is unique and requires coordination with local jurisdictions and/or Caltrans, depending on the location. They can involve right-of-way challenges, environmental concerns, and permitting challenges. Marin Transit successfully made these improvements in the past and would aim to improve accessibility at an additional 20 stops.

c. Impediments to Project Completion

There are various impediments that could arise during different phases of this project, with most of the obstacles contained in the design and construction phases of this bus stop work.

At Marin Transit, we work within a regional landscape that requires feedback, approval, and coordination with other agencies within and beyond the County. This coordination becomes especially crucial when our bus stops are shared with other agencies or exist on the right-of-way of other jurisdictions. Working alongside other agencies can cause bottlenecks or delays in the design phase, potentially extending project timelines and leading to cost overruns.

Within the construction phase, we could face delays or issues with shipping construction items or unforeseen circumstances in the field, which may lead to change orders. Also, we may encounter increased costs due to an uncertain economic landscape, such as potential tariffs on construction products or increased labor costs. Finally, due to the timing of this project, our construction phase extends to early winter months, potentially leading to delays due to weather events.

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



Regional Measure 3 Initial Project Report

Marin Transit has successfully completed bus stop improvement projects in the past, so utilizing our prior knowledge, we can plan for potential impediments and obstacles. To manage risks, we have set conservative timelines and budgets for staff and contractor hours. This ensures we are planning for worst-case timelines for every stage of our project. We have also allotted a 20% contingency to cover unexpected costs – an industry standard added to construction projects.

As for specific risk management strategies, we will ensure timely and early coordination with local jurisdictions to streamline cross-agency communication, and we have also allocated a contingency budget to the design phase to accommodate longer coordination issues. We have also allocated staff time budget to review designs early in the process, to avoid any miscommunications or changes happening near the end of the design phase.

Finally, we have utilized conservative budget estimates for bus shelter installations, ensuring we can cover costs for different sizes and installation needs for each bus stop. This allows our team to have flexibility when adding shelters to stops.

Overall, our team has worked on prior ADA bus stop improvement projects and shelter replacement programs. This gives our team a baseline understanding of timelines and budgets, and we have added the necessary timing cushions and budget contingencies to manage the unpredictable parts of any project.

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

Marin Transit and/or local jurisdictions will be responsible for maintaining bus stops once improvements have been made.

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

N/A

II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes ☐ No ☒

Planning and prioritization phase includes updating the analysis of bus stops based on updated ridership information. The planning work will include reviewing the District's improvement requests and prioritizing needs for replacement shelters, new amenities, and accessibility improvements. The planning work will also include outreach to local jurisdictions to identify partnership opportunities related to bus stop improvements.

This phase will determine which stops are considered "easy" bus stop locations and which will require engineering and accessibility work upgrades. The "easy" bus stops are locations where shelters will be replaced with standard shelters that are easier to maintain and update red paint and bus stop stencils to ensure they are properly identified. An estimated 25-30 new shelters



Regional Measure 3 Initial Project Report

can be purchased and installed at these “easy” stops. The planning phase will also identify bus stops needing more complex upgrades, which will require engineering and accessibility work, including ADA accessibility components. Marin Transit aims to improve accessibility at an additional 20 stops that fall into the latter category.

Status: The Planning phase has not commenced.

b. Design

The Final Design (PS&E) phase will include design and engineering work for bus stops that include ADA accessibility components and construction, which includes updating curb ramps, ensuring clear and unobstructed sidewalks, and providing sufficient clear landing areas to deploy vehicle lifts and ramps for passengers with mobility devices. Each one of these projects is unique and requires coordination with local jurisdictions and/or Caltrans, depending on the location. They can involve right-of-way challenges, environmental concerns, and permitting challenges, which will be addressed and managed during our design phase. Marin Transit has successfully made these improvements in the past and would aim to improve accessibility at an additional 20 stops.

This phase will also include the development of procurement documentation. This procurement will obtain a contractor to handle any construction needs for bus stops and install new shelters and benches at “easy” stops in the Marin Transit system.

Status: The Design phase has not commenced.

c. Right-of-Way Activities / Acquisition

N/A

d. Construction / Vehicle Acquisition / Operating

The construction phase will include work on bus stops that have ADA accessibility components and installing new bus shelters at our “easy” win stops. This phase will work with an external contractor to help install and do construction work to improve the bus stops in our system based on designs created during the previous phase.

Status: The Construction phase has not commenced.

III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	N/A	N/A



Regional Measure 3 Initial Project Report

Planning & Prioritization	June 2025	March 2026
Final Design - Plans, Specs. & Estimates (PS&E)	March 2026	September 2027
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition (CON)	September 2027	Feb 2028

IV. Project Budget

Capital

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Planning & Prioritization	\$143,197
Design - Plans, Specifications and Estimates (PS&E)	\$432,752
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$1,924,051
Total Project Budget (in thousands)	\$2,500,000

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



Regional Measure 3 Initial Project Report

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

V. Project Funding

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

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Lauren Gradia

Title: Director of Finance and Capital

Phone: 415-226-0861

Email: lgradia@marintransit.org

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

Person Preparing Initial Project Report (if different from above)

Name: Grisel Martinez Brennan

Title: Sr. Accounting Analyst

Phone: 415-226-0873

Email: gmartinez@marintransit.org

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

Attachment B

Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan

Project Title:	North Bay Transit Access Improvements
Subproject Title	Bus Stop Revitalizaiton Project, MCTD
Project/Subproject Number:	26/11
Total RM3 Funding:	\$ 2,500,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV				
RM3; Planning Phase; FY26	No	\$ 143,197	\$ -	\$ 143,197
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ENV Subtotal		\$ 143,197	\$ -	\$ 143,197
PSE				
RM3; Design Phase; FY26-FY27	No	\$ 432,752	\$ -	\$ 432,752
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
PSE Subtotal		\$ 432,752	\$ -	\$ 432,752
ROW				
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ROW Subtotal		\$ -	\$ -	\$ -
CON				
RM3; Construction Phase; FY27-FY28	No	\$ 1,924,051	\$ -	\$ 1,924,051
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ 1,924,051	\$ -	\$ 1,924,051
Capital Funding Total		\$ 2,500,000	\$ -	\$ 2,500,000

OPERATING FUNDING (Annual)

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

Attachment B

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

Project Title:	North Bay Transit Access Improvements
Subproject Title	Bus Stop Revitalization Project, MCTD
Project/Subproject Number:	26/11
Total RM3 Funding:	\$ 2,500,000

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

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

Funding Source	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)
ENV										
RM 3; Planning Phase			\$ 143,197							\$ 143,197
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
ENV Subtotal	\$ -	\$ -	\$ 143,197	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143,197
PSE										
RM 3; Design Phase			\$ 259,651	\$ 173,101						\$ 432,752
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
PSE Subtotal	\$ -	\$ -	\$ 259,651	\$ 173,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 432,752
ROW										
RM 3										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON										
RM 3; Construction Phase				\$ 17,020	\$ 1,907,031					\$ 1,924,051
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ 17,020	\$ 1,907,031	\$ -	\$ -	\$ -	\$ -	\$ 1,924,051
RM 3 Funding Subtotal	\$ -	\$ -	\$ 402,849	\$ 190,121	\$ 1,907,031	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Capital Funding Total	\$ -	\$ -	\$ 402,849	\$ 190,121	\$ 1,907,031	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000

Attachment B

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

Project Title:	North Bay Transit Access Improvements
Subproject Title	Bus Stop Revitalization Project, MCTD
Project/Subproject Number:	26/11
Total RM3 Funding:	\$ 2,500,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Lauren Gradia, Director of Capital Programs (Project Coordination and Final Review of Plans)	10	103.47	\$ 1,035
Anna Penoyar, Capital Programs Manager (Scope Development, Meetings with Consultants, Coordination and Review)	49	67.90	\$ 3,327
Genna Gores, Senior Capital Analyst (Scope Development, Internal SOW review, Meetings w/ consultants, Feasibility Evaluation, Present findings to internal staff, Develop task order/RFP for design phase)	62.27	57.66	\$ 3,590
Robert Betts, Director of Operations (Project Coordination and Review)	6	103.47	\$ 621
Cathleen Sullivan, Director of Planning (Project Coordination and Review)	6	103.47	\$ 621
			\$ -
Direct Labor Subtotal			\$ 9,194
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Fringe Benefits	0.688	\$ 6,325	
Overhead	0.1502	\$ 1,381	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ 7,706
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
			\$ -
Direct Capital Costs Subtotal			\$ -
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
External Planning (Project Management, Data Analysis & Identification of Improvement locations, Evaluation & Recommendations, Implementation Plan, Stakeholder Engagement)	TBD		\$ 126,297
Consultants Subtotal			\$ 126,297
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 143,197

Comments:

Attachment B

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

Project Title:	North Bay Transit Access Improvements
Subproject Title	Bus Stop Revitalization Project, MCTD
Project/Subproject Number:	26/11
Total RM3 Funding:	\$ 2,500,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Lauren Gradia, Director of Capital Programs (Review Design Plans)	16	103.47	\$ 1,656
Anna Penoyar, Capital Programs Manager (Capital Design Review)	32	67.90	\$ 2,173
Genna Gores, Senior Capital Analyst (Capital Design Review)	32.134	57.66	\$ 1,853
Robert Betts, Director of Operations (Review Design Plans)	12	103.47	\$ 1,242
Cathleen Sullivan, Director of Planning (Review Design Plans)	12	103.47	\$ 1,242
			\$ -
Direct Labor Subtotal			\$ 8,164
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Fringe Benefits	0.688	\$ 5,617	
Overhead	0.1502	\$ 1,226	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ 6,843
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
			\$ -
Direct Capital Costs Subtotal			\$ -
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
External Design Work for ADA Stops (Project Management & Meetings, Agency Coordination, Data Gathering & Surveys, Preliminary Engineering, Final Design, Design Support During Construction, Environmental Services)	TBD		\$ 417,744
Consultants Subtotal			\$ 417,744
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 432,752

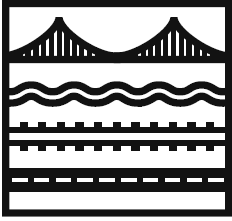
Comments:

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

Project Title:	North Bay Transit Access Improvements
Subproject Title	Bus Stop Revitalization Project, MCTD
Project/Subproject Number:	26/11
Total RM3 Funding:	\$ 2,500,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Lauren Gradia, Director of Capital Programs (Finalize Construction Procurement)	15	103.47	\$ 1,552
Anna Penoyar, Capital Programs Manager (Construction Procurement preparation, finalization, and presentation)	93.83	67.90	\$ 6,371
Genna Gores, Senior Capital Analyst ((Construction Procurement preparation, finalization, and presentation)	95	57.66	\$ 5,478
Robert Betts, Director of Operations (Finalize Construction Procurement)	6	103.47	\$ 621
Cathleen Sullivan, Director of Planning (Finalize Construction Procurement)	6	103.47	\$ 621
			\$ -
Direct Labor Subtotal			\$ 14,642
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Fringe Benefits	0.688	\$ 10,074	
Overhead	0.1502	\$ 2,199	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ 12,273
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Estimate	TBD		\$ 900,000
Construction Management Estimate	TBD		\$ 100,000
Bus Shelters	24	20,000	\$ 480,000
Construction Contingency			\$ 417,135
			\$ -
Direct Capital Costs Subtotal			\$ 1,897,135
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Consultants Subtotal			\$ -
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 1,924,051

Comments: Remaining contingency funds will be used for bus shelters at additional stops.



Regional Measure 3 Allocation Request

RM3 Project Information

Project Number	26
Project Title	North Bay Transit Access Improvements
Project Funding Amount	\$2,500,000

Subproject Information (if different from overall RM3 project)

Subproject Number	26.11
Subproject Title	Bus Stop Revitalization Project
Subproject Funding Amount	2,500,000

RM3 Allocation History (Add lines as necessary)

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

Total: \$

Current Allocation Request:

Request submittal date	Amount	Phase
5/9/2025	\$2,500,000	Planning, Design, Construction

I. RM3 Allocation Request Information

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

Marin Transit is requesting an allocation of \$2,500,000 for the Planning, Design, and Construction phases of the Bus Stop Revitalization Project.

Status: The project has not commenced.

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

The scope of the allocation request includes the following planning and prioritization work:

- Updating the analysis of bus stop improvement prioritization based on updated ridership information and a new bus stop inventory.
- Reviewing the District's improvement requests and prioritizing needs for replacement shelters, new amenities, and accessibility improvements.
- Outreach to local jurisdictions to identify partnership opportunities related to bus stop improvements.

This planning and prioritization phase will determine which stops are considered 'easy' bus stop locations and which will require engineering and accessibility work upgrades. The 'easy' bus stops are locations where shelters will be replaced with standard shelters that are easier to maintain and update red paint and bus stop stencils to ensure they are properly identified. The planning phase will also identify bus stops needing more complex upgrades, which will require engineering and accessibility work encompassed in the design phase of this project, including ADA accessibility components. Marin Transit aims to improve accessibility at an additional 20 stops that fall into this 'complex upgrades' category. The 'complex upgrades' may require construction upgrades.

The Final Design (PS&E) and Construction phases will include design work on bus stops that include ADA accessibility components, including ensuring bus stops can be accessed by all riders including updating curb ramps, ensuring clear and unobstructed sidewalks, and providing sufficient clear landing areas to deploy vehicle lifts and ramps for passengers with mobility devices. Each one of these projects is unique and requires coordination with local jurisdictions and/or Caltrans, depending on the location. They can involve right-of-way challenges, environmental concerns, and permitting challenges. Marin Transit has successfully made these improvements in the past and would aim to improve accessibility at an additional 20 stops.

Since our grant application, we have adjusted the number of 'easy' bus stop improvements to approximately 25-30 stops. This reduction stems from recent projects that demonstrated higher costs for shelter installations, plus a need for a higher contingency budget. The number of 'easy' bus stop improvements may increase as we move through design, and if the contingency funds go unused.

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

See attached Allocation Request excel file.

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

The expected completion date for the Bus Stop Revitalization Project is 02/29/2028. We have established the following milestones:

- Planning and Prioritization work to be completed by 03/31/2026
- Final Design (PS&E) work to be completed by 08/31/2027
- Construction and Shelter installation work to be completed by 02/29/2028

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

N/A

f. Request Details

Amount being requested	\$2,500,000
Project phase being requested	Planning, PS&E, CON
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	April 7, 2025
Month/year being requested for MTC commission approval of allocation	July 2025

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

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

None.

Attachment C

Regional Measure 3

Allocation Request

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

Project Title:	North Bay Transit Access Improvements
Subproject Title	Bus Stop Revitalization Project, MCTD
Project/Subproject Number:	26/11
Total RM3 Funding:	\$ 2,500,000

(add rows as necessary)

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

Funding Source	Phase	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV			\$ 143,197							\$ 143,197		\$ 143,197
	ENV										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ENV Subtotal		\$ -	\$ -	\$ 143,197	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143,197	\$ -	\$ 143,197
RM 3	PSE			\$ 259,651	\$ 173,101						\$ 432,752		\$ 432,752
	PSE										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
PSE Subtotal		\$ -	\$ -	\$ 259,651	\$ 173,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 432,752	\$ -	\$ 432,752
RM 3	ROW										\$ -		\$ -
	ROW										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON				\$ 17,020	\$ 1,907,031					\$ 1,924,051		\$ 1,924,051
	CON										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
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											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ 17,020	\$ 1,907,031	\$ -	\$ -	\$ -	\$ -	\$ 1,924,051	\$ -	\$ 1,924,051
RM 3 Funding Subtotal		\$ -	\$ -	\$ 402,848	\$ 190,121	\$ 1,907,031	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000
Capital Funding Total		\$ -	\$ -	\$ 402,848	\$ 190,121	\$ 1,907,031	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000

Attachment C

Regional Measure 3 Allocation Request Cash Flow Plan

Project Title:	North Bay Transit Access Improvements
Subproject Title:	Bus Stop Revitalization Project, MCTD
Project/Subproject Number:	26/11
Total RM3 Funding:	\$ 2,500,000

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

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

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

Funding Source(s)	Phase	Prior	2026 Q1 (July - Sept 2025)	2026 Q2 (Oct - Dec 2025)	2026 Q3 (Jan - March 2026)	2026 Q4 (April - June 2026)	2027 Q1 (July - Sept 2026)	2027 Q2 (Oct - Dec 2026)	2027 Q3 (Jan - March 2027)	2027 Q4 (April - June 2027)	2028 Q1 (July - Sept 2027)	2028 Q2 (Oct - Dec 2027)	2028 Q3 (Jan - March 2028)	Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)
RM 3	ENV (Planning Phase)		\$ 75,000	\$ 45,000	\$ 23,197										\$ 143,197		\$ 143,197
															\$ -		\$ -
															\$ -		\$ -
															\$ -		\$ -
															\$ -		\$ -
															\$ -		\$ -
															\$ -		\$ -
ENV Subtotal		\$ -	\$ 75,000	\$ 45,000	\$ 23,197	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143,197	\$ -	\$ 143,197
RM 3	PSE (Design Phase)					\$ 80,000	\$ 100,000	\$ 100,000	\$ 72,752	\$ 50,000	\$ 30,000				\$ 432,752		\$ 432,752
															\$ -		\$ -
															\$ -		\$ -
															\$ -		\$ -
															\$ -		\$ -
															\$ -		\$ -
PSE Subtotal		\$ -		\$ -	\$ -	\$ 80,000	\$ 100,000	\$ 100,000	\$ 72,752	\$ 50,000	\$ 30,000	\$ -	\$ -	\$ -	\$ 432,752	\$ -	\$ 432,752
RM 3	ROW														\$ -		\$ -
															\$ -		\$ -
															\$ -		\$ -
															\$ -		\$ -
															\$ -		\$ -
															\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON (Procurement)					2836.67	\$ 2,837	\$ 2,837	\$ 2,837	\$ 2,837	\$ 2,837				\$ 17,020		\$ 17,020
RM 3	CON (includes contingency)										\$ 635,677	\$ 635,677	\$ 635,677		\$ 1,907,030		\$ 1,907,030
															\$ -		\$ -
															\$ -		\$ -
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															\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 2,837	\$ 2,837	\$ 2,837	\$ 2,837	\$ 2,837	\$ 638,513	\$ 635,677	\$ 635,677	\$ -	\$ 1,924,050	\$ -	\$ 1,924,050
RM 3 Funding Subtotal		\$ -	\$ 75,000	\$ 45,000	\$ 23,197	\$ 82,837	\$ 102,837	\$ 102,837	\$ 75,589	\$ 52,837	\$ 32,837	\$ -	\$ -	\$ -	\$ 592,969	\$ -	\$ 592,969
Capital Funding Total		\$ -	\$ 75,000	\$ 45,000	\$ 23,197	\$ 82,837	\$ 102,837	\$ 102,837	\$ 75,589	\$ 52,837	\$ 668,513	\$ 635,677	\$ 635,677	\$ -	\$ 2,499,999	\$ -	\$ 2,499,999

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

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

Project Title:	North Bay Transit Access Improvements
Subproject Title	Bus Stop Revitalization Project, MCTD
Project/Subproject Number:	26/11
Total RM3 Funding:	\$ 2,500,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Lauren Gradia, Director of Capital Programs	41	103.47	\$ 4,242
Anna Penoyar, Capital Programs Manager	174.83	67.90	\$ 11,871
Genna Gores, Senior Capital Analyst	189.404	57.66	\$ 10,921
Robert Betts, Director of Operations	24	103.47	\$ 2,483
Cathleen Sullivan, Director of Planning	24	103.47	\$ 2,483
			\$ -
Direct Labor Subtotal			\$ 32,001
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Fringe Benefits	0.688	\$ 22,017	
Overhead	0.1502	\$ 4,807	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ 26,823
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Estimate	TBD		\$ 900,000
Construction Management Estimate	TBD		\$ 100,000
Bus Shelters	24	20000	\$ 480,000
Contingency			\$ 417,135
			\$ -
Direct Capital Costs Subtotal			\$ 1,897,135
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
External Consultants (Planning Phase)	TBD		\$ 126,297
External Consultants (Design Work ADA Stops)	TBD		\$ 417,744
Constultants Subtotal			\$ 544,041
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 2,500,000

Comments: Remaining contingency funds will be used for bus shelters at additional stops.



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City of San Rafael

May 5, 2025

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

Subject: Purchase Agreement with W.W. Williams to Perform the Mid-Life Bus Battery Refurbishment on Nine Hybrid Buses

Dear Board Members:

Recommendation :

Authorize General Manager to complete the purchase agreement with W.W. Williams to perform the mid-life bus battery refurbishment on nine hybrid buses for an amount not to exceed \$663,000.

Summary

Staff recommends that your Board authorize the General Manager to sign a purchase agreement with W.W. Williams NW – Allison Transmission's premier distributor and service provider in the Western United States – to perform a mid-life ESS (Energy Storage System) battery refresh on nine Gillig buses, used on local service since 2017.

Background

In 2017, Marin Transit ordered ten Gillig Hybrid buses for local service. One bus was involved in a major accident in December 2023 and was deemed unrepairable by service and repair facilities.

Mid-life refurbishment is a proactive maintenance activity to ensure optimal performance, and to ensure the full life expectancy of 12 years for a hybrid transit bus. It is recommended by manufacturers and is a common practice in hybrid systems. Marin Transit will benefit from the following:

- A prolonged life of the nickel metal hydride batteries.
- A thorough inspection of the ESS, to verify all components are in safe operating condition.
- Preventative maintenance of other expensive components related to the ESS, like the Dual Power Inverter Module (DPIM).
- A 2 year/unlimited mileage warranty coverage for the full refresh kit.

Marin Transit completed a sole source procurement for this purchase. W. W. Williams NW is the sole provider of the Allison hybrid product for the Northern California territory. They will supply all needed parts and perform the necessary labor.



FISCAL IMPACT:

The purchase agreement with W. W. Williams for the nine ESS battery refresh kits and installation labor will not exceed \$663,000.

This purchase is 80% funded with Federal Transit Administration (FTA) Section 5307 funds, programmed through the regional Transit Capital Priorities (TCP) program as preventative maintenance funds. The local match is funded with local property tax funds. The original FY2024/25 TCP request submitted to the Metropolitan Transportation Commission (MTC) for the midlife hybrid battery refresh was for 20 hybrid vehicles (nine 2017 vehicles and eleven 2019 vehicles), for a total project cost of \$1,300,000, or \$65,000 per vehicle. The current pricing is \$73,666 per vehicle. Although the full 80% share of these nine refurbishments will be funded with FTA Section 5307 funds, based on the updated cost estimates the project will be \$173,333 over budget for the remaining eleven hybrid vehicles. No budget amendment is needed for this agreement, but staff will request additional FTA Section 5307 funds through the TCP program and a future budget will be needed before authorizing the contract to refresh the eleven 2019 hybrid vehicles.

Respectfully submitted,

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

Mohamed Osman
Senior Operations Analyst



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May 5, 2025

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

Subject: Amendment 2 (#1311) to Contract #1200 with North Bay Taxi for Transportation Services

Dear Board Members:

Recommendation

Authorize the General Manager to execute contract amendment #1311 on the Transportation Services contract with North Bay Taxi (#1200, Amendment 1 #1254) to increase the maximum cost to the District by \$160,000 (up to a total of \$733,000).

Summary

Marin Transit entered into an agreement (contract #1200) with North Bay Taxi on July 1, 2023, for Transportation Services to provide taxi rides to Marin Access riders as part of the revamped Catch-A-Ride (CAR) pilot program which began on the same date. The contract was for one year (FY 2023/24), with a maximum cost of \$235,000. On May 31, 2024, the District entered into Amendment 1 to the agreement (contract #1254), which extended the contract term for an additional year (FY 2024/25) and increased the maximum cost by \$338,000 to a total of \$573,000.

On March 3, 2025, staff alerted your Board that the CAR pilot program was more popular than had been projected and risked being overbudget in FY 2024/25. On April 7, 2025, your Board approved a replacement to the CAR pilot program starting in FY 2025/26 that will, amongst other improvements, help bring the program in line with budgetary constraints. However, the program expenses due to North Bay Taxi will exceed the contract not-to-exceed amount this fiscal year and a contract amendment is needed.

Based on trends in the first three quarters of FY 2024/25, staff estimates the total value of services provided by North Bay Taxi will exceed the contract maximum by \$125,000. Staff recommends increasing the contract maximum by \$160,000 to include a contingency to ensure the program can continue through June 30, 2024 even if costs exceed staff projections.

**Fiscal/Staffing Impact**

This action will increase the authorized expenditure paid to North Bay Taxi by \$160,000. Actual expenditures will be billed based on program usage. These expenditures are within the current Marin Access budget for purchased transportation and no budget amendment is needed.

Respectfully Submitted,

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

Asher Butnik
Senior Transit Planner

Attachment A: Contract #1311 North Bay Taxi Amendment 2

SECOND AMENDMENT TO AGREEMENT
BY AND BETWEEN THE
MARIN COUNTY TRANSIT DISTRICT AND NORTH BAY TAXI INC. DATED JULY 1, 2023

=====

This Amendment is made and entered into this ___st day of May 2025 by and between the MARIN COUNTY TRANSIT DISTRICT, (hereinafter referred to as "Marin Transit" or "District") and NORTH BAY TAXI, INC., (hereinafter referred to as "Contractor").

RECITALS

WHEREAS, the District and the Contractor entered into an agreement (#1200) for Contractor to operate Marin Transit's taxi voucher program, Catch-A-Ride; and

WHEREAS, the parties amended the agreement (#1254) to extend Marin Transit's taxi voucher program, Catch-A-Ride, through June 30, 2025, and to increase the maximum cost to Marin Transit by \$338,000; and

WHEREAS, the parties wish to amend the agreement to increase the maximum cost to Marin Transit by \$160,000 which would bring the total cost to the District to a not to exceed amount of \$733,000.

NOW, THEREFORE, the parties hereby agree to the following amendments as set forth below:

AGREEMENT

- 1) Except as otherwise provided herein all terms and conditions of the agreement shall remain in full force and effect.
- 2) Section 4 of the Agreement with the Contractor is amended to read as follows:
Maximum Cost To District: In no event will the cost to District for the services to be provided herein exceed the maximum sum of \$733,000 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.
- 3) Exhibit B: Fees and Payment Schedule of the Agreement with the Contractor is replaced in its entirety with the attached Exhibit B: Fees and Payment Schedule.

IN WITNESS WHEREOF, the parties hereto have executed this Addendum on the day first written above.

CONTRACTOR:

MARIN COUNTY TRANSIT DISTRICT:

By _____

APPROVED AS TO FORM: County Counsel

**EXHIBIT “B”
FEES AND PAYMENT SCHEDULE**

DISTRICT shall pay CONTRACTOR as follows:

- (1) DIRECT VOUCHER REIMBURSEMENT. DISTRICT shall pay CONTRACTOR per trip based on the voucher amount shown in table “Catch-A-Ride User Subsidy per Trip” below not to exceed \$675,656 during the term of the contract.

Catch-A-Ride User Subsidy per Trip

Voucher Type¹	Per Trip Amount²
Fare Assistance Eligible – Ambulatory	\$25
Fare Assistance Eligible – WAV*	\$25
Fare Assistance Eligible – Ambulatory – Long Distance	\$40
Fare Assistance Eligible – WAV* - Long Distance	\$40
General Rider – Ambulatory	\$20, rider pays \$5 base fare at boarding
General Rider – WAV*	\$20, rider pays \$5 base fare at boarding
Emergency Voucher	\$25
No Shows	\$10 per trip
Boarding Time – WAV	\$10 per trip

1. Marin Transit reserves the right to change, add, or update voucher types at any time. 2. Only one ride subsidy may be applied per ride regardless of the number of eligible passengers. Marin Transit reserves the right to change the per trip subsidy amount at any time.

- (2) MONTHLY PROGRAM ADMINISTRATION. DISTRICT shall pay CONTRACTOR a monthly program administration fee based on total trips provided per month as shown in the Program Administration table below.

Program Administration

Trips per Month	Monthly Fee
0 – 25 trips per month	\$100
25 – 100 trips per month	\$250
> 100 trips per month	\$500

- (3) CALL CENTER SUPPORT. DISTRICT shall pay CONTRACTOR for call center support in accordance with the Call Center Support table below, not to exceed \$800 per month.

Call Center Support

Trips per Month	Monthly Fee
0 – 25 trips per month	\$100
25 – 100 trips per month	\$250
> 100 trips per month	\$500
Ability to take pre-scheduled rides (at least 24 hours in advance and up to 7 days in advance)	\$100
Ability to provide fare estimates at time of booking	\$100
Ability to support trip booking & customer service in Spanish and other languages	\$100

- (4) ACCESSIBLE VEHICLE ALLOWANCE. DISTRICT shall pay CONTRACTOR an allowance for operation of an accessible vehicle as specified in Accessible Vehicle Allowance Table.

Accessible Vehicle Allowance

WAV Costs	Annual or One-Time Fee
Registration / Permit Cost	\$750 <i>annual fee</i>
Insurance Support	\$9,000 <i>annual fee</i>

- (5) 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.
- (6) INVOICES. CONTRACTOR shall submit requests for payment with backup documentation via invoice to DISTRICT by the 15th of each month (or first business day following the 15th) that includes the following:
- All individual vouchers collected.
 - Monthly and Daily summary sheet
 - Documentation demonstrating that an accessible vehicle was in service for all hours of operation.
 - Documentation related to any additional costs associated with allowable expenditures.

The invoice packet should be sent to contract manager and ap@marintransit.org. A sample invoice is shown in Exhibit I.

- (7) MAXIMUM CONTRACT AMOUNT. The maximum term of this Contract is 24 months. The maximum amount payable to Contractor under this Contract for this period shall not exceed \$732,006*.

	Monthly Maximum	One Time	Annual Not to Exceed
FY24			
Catch-A-Ride User Subsidy per Trip	NA		\$204,000
Program Administration	\$500		\$6,000
Call Center Support	\$800		\$9,600
Accessible Vehicle Allowance		\$14,750	\$14,750
FY25			
Catch-A-Ride User Subsidy per Trip	NA		\$471,656
Program Administration	\$500		\$6,000
Call Center Support	\$800		\$9,600
Accessible Vehicle Allowance		\$9,750	\$9,750
		TOTAL:	\$732,006*

* The \$732,006 dollar amount was rounded up to \$733,000 throughout the body of the amendment for ease of use only.



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May 5, 2025

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

Subject: Muir Woods Shuttle Evaluation Report for the 2024 Season

Dear Board Members:

Recommendation

Accept report.

Summary

Marin Transit staff prepares a report on the Muir Woods Shuttle operation each year. The report is used to assist Marin Transit and National Parks Service staff in planning for the follow year's service and to provide an evaluation to the Board and the public. The 2024 Muir Woods Shuttle Evaluation Report is attached.

During the 2024 calendar year, the Muir Woods Shuttle operated on weekends and holidays from late March through October and operated seven days a week during the peak season from mid-June to mid-August. The 2024 season was shorter than the 2023 season, which had weekend and holiday service starting in January. In 2024, the Shuttle provided service on 109 days, 13% fewer than the prior year. Park visitors took 43,721 one-way trips in 2024, representing a 28% percent decrease in ridership compared to 2023. The ridership decrease reflects not only reduced days of service, but also lower ridership on the trips offered due to the service operating on smaller vehicles.

The Shuttle carried an average of 11 passengers per revenue hour and 12 passengers per trip for the 2024 season. Passengers per trip has decreased by 13% from the prior year. Daily ridership reached up to 737 unlinked passenger trips on the Shuttle's busiest days in August.

For the 2024 season, the total program costs for the Muir Woods Shuttle service were \$1,039,425, a reduction of 17% from the prior year due to the shorter season. The total cost includes service operations, marketing, Marin Transit administration, part-time Customer Liaisons, and the provision of portable restrooms. Under the cooperative agreement with the National Parks Service (NPS), Marin Transit's contributions to the program were capped at \$400,000 in 2024; the remainder was paid by NPS.



Fiscal/Staffing Impact

None.

Respectfully Submitted,

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

Asher Butnik
Senior Transit Planner

Attachment A: 2024 Muir Woods Shuttle Evaluation Report



Muir Woods Shuttle Evaluation Report

2024 SEASON

Agenda

- 01** Background
- 02** Shuttle Performance
- 03** Financial Information & Metrics
- 04** Next Steps

Background

Shuttle History (part 1 of 2)

- The Muir Woods Shuttle* operates under a partnership agreement between the National Park Service (NPS) and the Marin County Transit District (Marin Transit) that started in 2009.
- Marin Transit manages the operation of the Shuttle (through a third-party contractor) and NPS provides significant funding toward and input into Shuttle operation.
- Originally, the Shuttle operated on weekends and holidays only during the peak times for park visitation.
- Summer weekday service was introduced in 2015.
- Year-round weekend/holiday service was introduced in 2018.
- Shuttle operation paused during the COVID-19 pandemic.

**historically referred to as Marin Transit Route 66 or 66F*

Shuttle History (part 2 of 2)

- Shuttle service resumed in June 2021 for weekend and holiday service only.
- Summer weekday service was restored in 2022.
- Due to rising costs and low ridership, year-round service was suspended in 2023.
 - The season now typically starts in early spring and ends in mid-fall; exact dates are determined each year by Marin Transit and NPS.
- Historically, the Shuttle primarily ran from Pohono Park & Ride in Mill Valley, with limited service from the Sausalito Ferry Terminal.
- The primary park & ride location moved to the Larkspur Ferry Terminal in June 2022 due to flooding concerns and limited transit connectivity at Pohono.

Fares

- Tickets for the Shuttle can be purchased in advance online.
- Starting May 27, 2023, passengers were required to purchase tickets online (cash payments were no longer offered).
- Fares were \$3.50 per adult for a round-trip to and from the park in 2024.
 - Youth ages 15 and younger ride for free.

Note: Fares are currently \$3.75 (raised for the start of the 2025 season).

2024 Season Overview

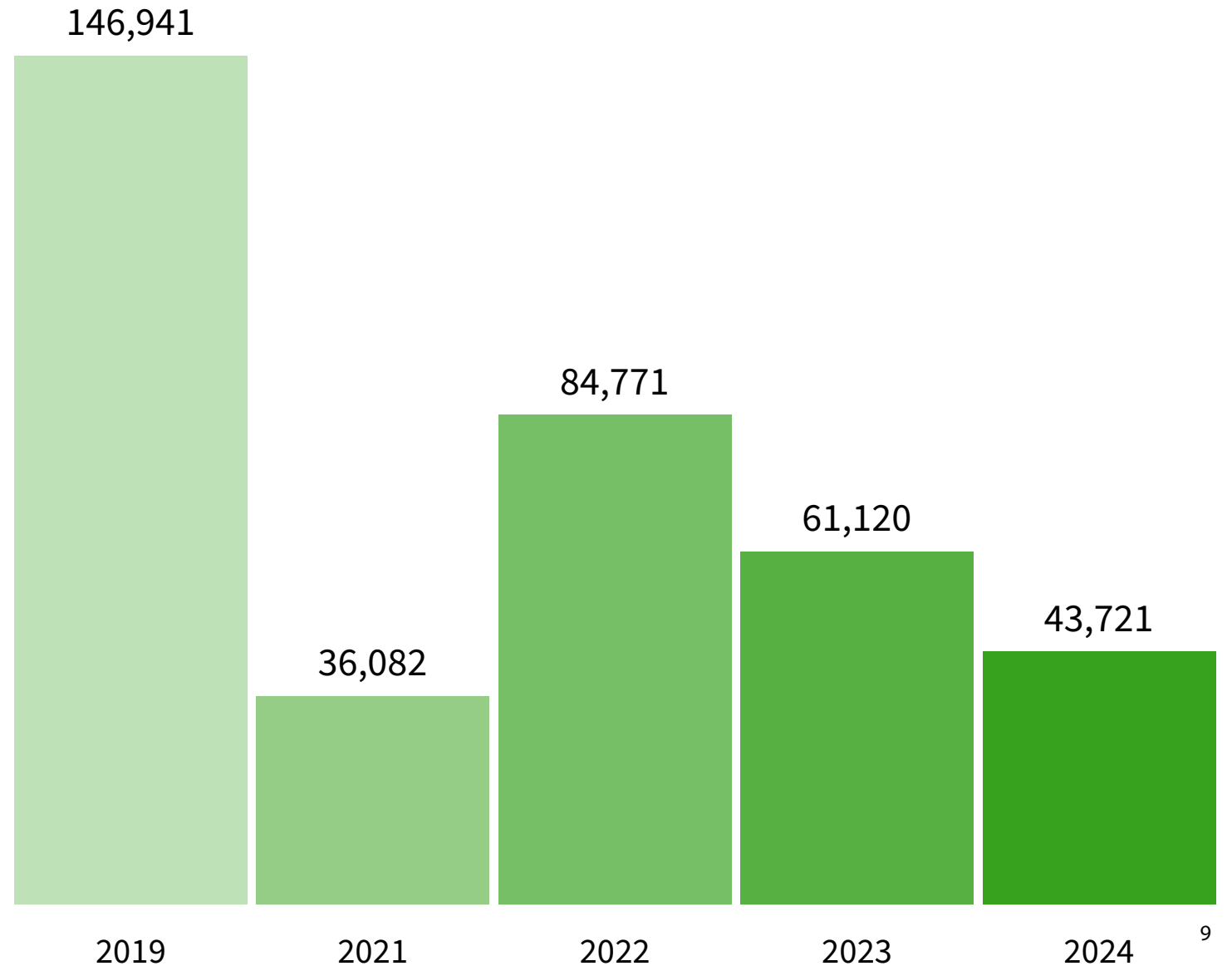
- 109 total days of service: 13% fewer service days compared to 2023
- Shuttle used smaller vehicles this year due to overhead clearance issues with the larger coaches along the route (max seating capacity of 25; previously the max was 38)
- Shuttle ran on weekends and holidays from late March to October
 - All weekend and holiday service ran from Larkspur Ferry Terminal
- Shuttle ran seven days a week from mid-June to mid-August
 - All weekday service ran from Sausalito Ferry Terminal
- After operating on a pilot basis in Summer of 2023, 2024 was the first full year that Bauer's operated the Shuttle (under competitively bid agreement awarded in 2023)

Shuttle Performance

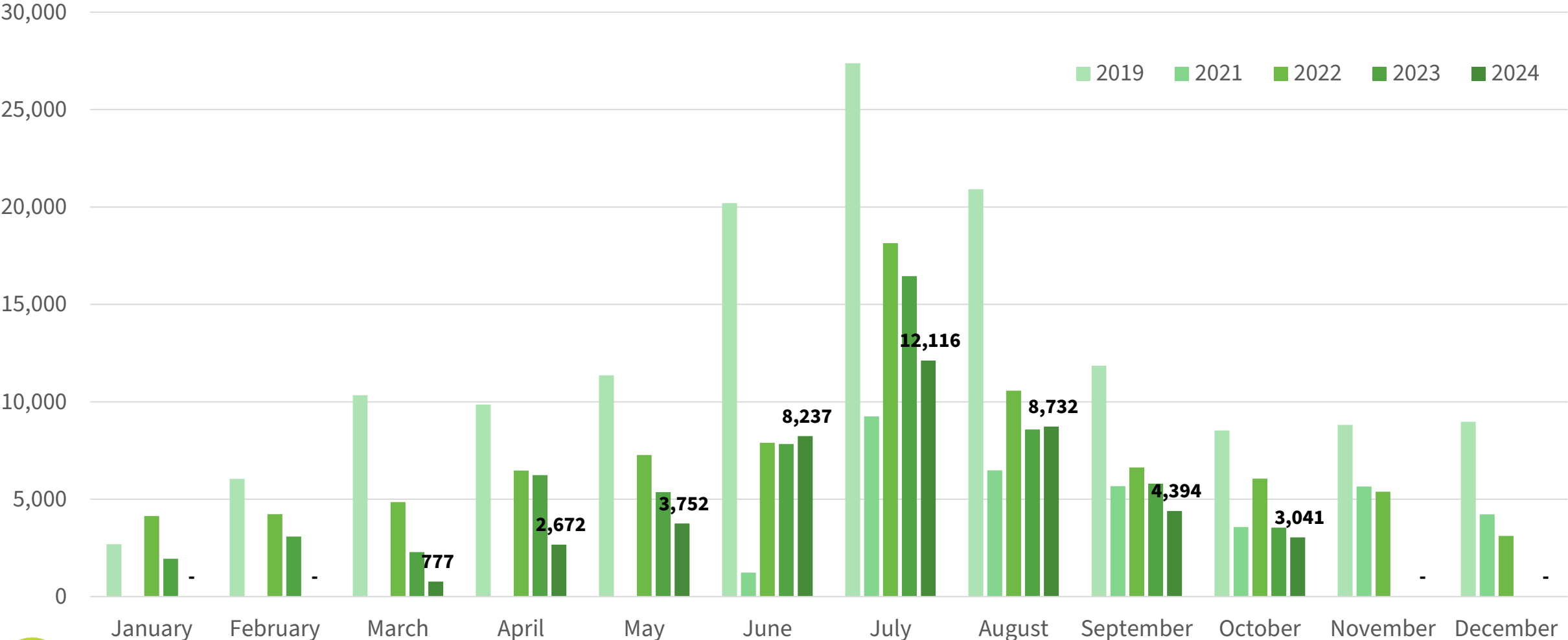
Ridership

- 43,721 passengers in 2024
 - Down 28% from 2023
 - Down 70% from 2019
- Ridership decrease is due to:
 - Fewer days of service
 - Lower vehicle capacity

Passengers



Monthly Ridership

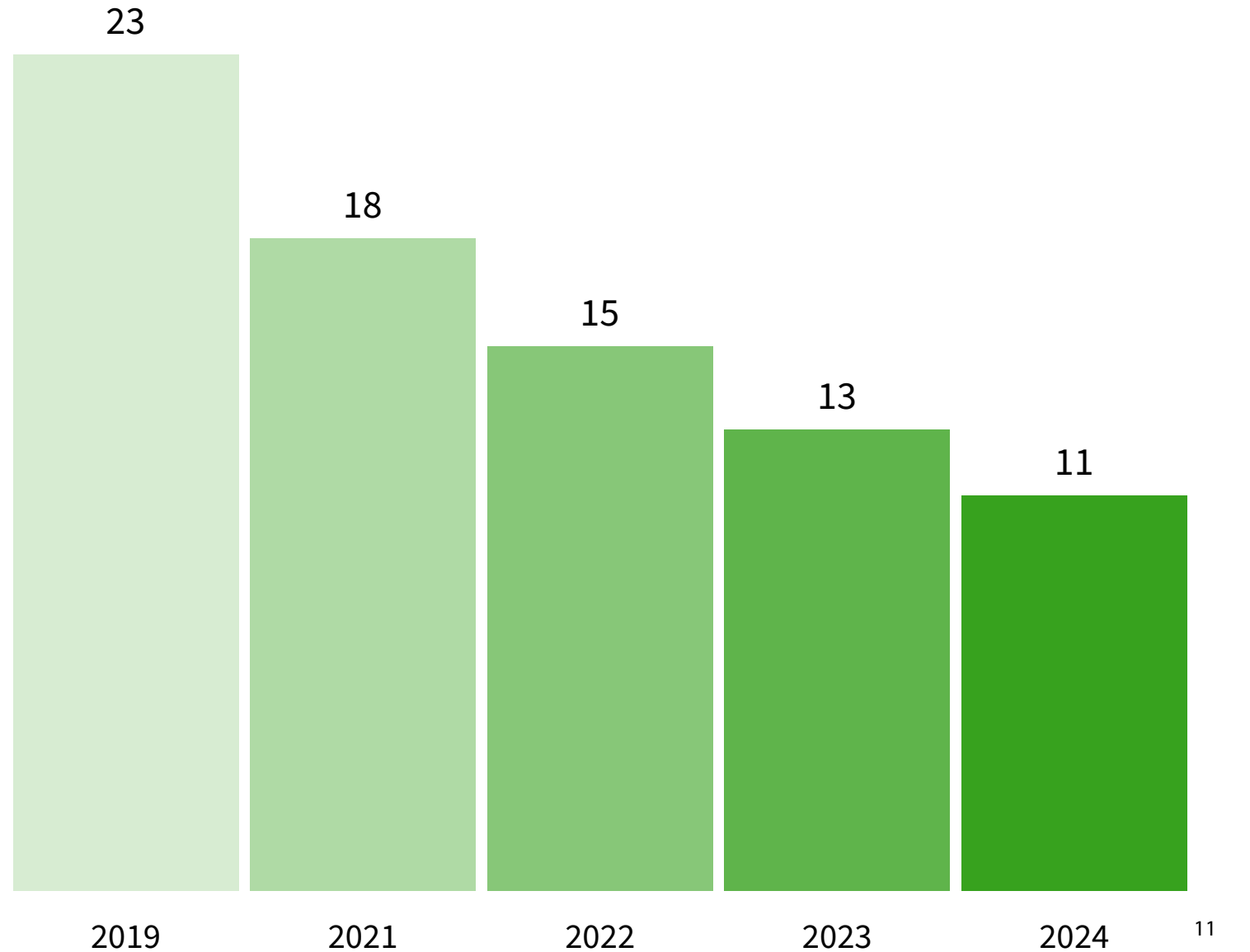


Productivity

11 passengers per hour

- 14% decrease from 2023
- Fewer riders per trip in 2024 than recent years due to lower vehicle capacity

Passengers per Revenue Hour

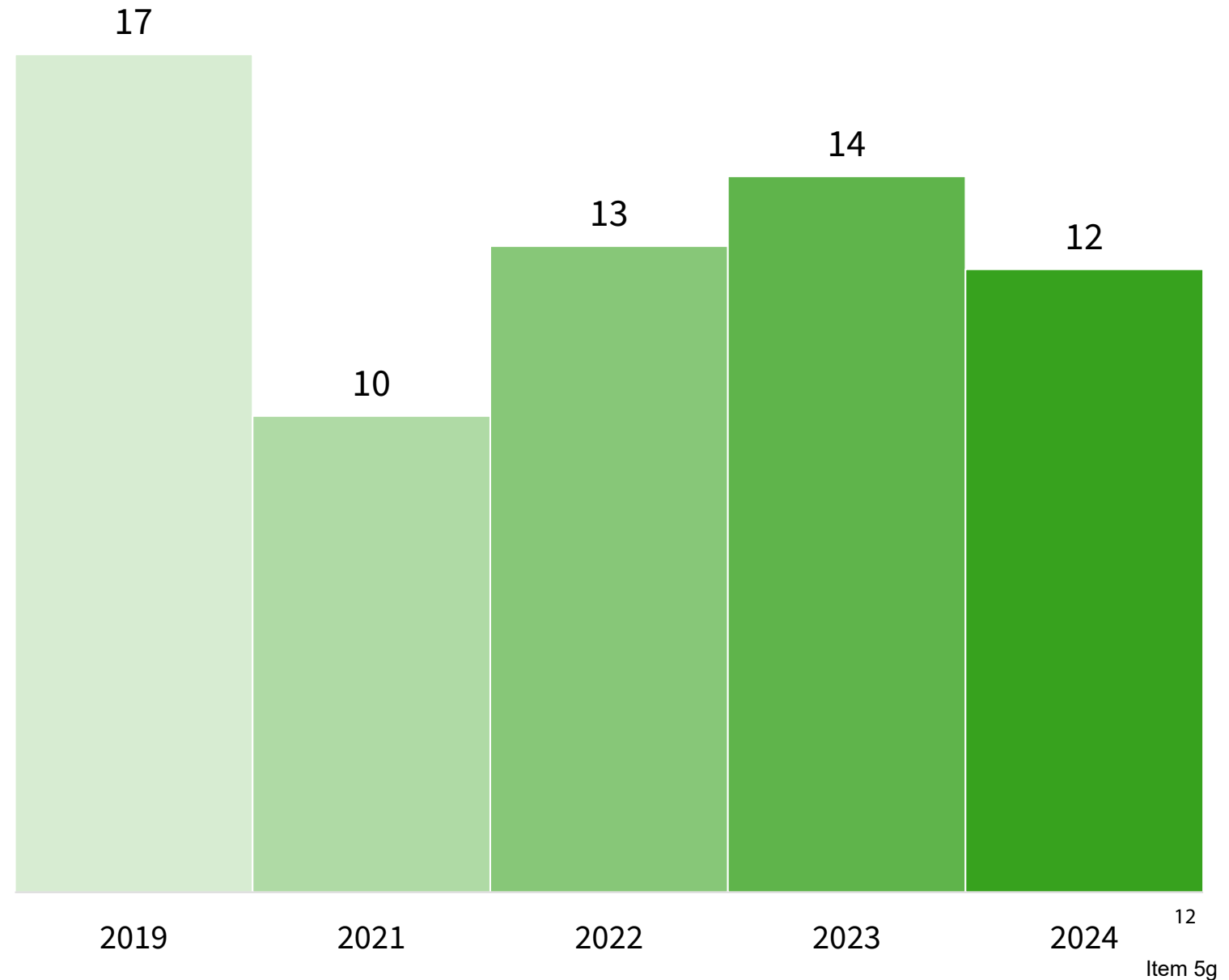


Productivity

12 passengers per trip

- 13% decrease from 2023
- Maximum vehicle capacity decreased by 34% from the prior year

Passengers per Trip

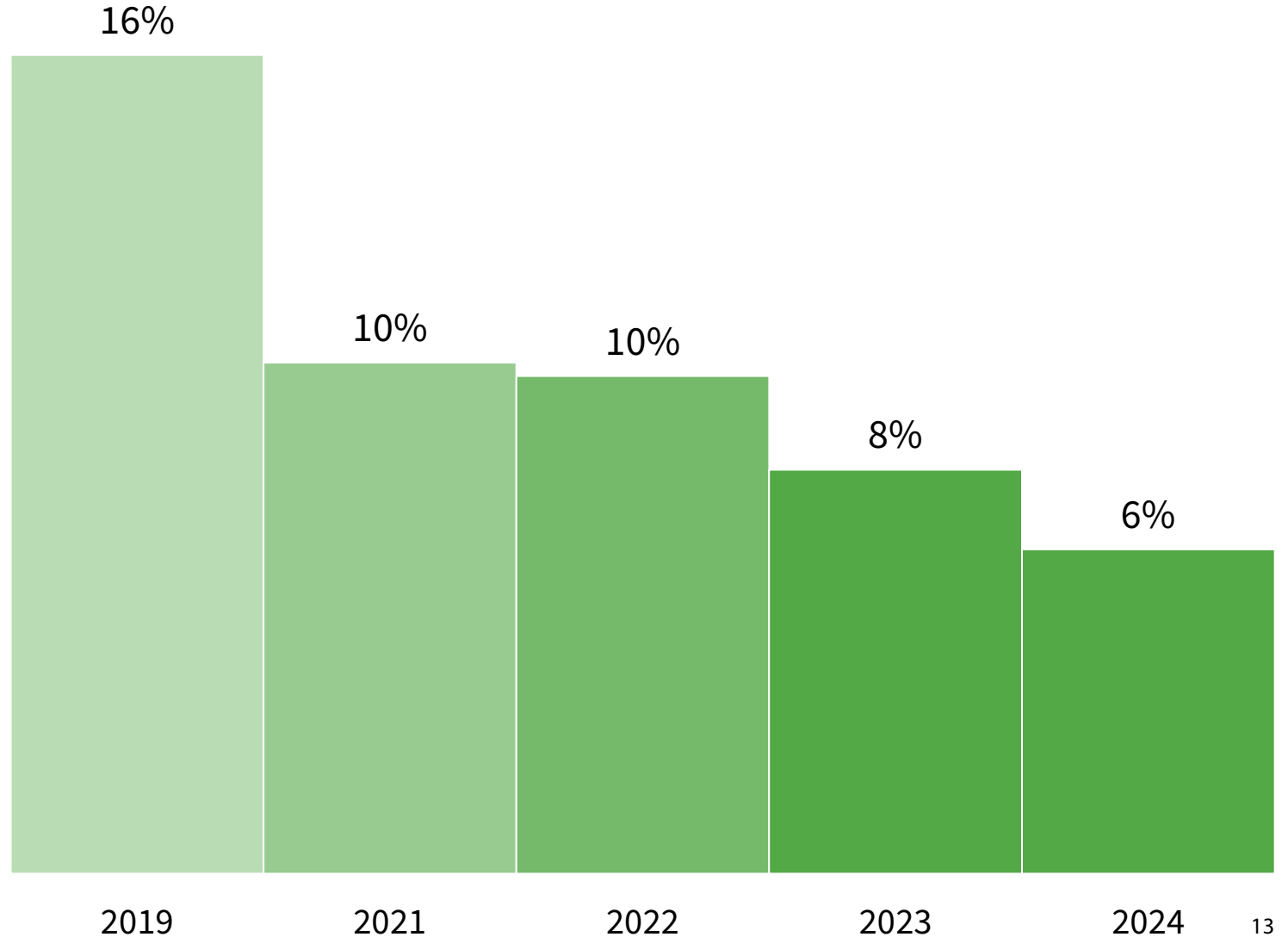


Mode Share

On 2024 shuttle service days:

- Average 6% mode share across the whole shuttle season
- Up to 17% of park visitors rode the shuttle on the busiest days
- 349,666 park visitors
- 21,861 shuttle riders
- Decrease from 2023 is due to reduced vehicle capacity

Mode Share



Financial Information & Metrics

Cost Sharing Agreement Overview

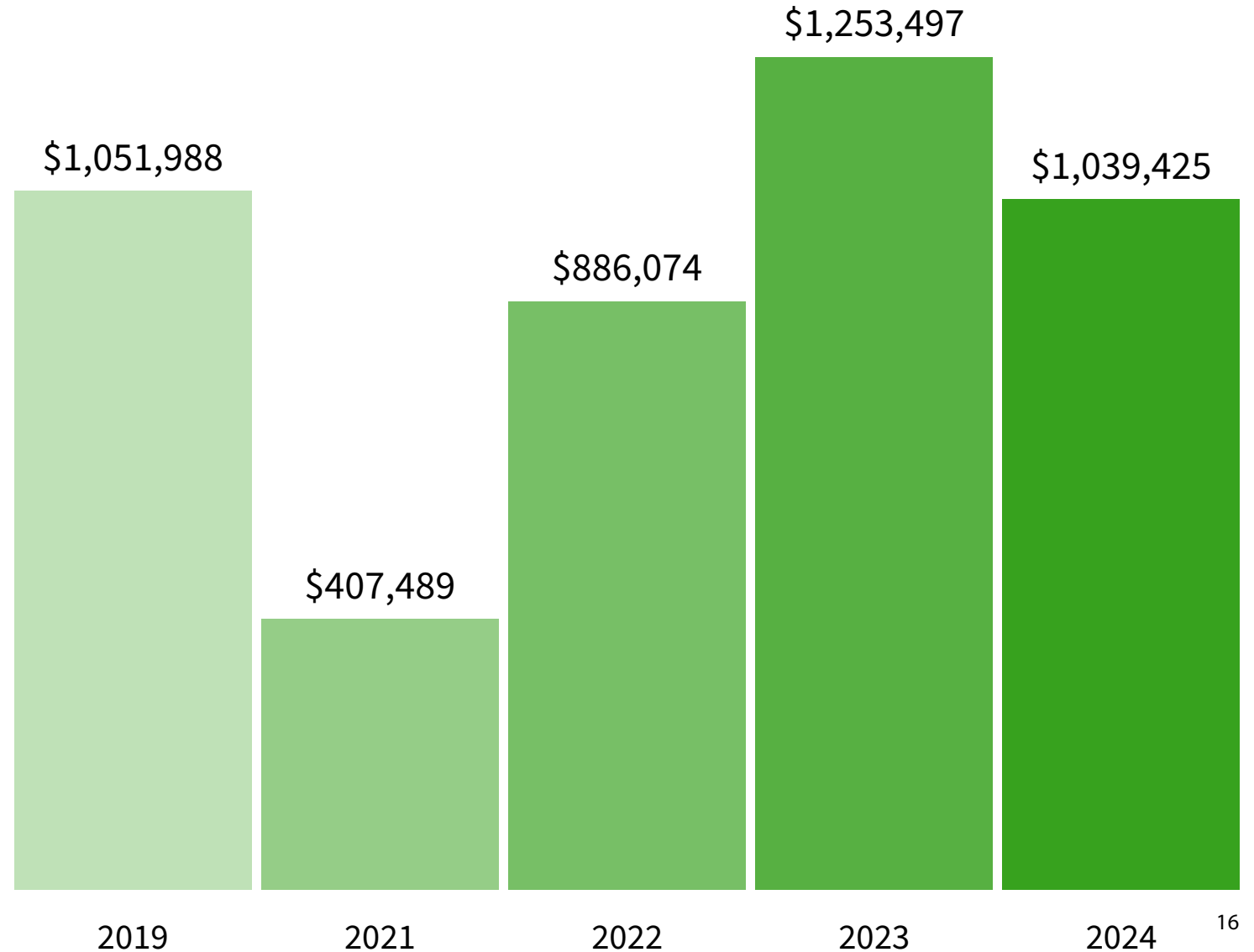
- In 2023, NPS and Marin Transit signed a new Cooperative Agreement that took effect mid-season during the summer of 2023.
- Under the new Agreement, Marin Transit and NPS share Shuttle costs evenly up until total Shuttle costs each year reach \$800,000, after which NPS covers 100% of Shuttle costs until the maximum value of the cost sharing agreement is reached.
- Under this new agreement, fares are not deducted from Shuttle costs; NPS keeps all fare revenue. For this reason, this report no longer looks at fare-based metrics, and instead looks at total cost per rider and total cost share with NPS.

Program Cost

Total 2024 cost: \$1,039,425

- 17% decrease from 2023
- Cost per hour: \$259 (+7% from 2023)
- Cost decrease is due to:
 - Fewer days of operation
 - No new procurement needed, resulting in lower overhead costs

Program Cost

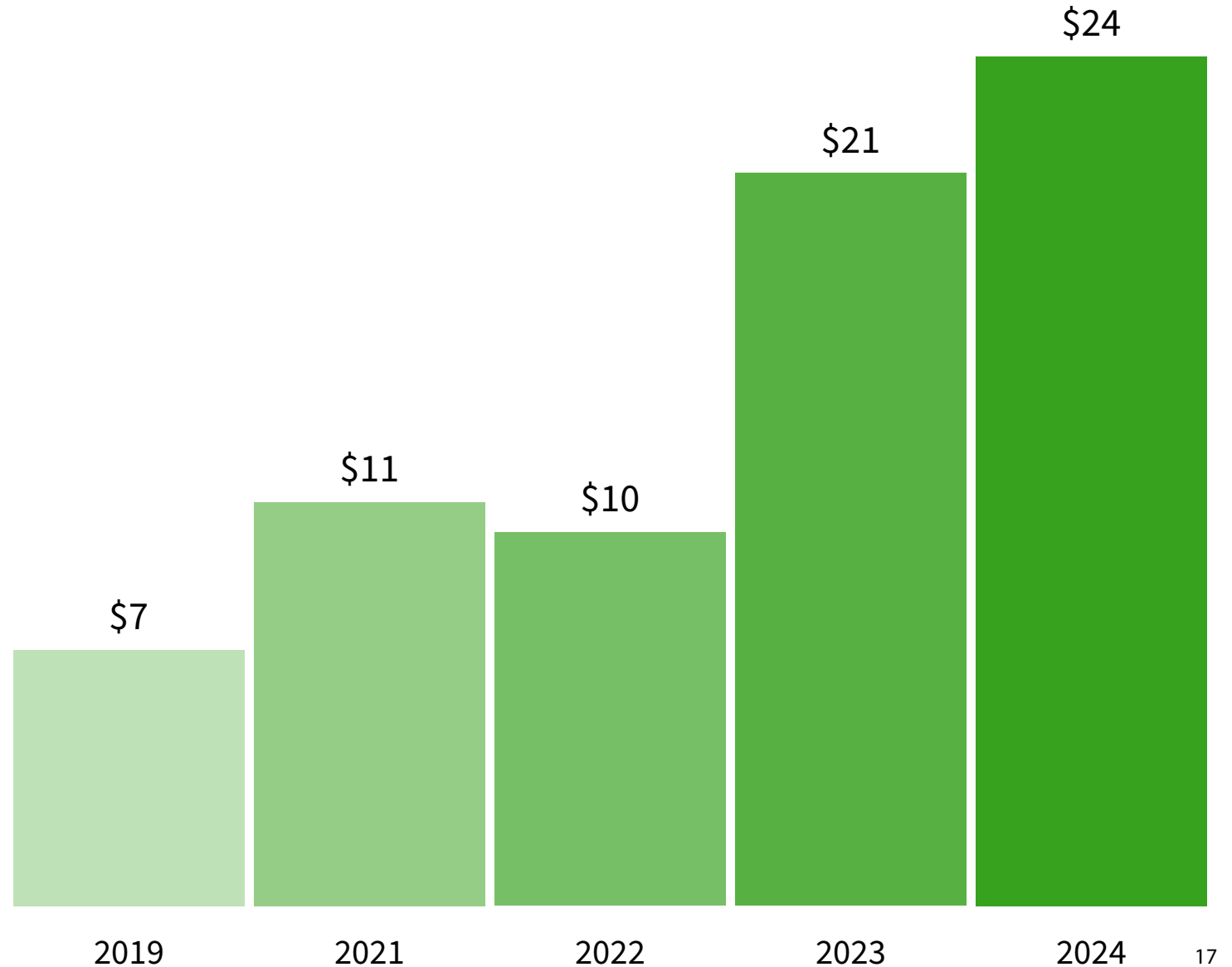


Cost per Passenger

2024 cost: \$24 per passenger

- 16% increase from 2023
- Cost increase is due to
 - Bauer's operating service for the entire year
 - Lower passengers per trip due to decreased vehicle capacity

Cost per Passenger

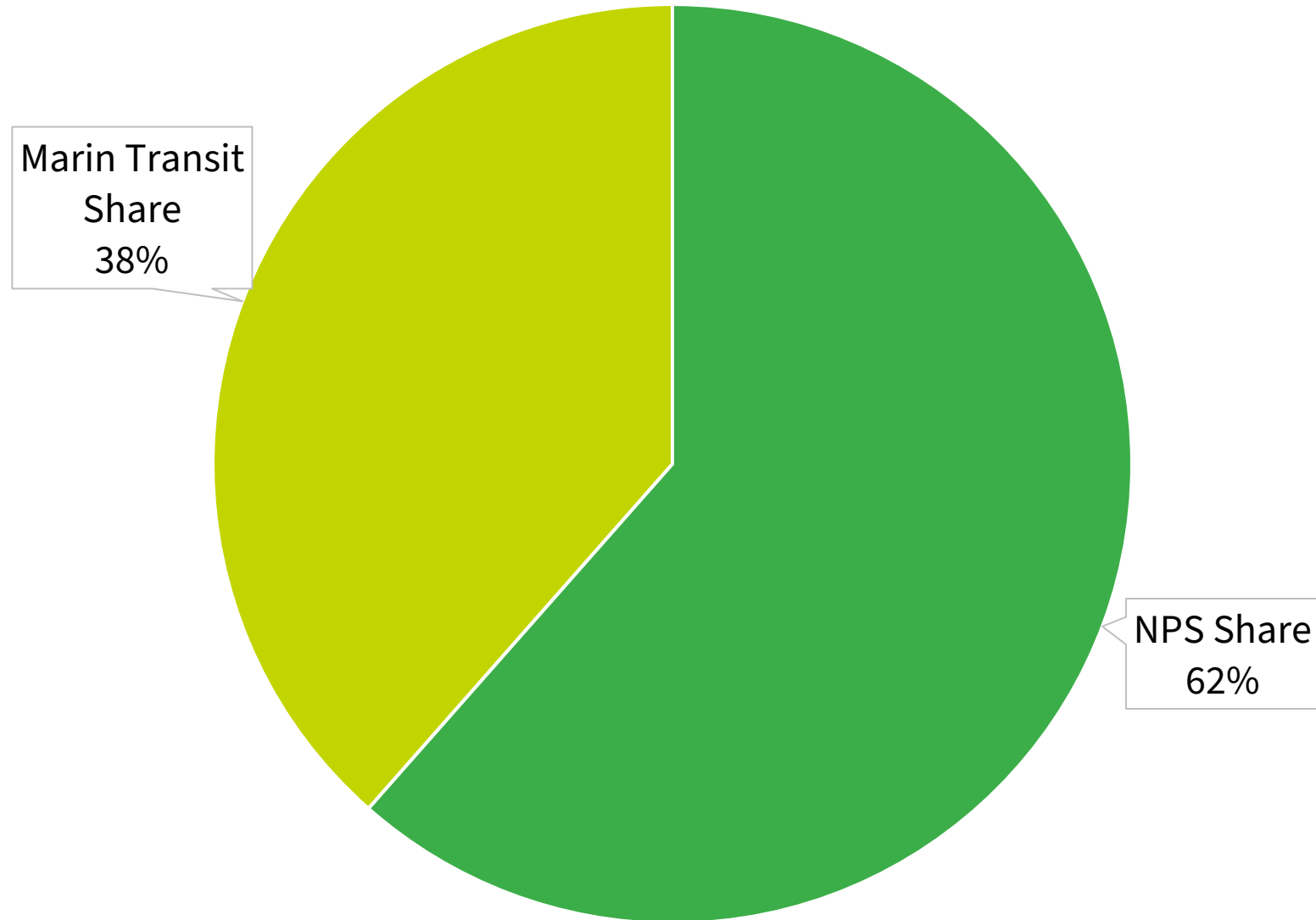


Cost Share

Marin Transit's share of the shuttle costs were capped at \$400,000. NPS contributed a total of \$639,311.



Cost Share



Next Steps

Future Considerations & Plans

- Work with NPS to monitor future federal funding levels for the program; adjust service levels accordingly
- Plan for upcoming construction impacts on Frank Valley Road and the Muir Woods Main Parking Lot



Thank you

CONTACT

Asher Butnik

Senior Transit Planner

abutnik@marintransit.org





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May 5, 2025

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

Subject: Marin County Transit District Draft Operating and Capital Budget for FY 2025/26

Dear Board Members:

Recommendation

Review draft FY 2025/26 budget and provide comments.

Summary

Marin Transit's draft budget for July 1, 2025 to June 30, 2026 reflects the priorities and financial projections in the District's Board-adopted Short Range Transit Plan. The District's Board adopted the most recent full SRTP on February 3, 2020 and a "mini" SRTP update on December 5, 2022. The District is just starting the next full SRTP process which will include updated 10-year financial projections.

The FY 2025/26 expenditure budget for operations and capital projects is \$56.7 million (Table 1). The FY 2025/26 budget allows for a fully funded Emergency Reserve of two months of operating expenses, a Contingency Reserve of four months of operating expenses, and a Capital Reserve of \$25.7 million. The District is still experiencing revenue fluctuations in major revenue sources, and the budget includes significant expenditure of carryforward revenue from Measure AA and state sources that were underspent due under projections and to availability of federal relief funding in prior years.

The budget maintains existing fixed route services and allows for some innovative program growth. Marin Transit's capital expenditure budget is \$10.0 million to fund transit vehicle replacements, bus stop improvements, and facility improvement projects. Marin Transit is actively working on projects to improve existing facilities and develop a new facility needed for parking, charging, and maintenance of fixed route buses. Two projects are actively in construction, the District's ADA bus stop project, and the 3010/3020 Kerner vehicle parking with electric vehicle charging and solar power generation. The District will also be completing the Environmental phase of the fixed route facility project.

The budget includes increasing staff salary bands by CPI, 2.7%, in accordance with District's adopted employment framework. The budget includes the



same number of full-time staff and a slight change to the hours for the seasonal employees for the Muir Woods Shuttle. Salary and Benefits budgets are also increased because the vacancy rate assumption is reduced from 10% to 5% since the District currently has no vacant positions.

Table 1: Budget Summary

	FY2023/24 Actual	FY2024/25 Revised Budget	FY 2024/25 Estimated Actual	FY 2025/26 Draft Budget
Revenue				
Operations	46,688,114	45,786,750	45,577,475	51,046,004
Capital	2,441,429	34,352,213	24,988,325	10,044,837
Total Revenue	\$49,129,543	\$80,138,963	\$70,565,800	\$61,090,841
Expenditures				
Operations	41,350,242	45,290,112	42,745,308	46,615,197
Capital	2,400,336	35,799,713	24,656,791	10,044,837
Total Expenditures	\$43,750,578	\$81,089,825	\$67,402,099	\$56,660,034
Net Change in Fund Balance	\$5,378,965	-\$950,862	\$3,163,701	\$4,430,807
Emergency Reserve	7,156,636	7,548,352	7,548,352	7,769,200
Contingency Reserve	14,313,271	15,096,704	15,096,704	15,538,399
Capital Reserve	19,968,986	17,842,975	21,957,538	25,725,803
Fund Balance (total reserve)	\$41,438,893	\$40,488,031	\$44,602,594	\$49,033,401
Expenditure of Capital Reserve	0	1,447,500	0	0

The attached budget document provides additional information and trends for the operations budget for each of the programs: Administration, Local Service, Yellow Bus Service, Rural Service, and Marin Access. Budget control occurs at the program level.

Marin Transit's FY2025/26 capital expenditure budget is \$10.0 million to fund transit vehicle replacements, bus stop improvements, and facility improvement projects. Recently, facility projects are a growing share of the Capital Budget as the District has invested in securing agency-owned facilities required for electrification and future sustainability of operations. Marin Transit's largest capital project to date is a major fixed route facility project at 1075 Francisco Blvd. E in San Rafael. The team is working to complete the environmental phase in this fiscal year. The District is also in the construction phase for a parking facility, solar canopy and initial electrification project at the Marin Transit's 3010/3020 Kerner property in San Rafael.

FISCAL IMPACT

None associated with this report. Staff will present a final budget for your Board's consideration at the June 2, 2025 meeting.



Respectfully Submitted,

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

Lauren Gradia
Director of Finance and Capital Programs

Attachment A: Marin County Transit District Draft Operating and Capital Budget for FY 2025/26

Attachment B: FY 2025/26 Budget PowerPoint Presentation



MARIN TRANSIT BUDGET **FY 2025/26**

draft

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Marin Transit Budget Overview

The Marin County Transit District (Marin Transit) provides local transit service within Marin County. Marin Transit provides 3.0 million unlinked passenger trips per year and provides over 210,000 revenue hours of service with a fleet of 113 buses. The FY 2025/26 expenditure budget for operations and capital projects is \$56.7 million (Table 1). The FY 2025/26 budget allows for a fully funded Emergency Reserve of two months of operating expenses, a Contingency Reserve of four months of operating expenses, and a Capital Reserve of \$25.7 million. The District is still experiencing revenue fluctuations in major revenue sources, and the budget includes significant expenditure of carryforward revenue from Measure AA and state sources that were underspent due under projections and to availability of federal relief funding in prior years.

The budget maintains existing fixed route services and allows for some innovative program growth. Marin Transit's capital expenditure budget is \$10.0 million to fund transit vehicle replacements, bus stop improvements, and facility improvement projects. Marin Transit is actively working on facility projects to improve existing facilities and develop a new facility needed for parking, charging, and maintenance of fixed route buses. Two projects are actively in construction, the District's ADA bus stop project, and the 3010/3020 Kerner vehicle parking with electric vehicle charging and solar power generation. The District will also be completing the Environmental phase of the fixed route facility project.

Table 1: Budget Summary

	FY2023/24 Actual	FY2024/25 Revised Budget	FY 2024/25 Estimated Actual	FY 2025/26 Draft Budget
Revenue				
Operations	46,688,114	45,786,750	45,577,475	51,046,004
Capital	2,441,429	34,352,213	24,988,325	10,044,837
Total Revenue	\$49,129,543	\$80,138,963	\$70,565,800	\$61,090,841
Expenditures				
Operations	41,350,242	45,290,112	42,745,308	46,615,197
Capital	2,400,336	35,799,713	24,656,791	10,044,837
Total Expenditures	\$43,750,578	\$81,089,825	\$67,402,099	\$56,660,034
Net Change in Fund Balance	\$5,378,965	-\$950,862	\$3,163,701	\$4,430,807
Emergency Reserve	7,156,636	7,548,352	7,548,352	7,769,200
Contingency Reserve	14,313,271	15,096,704	15,096,704	15,538,399
Capital Reserve	19,968,986	17,842,975	21,957,538	25,725,803
Fund Balance (total reserve)	\$41,438,893	\$40,488,031	\$44,602,594	\$49,033,401
Expenditure of Capital Reserve	0	1,447,500	0	0

Marin Transit delivers services through contract operators, including Golden Gate Bridge, Highway & Transportation District (GGBHTD); Marin Airporter; Bauer’s Intelligent Transportation, and Transdev. Marin Transit’s Short Range Transit Plan (SRTP) is the primary service and financial planning document for the District and includes ten years of financial projections for operations and capital programs. The FY2025/26 Budget is developed from adopted SRTP service and financial projections. The District’s Board adopted the most recent full SRTP on February 3, 2020 and a “mini” SRTP update on December 5, 2022. A new full STRP will be developed in FY2025/26 and include a public process to review services and develop options to address the projected 10 year operation deficits.

Budget Process and Timeline

The budget process begins in late February with a review of District- and program-level goals and objectives with finance, operations, and planning staff. Staff then held internal meetings focused on each program area. The Director of Finance compiled all the program data and developed a draft budget for presentation to the Board of Directors’ May meeting. If needed, staff will make changes to the draft budget based on public comments and Board input, and the Board will consider adoption of the final budget at their June meeting.

The following is the timeline for fiscal year July 1, 2025 to June 30, 2026 (FY2025/26) budget development:

- February 2, 2025 – Budget kick-off meeting
- February-March 2025 – Program level budget meetings
- May 5, 2025 – Draft budget presented to Board of Directors
- June 2, 2025 – Adoption of Final budget

Relevant Financial Policies

This section details financial policies relevant to the District’s annual budget and budget process. The Board has adopted these policies as part of the FN-01 policy document.

Basis of Accounting

Marin Transit’s resources are allocated and accounted for in the financial statements as an enterprise fund. Enterprise funds are accounted for on a flow of economic resources measurement focus. Marin Transit also uses the accrual basis of accounting, recording revenues when earned, and recording expenses at the time the liability is incurred. Grant revenue is recognized when program expenditures are incurred in accordance with program guidelines. As a proprietary fund, the audited financial statements further distinguish operating revenues and expenses from non-operating revenues and expenses. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund’s principal ongoing operations.

When both restricted and unrestricted revenues are available for use, it is Marin Transit’s policy to use restricted revenues first then unrestricted revenues as they are needed.

Annual Budget Adoption

The Marin Transit Board of Directors adopts an annual budget for Marin Transit's fiscal year starting July 1 and ending June 30. Under the direction of the Director of Finance, staff develops a balanced budget for the Board of Directors that provides sufficient and sustainable funding for local transit service needs using the following guidelines:

- Maintain adopted reserve level.
- Preserve a balance of revenues and expenditures over a ten-year horizon.
- Provide for Short Range Transit Plan (S RTP)-adopted service levels.
- Allow for innovative growth.

The Board adopts the annual budget for the coming fiscal year no later than the June Board of Directors meeting.

Budget Amendment

Budget control occurs at the program level. Program budgets are: Administration, Local, Yellow bus, Rural, Marin Access, and Capital. Deviations from budgeted line-item amounts are acceptable if the total expenses at the Program Budget level area do not exceed the budget authority.

Mid-year budget transfers between program budgets require General Manager approval and must be made such that total budget expenditures are not exceeded.

If overall expenditures are anticipated to exceed the approved annual budget authority, Board of Directors' approval is required prior to incurring the expense. Requests for budget amendments must include adequate supporting documentation and identification of available revenue to support the expenditure. If circumstances require immediate action, the General Manager may act in place of the Board of Directors and must present the expenditure to the Board of Directors at the next possible opportunity.

All budget amendments are reported to the Board quarterly, as part of the quarterly financial reports.

Reserve Policy

Marin Transit maintains an unrestricted reserve consisting primarily of property tax revenues. The District is dependent on many diverse funding sources for the operation of its services that are subject to state and federal funding availability and administrative processes. The reserve balance is essential to mitigate current and future risk of revenue shortfalls and unanticipated expenditures. The following reserve balance policy provides parameters on desired levels and uses of unrestricted reserve funds. The reserve balance levels are defined to minimize disruptions to the District's services due to fluctuations in funding or expenditures and in accordance with the Government Finance Officers Association (GFOA) recommendations.

The District shall strive to maintain a reserve balance equivalent to a minimum of two months and up to a maximum of six months' operating expenses based on the adopted budget.

Emergency Reserve: Any reserve balance equal to but not exceeding two months' operating expenditures is defined as the emergency reserve. The emergency reserve will be available for use during prolonged revenue shortages to sustain District operations until service reductions, program cuts, or fare increases are made to reestablish a balanced budget and restore the emergency reserve.

Contingency Reserve: Any reserve balance greater than two months of operating expenditures, but less than four months of operating expenditures, is defined as the contingency reserve. The contingency reserve is available to maintain current service levels during short-term periods of declining revenue or slower than anticipated revenue growth.

Capital Reserve: When the emergency reserve is fully funded and the contingency reserve is funded with the equivalent of at least two months of operations funds, the District may fund a capital reserve through the budgeting process. The capital reserve is available to provide resources for high priority capital projects or grant matching funds. The reserve is designed to reduce the District's future needs for borrowing or bonding for large capital projects. With Board approval, capital reserve funds can be transferred to the contingency reserve or the emergency reserve if these funds fall below the target levels.

If, for a prolonged period, the total reserve balance held in emergency and contingency reserves exceeds six months of operating expenditures, Marin Transit will consider options such as, but not limited to, expanding transit service or decreasing fares in an effort to provide the optimal level of transit service and benefits to Marin County.

Indirect Costs

To provide for the reasonable and consistent allocation or distribution of costs to its various grants and funding programs, Marin Transit develops an Indirect Cost Rate Proposal (ICRP) annually. The ICRP is designed in accordance with Federal Title 2 CFR 200 and is approved by the Federal Transit Administration (FTA).

District Fund Balance

Marin Transit's fund balance represents the total unrestricted net position made up of local property tax funding. Each year, the fund balance increases or decreases by the net difference between total revenue and total expenses for the year. Marin Transit's Board-adopted policy designates an Emergency Reserve equivalent to two months of operating expenses and a Contingency Reserve equivalent to an additional two to four months of operating expenses. Marin Transit staff and Board Members review 10-year projections of revenues and expenses in the SRTP to ensure long term financial stability while maximizing mobility for local transit riders.

Marin Transit continues to be in a strong short term position with a fully funded reserve, the ability to contribute to needed capital projects, and additional Measure AA reserves held by TAM. Unfortunately, the current year budget heavily relies on carryforward funds that were accumulated due to under projections of state and local funds and the availability of federal funds in prior years. Seventeen percent

or \$10.3 million of the FY2025/26 operations funds are carryforward Measure AA and State Transit Assistance (STA) funding from prior years. Without the expenditure of reserves, the District's annual expenses exceed the District's annual revenues. Current revenue projections for sales tax grow by 1% and do not keep pace with projected cost increases. Without structural changes (service reductions, revenue increases, expense reductions etc.), the District will expend all reserves within the 10 year SRTP horizon.

The District will review this outlook in the upcoming SRTP process to update projected revenue and expenses, evaluate the sustainability of current service levels, look to realign revenues and expenses before reserves are fully expended.

Local Sales Tax – Measure A and Measure AA

On November 6, 2018, Marin County voters passed Measure AA, a renewal to the county's ½-cent transportation sales tax and new expenditure plan. The renewal measure (Measure AA) is a 30- year extension effective April 2019. The first ½-cent sales transportation sales tax (Measure A) was a 20-year measure passed in 2004 and establish a vital source for local transit funding in Marin County. Local sales tax funding provides approximately 45% of Marin Transit's operating revenues. The sales tax also provides a share of capital funds needed to match federal and state grants for vehicles.

The Measure AA expenditure plan continues to prioritize transit service with 55% of allocated sales tax revenues going to local transit. The Measure AA expenditure plan changed the sub-strategies and their allocations within the overall transit strategy compared to Measure A, including committing funding to school transportation and ferry access and reducing funding for Bus Transit Facilities. TAM allocates funds to Marin Transit by five sub-strategies specified in the overall transit strategy in the expenditure plan: Capital investment, Special Needs, Rural Transit, School Transportation, and Local Transit.

The Transportation Authority of Marin (TAM) programs Measure A/AA funding to the District based on sales tax projections and adjusts future year balances to account for actual sales tax receipts. Based on the programmed amounts, Marin Transit requests annual allocations of funds from TAM. Figure 1 shows Marin Transit's share of Measure A and Measure AA projected revenues compared to actual receipts.

Marin County saw strong sales tax returns during the pandemic due to the combination of strong sales and the Wayfair decision¹ that increased the collection of sales tax for purchases made online. Following the pandemic economic growth in Marin has slowed and is now starting to decline. TAM is projecting no growth in sales tax for the current year (FY2024/25) and a decline of 0.5% for FY2025/26(Figure 1).

¹ California Assembly Bill No. (AB) 147 (April 25, 2019) required retailers located outside of California to register with the California Department of Tax and Fee Administration (CDTFA) and collect California use tax. Source: <https://www.cdtfa.ca.gov/industry/wayfair.htm>

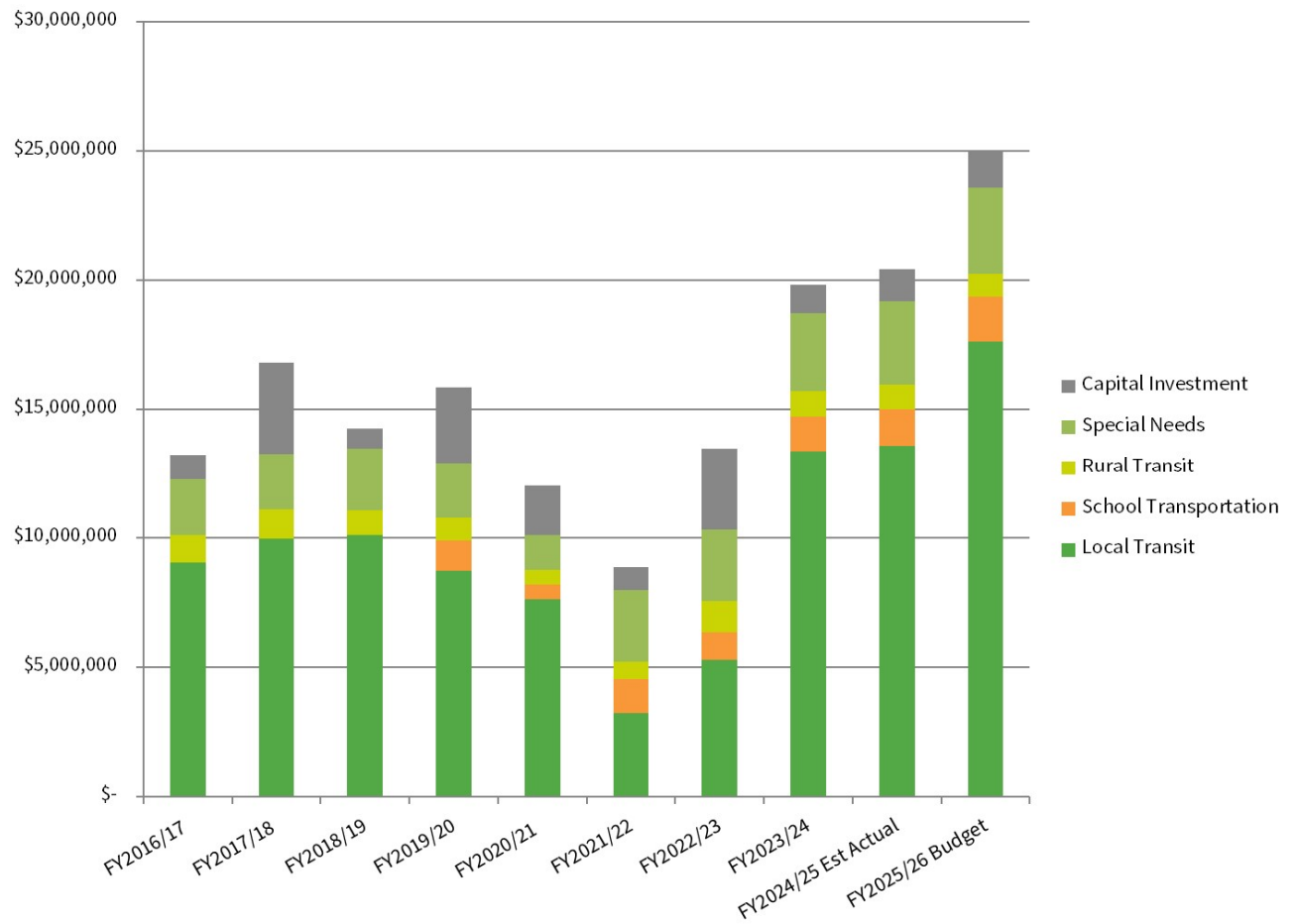
Figure 1: Ten-Year Measure A/AA Transit Funds by Fiscal Year (TAM Projection & Actual Receipts)



The District's actual expenditure of Measure A/AA revenue varies due to capital replacement cycles and the availability of other grant funds in a particular year (Figure 2). During the pandemic, Marin Transit needed less sales tax funding for operations due to the availability of federal relief funds for operations. Starting in FY2023/24, federal relief funds were fully expended and the expenditure of Measure AA funds increased to a level consistent with the historic trend line (Figure 2).

If the District does not fully claim or expend all available Measure AA funds in a given year, they are held by TAM and are available for Marin Transit to claim and expend in future years. With this budget and based on TAM revenue estimates, the District's Measure AA carryover will be \$2.0 million in Local Service subcategory, \$1.7 million in Schools subcategory, and \$1.0 million in Special Needs (Marin Access). TAM holds these unallocated funds, and they are not included in Marin Transit's Emergency or Contingency Reserve funds. These funds are programmed for expenditure in Marin Transit's ten-year operation and capital financial forecasts in the adopted SRTP.

Figure 2: Local Sales Tax Expenditures by Fiscal Year (Measure A/AA)



Operations Budget

Marin Transit's FY2025/26 operations budget provides for operation of the following services:

Service	Service Level
Local Service	142,000 revenue hours
Community	24,000 revenue hours
Supplemental School and Partnership	1,700 revenue hours
Muir Woods Shuttle	4,200 revenue hours
Yellow School Bus Service	4 buses
West Marin Stagecoach Service	16,500 revenue hours
Marin Access Shuttle	1,500 revenue hours
Local Paratransit Service	30,500 revenue hours
Regional Paratransit Service	5,665 revenue hours
Mobility Wallet	25,000 trips
Volunteer Driver	10,000 trips

The operating expense budget (Table 2) of \$46.6 million is a three percent increase over the FY2024/25 budget and provides for a similar level of fixed route service (Figure 3) and a 1.6% increase in the budgeted level of Paratransit. Fixed route passengers by fiscal year are shown in Figure 4. Demand response service levels increase slightly based on projected demand and are shown in the Marin Access section (Figures 10 & 11).

Figure 3: Fixed Route Service Hours by Fiscal Year

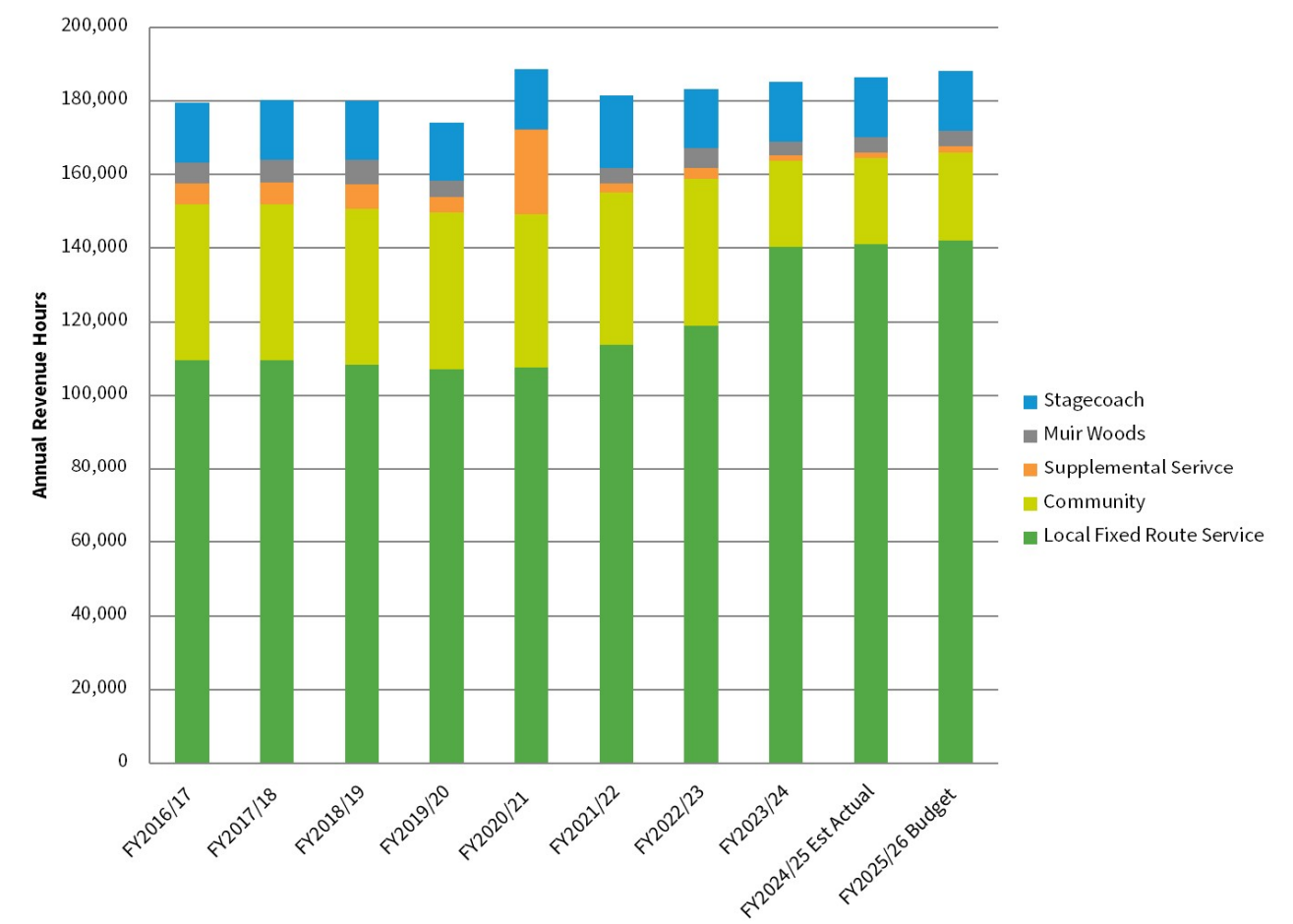


Figure 4: Fixed Route Passengers by Fiscal Year

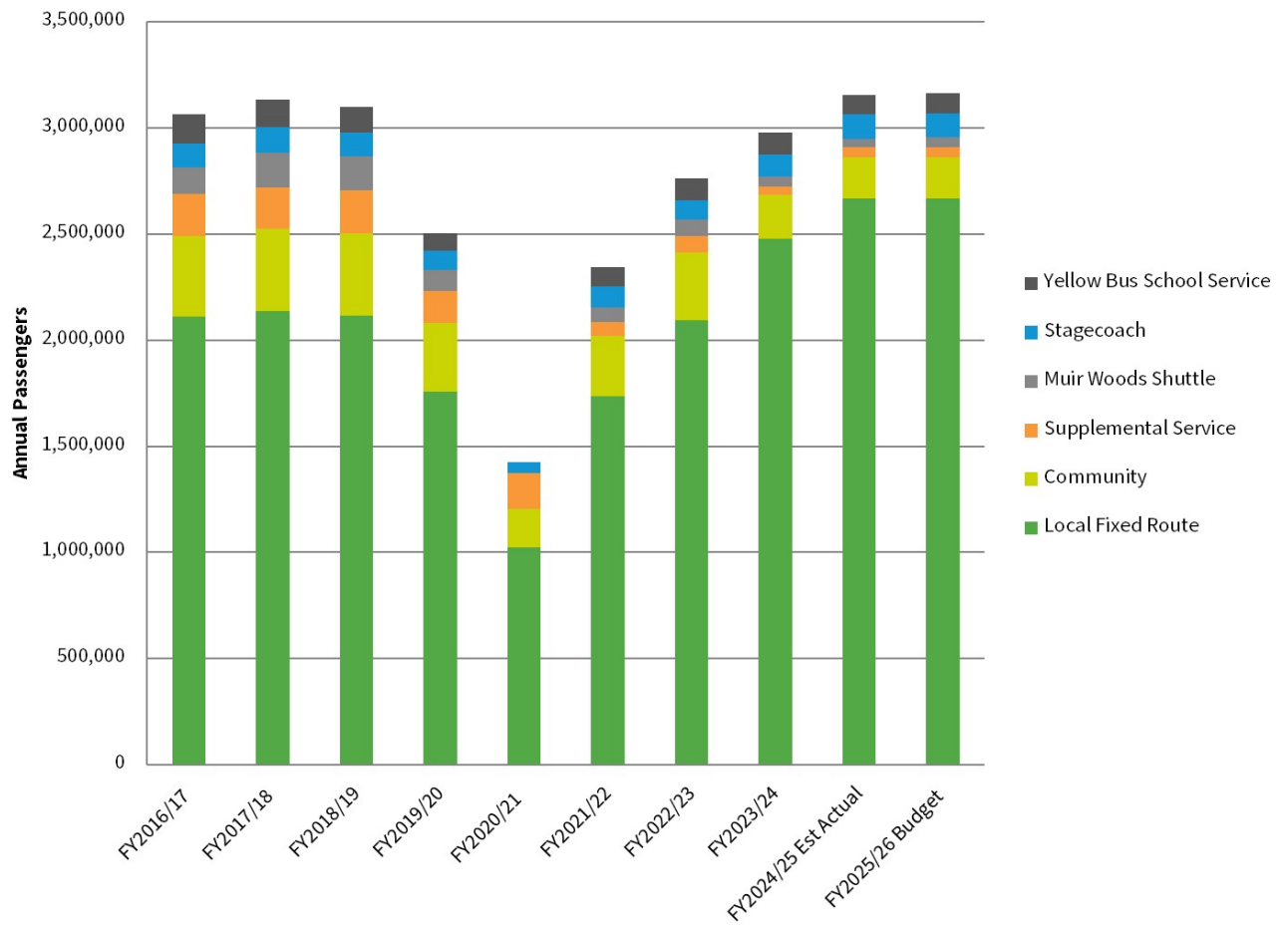


Table 2: Operations Budget (Admin, Local, Yellow Bus, Rural, & Marin Access)

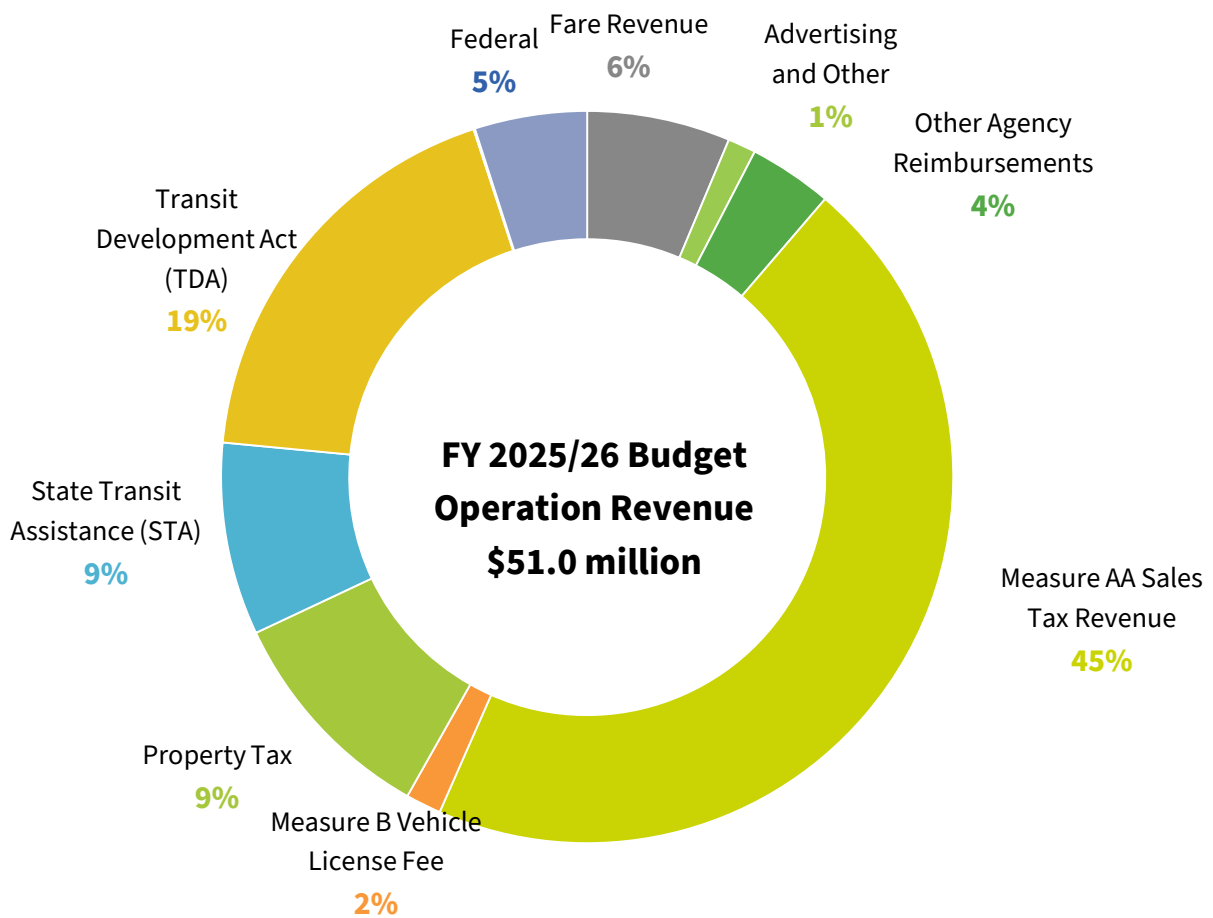
	FY2023/24 Actual	FY2024/25 Revised Budget	FY 2024/25 Estimated Actual	FY 2025/26 Draft Budget	% Δ From FY2025 Budget
Revenue					
Fare Revenue	3,489,555	3,434,005	3,209,380	3,229,767	-6%
Advertising & Other Revenue	48,325	50,000	48,324	51,500	3%
Reimbursements (GGBHTD)	1,493,935	1,521,924	1,684,247	1,888,626	24%
Interest	922,103	800,700	637,195	580,700	-27%
Measure A/AA	18,697,863	18,642,700	18,362,618	23,140,921	24%
Measure B	793,674	913,000	884,372	800,000	-12%
Property Taxes	5,909,281	6,166,642	6,132,305	6,356,290	3%
Development Fees	84,675	84,000	78,592	81,300	-3%
State Transit Assistance (STA)	5,245,116	5,784,253	4,550,031	4,341,027	-25%
Transportation Development Act (TDA)	7,881,923	11,412,830	10,964,082	9,427,686	-17%
Other State	26,132	22,300	29,417	31,150	40%
FTA Funds	1,550,942	1,773,055	2,079,930	1,946,286	10%
National Park Service	548,596	658,047	621,172	585,299	-11%
Transfers to Capital Budget	(4,003)	(5,476,706)	(3,704,189)	(1,414,548)	-74%
Total Revenue	46,688,117	45,786,750	45,577,476	51,046,004	11%
Expenses					
Salaries and Benefits	3,317,126	3,833,506	3,719,431	4,224,739	10%
Professional Service	622,871	692,088	330,288	723,291	5%
Professional Service- Legal	27,563	154,500	40,448	159,135	3%
Security and Maintenance	195,017	260,783	175,078	189,464	-27%
Mobility Management Programs	6,472	63,506	5,877	543,500	756%
Grants to Other Agencies	771,899	768,388	779,367	715,915	-7%
Materials and Supplies	349,611	405,102	353,444	476,169	18%
General Insurance	125,419	162,000	143,826	193,000	19%
Purchased Transportation	32,699,205	35,065,755	34,414,784	36,064,095	3%
Membership & Prof Development	71,176	91,000	79,177	90,000	-1%
Mileage and Travel	23,933	26,500	18,089	26,000	-2%
Marketing	105,570	169,486	149,497	175,781	4%
Communication	171,859	268,648	250,745	336,295	25%
Fuel	2,948,794	3,563,954	2,635,189	3,324,895	-7%
Utilities (Facility)	55,363	70,072	66,820	77,416	10%
Vehicle and Vehicle Parking Leases	27,130	27,944	27,075	27,288	-2%
Office - Rental and Overhead	182,960	192,000	190,718	194,596	1%
Transfers to Capital Budget	(168,764)	(525,121)	(634,544)	(919,176)	75%
Total Expenses	41,533,204	45,290,111	42,745,309	46,622,403	3%
Net Revenue Over Expenditures	5,154,913	496,639	2,832,167	2,723,601	

District Operations Revenue

Marin Transit derives its revenues from multiple sources (Figure 5), with no single revenue source providing the majority of the District's operating funds. The primary revenue sources for Marin Transit operations are:

- Measure AA sales tax operating funds;
- Transportation Development Act (TDA) funds;
- State Transit Assistance (STA) funds;
- Passenger fares; and
- Property taxes.

Figure 5: Revenue Sources for FY 2025/26 Budget



To develop revenue projections for the FY 2025/26 budget, staff referred to Metropolitan Transportation Commission (MTC) revenue projections for STA and TDA, used TAM's allocation numbers for Measure AA, and reviewed recent economic indicators. Both Measure AA and state Transportation Development Act funds (TDA) are generated from Marin County sales tax. Sales tax numbers have not been growing and TAM projects no growth for FY2024/25 and a 0.5% decline for FY2025/26. The state revenues based on sales tax include more optimistic projections and may require revisions.

Revenue Variances

All budgeted revenues that have changed more than \$100,000 and more than 10% compared to the prior year's budget are listed in Table 3 and are described below.

Table 3: Revenue Variances in Operations Budget (>\$100,000 and >10% compared to prior year budget)

Revenue Category	FY 2025/26 Budget	Variance from Prior Year Budget		Notes
		Amount (\$)	%	
Reimbursements (GGBHTD & COM)	\$1,888,981	\$367,057	24%	GGBHTD payments for regional paratransit increase due to increases in service levels and the budget for College of Marin (COM) funds paying for service relative increases to reflect current revenue level.
State Transit Assistance (STA)	\$4,341,027	(\$1,443,226)	-25%	Decrease due to less funds available in FY 2025/26 combined with prior year having carryforward funds
Transportation Development Act (TDA)	\$9,427,686	(\$1,985,144)	-17%	Decrease due to less funds available in FY 2025/26 combined with prior year having carryforward funds
Transfers to Capital Budget	(\$1,414,548)	\$4,062,158	-74%	Less property tax revenue needed in FY2025/26 for capital projects. The prior year was atypical due to the purchase of fixed route facility property.

Reimbursements revenue increases due to increased costs for regional paratransit service funded by GGBHTD and due to increased allocation of funding from College of Marin for service operations.

State Transit Assistance Funds (STA) funds are allocated in accordance with state statute where 50% is based on (a) locally generated revenue expended on transit operations (revenue-based) and 50% is based on (b) the population of the County (population-based). The three eligible transit operators in Marin County – Marin Transit, GGBHTD, and Sonoma-Marín Area Rail Transit (SMART) – signed an agreement in FY 2017/18 to split population funds based on ridership and service provided to address MTC's STA Population-Based Policy (MTC Resolution 4321). Marin Transit's share of population-based funds has

increased post-pandemic due to the higher retention of passengers and service during the pandemic than other operators. For FY2025/26 the District's share is 52%, compared to 40% pre-pandemic. The budget includes the expenditure of \$2.5 million of revenue-based STA funds based on operations needs and will have a reserve of \$1.8 million in revenue-based funds.

Transportation Development Act (TDA) funding is generated from sales tax. The prior year claim, FY2024/25, includes significant carryforward, there is a baseline 2% increase included in the FY2025/26 projection but since there are no carryforward funds in FY2025/26, TDA revenue is 17% lower than the prior year budget. The County Auditor is also projecting 2% growth in FY2024/25 over the updated FY2023/24 projection. The District's share of TDA drops from 57.7% to 56.3% as Golden Gate Transit has slowly recovered ridership.

District Operations Expenses

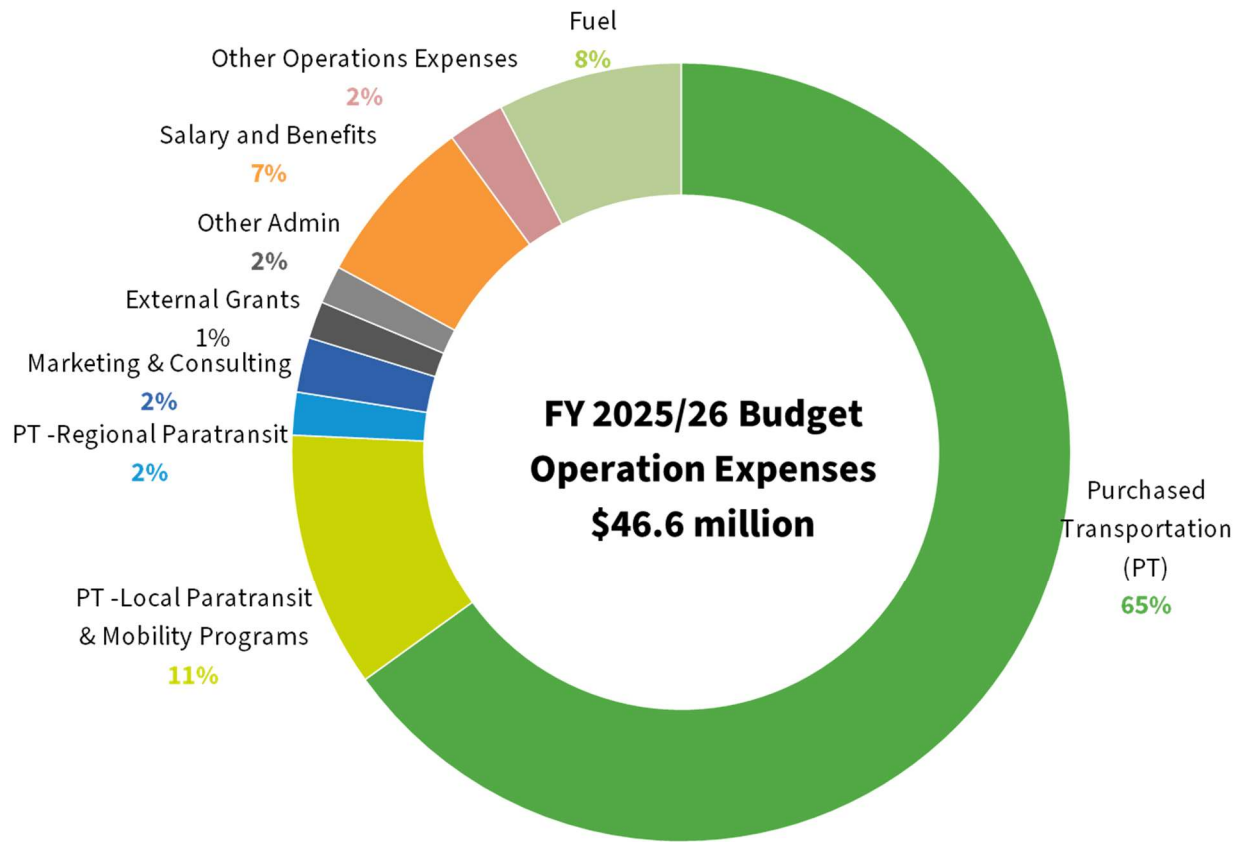
Marin Transit provides local transit service through purchased transportation contracts. Under this structure, the majority of District operations expenses (Figure 6) are for contract service operations (76%) and associated fuel (8%) and other operations expenses (2%). The contract service operations budget includes local paratransit, regional paratransit and fixed route purchased transportation.

The following sections discuss information and trends on general agency costs including staffing, consulting, fuel, and marketing. More detailed operations and service costs are discussed in later sections that correspond to the District's program areas: Local Service, Yellow Bus, Rural Service, and Marin Access. The District's operations budget is 3% higher than the FY2024/25 budget which is comparable to inflation. Specific budget categories with variances greater than \$100,000 and more than 5% are summarized in Table 4.

Table 4: Expense Variances in Operations Budget (>\$100,000 and >5% compared to prior year budget)

Expense Category	FY 2025/26 Budget	Variance from Prior Year Budget		Notes
		Amount (\$)	%	
Salaries and Benefits	\$4,224,739	\$391,233	10%	Additional grant funded position, additional operations position plus increase for merit based salary increases and promotions
Mobility Management Programs	\$543,500	\$479,994	756%	Shift of Catch -A-Ride rider subsidies from a Purchased Transportation Cost to Mobility Management cost
Transfers to Capital Budget	(\$919,176)	(\$394,055)	75%	Significant increase in staff time budgeted to capital projects including the new grant funded facilities position.

Figure 6: Operations Expenses for FY 2025/26 Budget



Staffing

Marin Transit directly employs all District staff. Benefits for regular employees include medical benefits coordinated through the County of Marin and an employer-funded defined contribution retirement program.

The FY2025/26 budget includes the same number full-time staff and a slight change to the hours for the seasonal employees for the Muir Woods Shuttle. Table 5 and Figure 7 show the budgeted 21.5 Full Time Equivalents (FTEs) and organizational chart. The budget includes a 5% vacancy rate, which is lower than prior years (10%) since the District currently has no vacant positions.

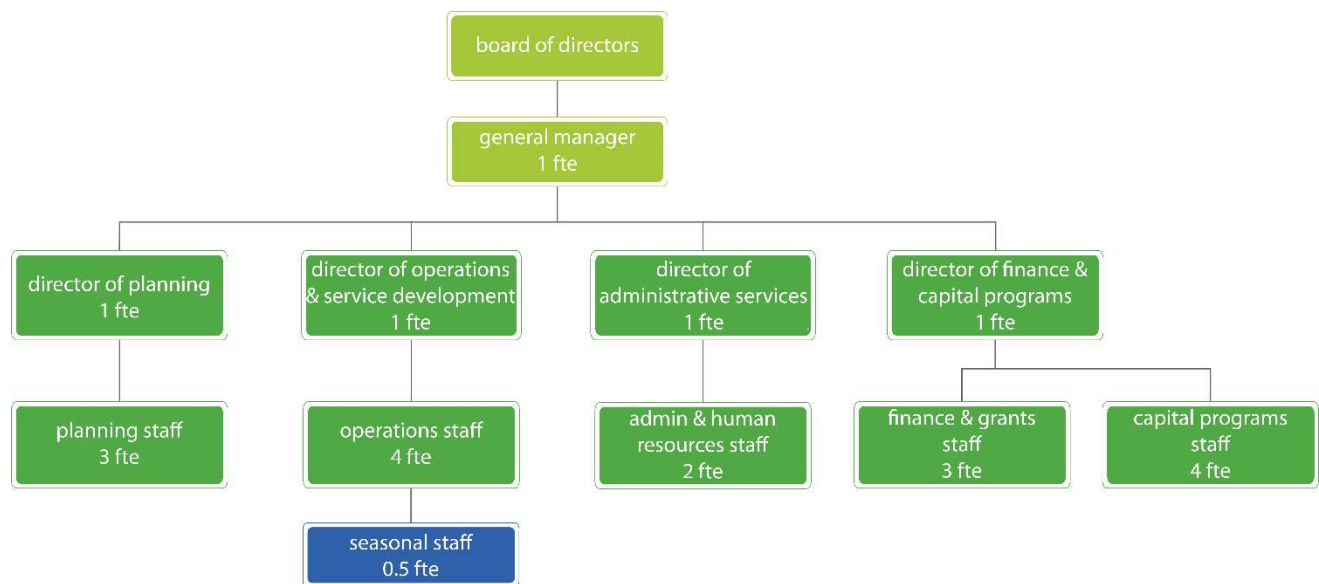
Table 5: Personnel Counts (FTE)

	FY 2023/24	FY 2024/25	FY 2025/26
Budget	20.2	21.3	21.5
Actual	17.2	18.6 (Est Actual)	-

The FY2025/26 salary and benefits budget increases 10% compared to the prior year budget. Six percent of this increase is due to the change in the vacancy rate. The remaining 4% increase allows for merit based salary increases and accounts for increases in benefit rates.

Based on the District's employment framework, the top and bottom of the salary band for each classification will be increased on July 1, 2026 by the consumer price index (CPI)² as of February. CPI increased more modestly by 2.7% in February and salary bands will be increased accordingly. Marin Transit has a merit-based salary framework and there is no guaranteed cost of living increases. The budget includes the capacity to account for inflation and for merit-based adjustments and promotions.

Figure 7: Marin Transit FY 2025/26 Organization Structure



Fuel

Marin Transit pays directly for fuel used in all purchased transportation contracts except for the Muir Woods shuttle and yellow bus contracts. This structure shifts the risks for fuel price fluctuations to the District. In exchange, the contractors provide lower hourly contract rates as they do not need to hedge against potential fuel price increases.

Fuel prices are known to be volatile and Marin Transit's budget includes capacity for price fluctuations. After diesel prices increased 80% in FY2021/22, prices started declining again in July 2022. Current prices have come down from the peak and there are signs the market is normalizing but prices remain high. The

² Bay Area CPI February 2025– 2.7%, bls.gov

FY2025/26 budget for fuel is 26% above the estimated actual for the current year and 7% lower than the current year budget.

The budget also includes electric power costs for the District's electric buses. Marin Transit owns six electric vehicles. Two are charged at the GGBHTD Andersen Drive facility and four are charged at Marin Transit's Rush Landing yard. The budget includes \$3,500 per month for electrical power to charge each vehicle.

Administration Budget

Expenses in the administration budget include: staff salaries and benefits, audit fees, insurance, travel costs, professional development expenses, office rental, and other associated costs. The administration budget (Table 6) includes revenues and expenses shared by all program areas. While these items are budgeted and recorded under administration, expenses are allocated to the program budgets based on a program's resource usage (i.e., billed staff time). This enables Marin Transit to track the full cost of programs.

For FY2025/26, there is an overall increase of 9% in expenses in the administration budget before program transfers. The Salaries budget increased 12% while the Benefits budget increased 8% (see staffing, page 15). The insurance budget increased to include new cyber security coverages and increases in the general liability and property insurance rates.

Table 6: Administration Budget

GL Code	GL Description	FY 2023/24 Actual	FY2024/25 Budget- Revised	FY2024/25 Estimated Actuals	FY2025/26 Budget	% Δ From FY2024/25 Budget
Revenue						
4070400	Interest	922,103	800,700	637,195	580,700	-27%
4079950	Development Fees	45,589	49,000	47,137	46,300	-6%
4079954	Residual ABX 126	39,086	35,000	31,455	35,000	0%
4080101	PropTax-CurrntSecured	5,185,538	5,468,100	5,429,151	5,646,317	3%
4080102	County Fee-Admin Basic Tax	(59,603)	(68,959)	(67,143)	(71,027)	3%
4080103	Property Tax-Unitary	53,542	50,000	51,000	52,000	4%
4080104	PropTax-CurrntUnSecur	108,969	90,000	90,000	95,000	6%
4080105	Educ Rev Augm Fund-Redist	510,865	513,500	520,435	520,000	1%
4080106	PropTax-Supp CY SECR	97,015	100,000	95,000	100,000	0%
4080107	PropTax-Supp Unsecured	6,279	5,000	4,801	5,000	0%
4080108	PropTax-Redemption	984	3,500	2,861	3,000	-14%
4080109	Property Tax-Prior Unsecured	5,692	5,500	6,200	6,000	9%
4119940	Other	192	300	191	150	-50%
Subtotal Revenue		6,916,251	7,051,641	6,848,283	7,018,440	0%
4700001	Property Tax Transfer	(1,643,981)	(6,032,032)	(3,795,691)	(2,116,476)	-65%
Net Revenue		5,272,270	1,019,609	3,052,592	4,901,964	381%
Expense						
5010200	Salaries	2,020,831	2,376,983	2,345,963	2,658,607	12%
5020000	Benefits	1,296,294	1,456,523	1,373,468	1,566,132	8%
5030301	Consultant Services	185,859	240,400	154,738	248,405	3%
5030304	Prof Svcs - Legal	27,563	154,500	40,448	159,135	3%
5030305	Prof Svcs - Audit	36,571	38,500	38,034	39,600	3%
5030701	Security Services	1,843	3,000	4,548	5,000	67%
5049901	Office Supplies	6,220	14,626	6,475	15,000	3%
5049902	Small Furn/Equip	7,306	10,300	6,830	10,500	2%
5049903	Software Maintenance	108,247	97,850	98,298	110,000	12%
5049904	Copier Suppl & Srvc	8,113	10,300	8,598	10,609	3%
5049905	Postage	4,970	9,000	199	5,000	-44%
5049906	Computers	32,525	23,690	18,000	24,000	1%
5050201	Communication - Phone	32,922	37,500	35,350	38,000	1%
5060301	Insurance	125,419	162,000	143,826	193,000	19%
5090101	Memberships & Prof Dev.	71,176	91,000	79,177	90,000	-1%
5090202	Mileage and Travel	23,933	26,500	18,089	26,000	-2%
5090801	Marketing	17,160	15,000	11,856	15,450	3%
5121200	Office Rental	180,444	192,000	190,718	194,596	1%
Subtotal Expense		4,187,396	4,959,672	4,574,615	5,409,034	9%
5100100	Salary/Benefit Transfers	(3,449,455)	(3,773,191)	(3,821,314)	(4,217,281)	12%
5100101	Transfer Overhead	(718,177)	(658,490)	(574,029)	(714,325)	8%
Net Expense		19,764	527,991	179,272	477,428	-10%

Local Fixed Route Service

The local service budget (Table 8) includes all revenues and expenses related to the provision of fixed route bus service, excluding rural bus service. Major programs in the local service budget include local fixed route, community service, supplemental school, and the Muir Woods seasonal shuttle. Purchased transportation and fuel account for 88% of the budgeted costs. Other major expenses in the local service budget include consultant services for stop-level ride checks, service contract audits and reviews, communications, marketing, and staff time for contract oversight. This budget also includes costs and revenues for special projects such as the youth pass and Homeward Bound tickets.

The local service budget for FY2025/26 is \$33.5 million (Table 8). It represents a 3% increase over the prior year revised budget and provides for a similar level of service (Figure 8).

Services are operated under contract to Marin Airporter (Local, Community, and Supplemental School). Select Local services are also operated through an inter-agency agreement with GGBHTD. A new simplified agreement with GGBHTD went into effect October 1, 2022; it includes additional components like customer service. The purchased transportation contract hourly rates for services are shown in Table 7.

Table 7: Local Budget Service Levels

Service Type	FY 2025/26 Budgeted Service (Rev Hrs)	Effective Contract Cost Per Rev. Hour (without fuel)	Notes
Fixed Route – Operated by GGBHTD	74,000	\$162.94	Contract rate increases 0.2%; contract includes customer service costs
Fixed Route – Operated by Marin Airporter	91,975	\$150.21	Fixed and variable contract, effective hourly rate increases 12%
Supplemental School – Operated by Marin Airporter	1,725	\$150.21	Fixed and variable contract, effective hourly rate increases 12%
Muir Woods Shuttle	4,200	\$190.60	Rate includes equipment and fuel, billed by vehicle per day

Local Service Revenue

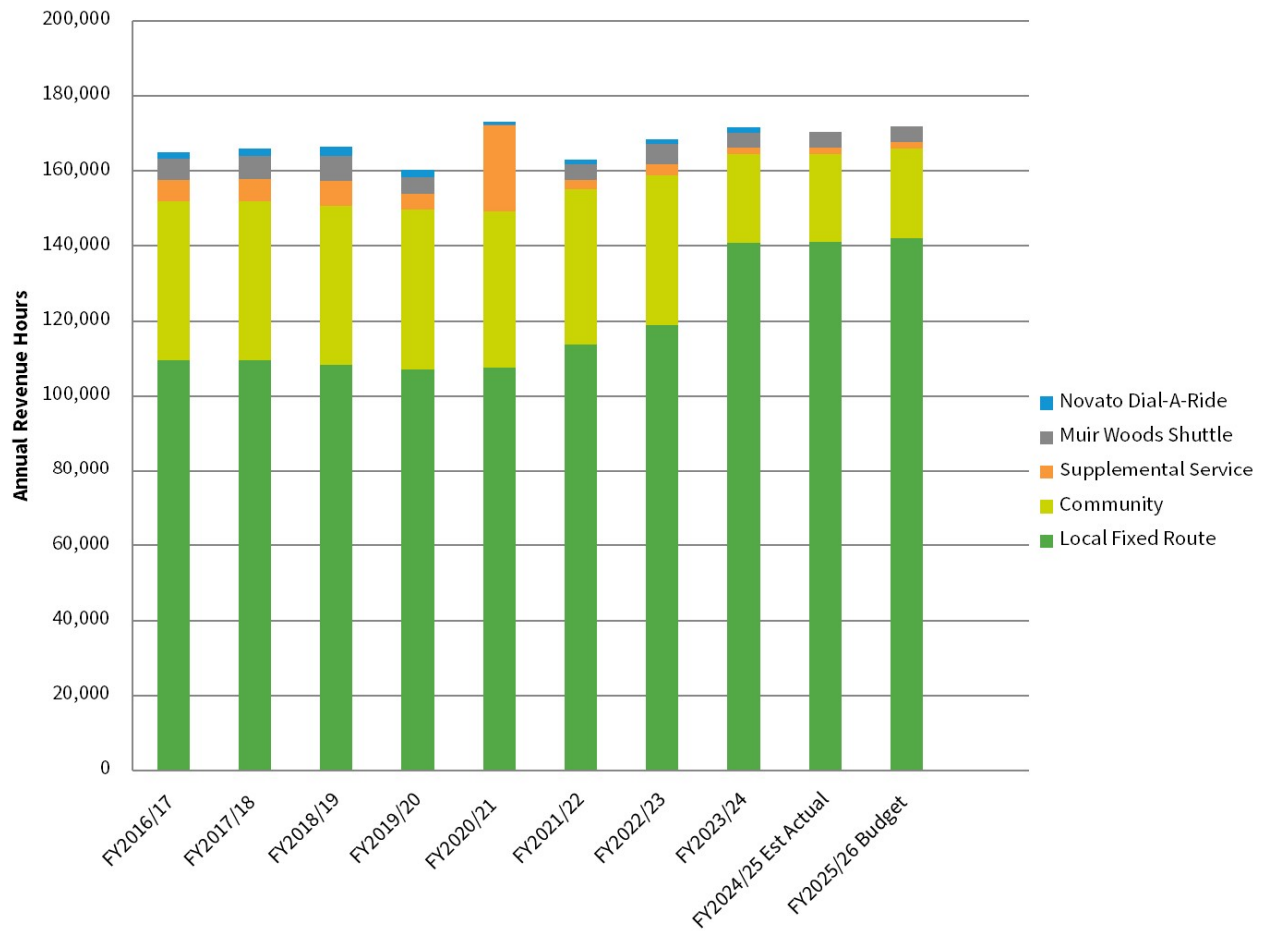
Local service is funded with a combination of fare revenue, advertising revenue, Measure AA local sales tax funds, Transportation Development Act (TDA), State Transit Assistance (STA), and federal grants. Measure AA sales tax funds in the local budget include both sub-strategy 4.1 - *Local Bus* funding and sub-strategy 4.4 - *School Service* funds for providing supplemental school service focused on high schools. Total Measure AA local sales tax revenues budgeted for local service are \$18.0 million and include expenditure of \$7.6 million in carryforward funds. Measure AA funding is critical for maintaining operations and is 54% of budgeted revenues for local service.

There continues to be large swings in state revenue due to under and over projections of prior year funds combined with the end of federal relief funds. Transportation Development Act (TDA) funds are 17% lower than last fiscal year and State Transit Assistance is 34% lower.

Fare revenues are budgeted based on ridership and average fare per passenger. The average fare per passenger in FY2024/25 shows a decline compared to the previous year. This is likely due to increases in monthly pass usage and additional promotional free fare days. Marin Transit recently implemented Automatic Passenger Counters that should result in more accurate and complete passenger counts. The implementation of the Next Generation Clipper system and the shift to a single tag system is anticipated to allow for a significant increase in passengers using Clipper for payment. This shift is not anticipated to have a significant impact on the value of fares collected, however there may be some additional costs associated with ongoing Clipper maintenance fees as usage increases.

Marin Transit provides fare subsidy programs for riders who demonstrate financial hardships. These programs reduce overall fare revenues and include the youth pass program which provides free fixed route transit to low-income youth, Homeward Bound that provides free fixed route transit to people participating in social service programs, and the regional Clipper Start program that provides fare discounts to low-income passengers. Marin Transit also maintains a low base fare and deeply discounted monthly and daily pass products to help ensure transit is affordable for all passengers. The low-income youth fare program is budgeted to distribute \$500,000 in free fares and Marin Transit distributes about \$100,000 in free fares through the Homeward Bound program.

Figure 8: Local Service Level by Fiscal Year



See Figure 4 for local passengers by fiscal year.

Table 8: Local Service Budget

GL Code	GL Description	FY 2023/24 Actual	FY2024/25 Budget- Revised	FY2024/25 Estimated Actuals	FY2025/26 Budget	% Δ From FY2024/25 Budget
Revenue						
4060301	Advertising Revenue	337,289	350,000	177,188	200,022	-43%
4070301	Lease of Property	48,324	50,000	48,324	51,500	3%
4090101	Local Government Payments	11,792	0	213,779	239,889	-
4092001	Measure A Sales Tax	712,000	61,039	61,038	0	-100%
4092005	Measure AA Sales Tax	12,905,349	13,500,000	13,462,153	17,950,000	33%
4110101	State Transit Assistance (STA)	5,185,116	4,224,253	2,990,031	2,781,027	-34%
4110102	Transit Development Act (TDA)	7,881,923	11,412,830	10,964,082	9,427,686	-17%
4119911	State SREC Credits	7,579	6,000	17,225	15,000	150%
4139912	Fed- FTA 5307	284,002	0	0	0	-
4139951	National Park Service	548,596	658,047	621,172	585,299	-11%
4140100	Fare Revenue	2,364,674	2,213,000	2,191,433	2,193,300	-1%
Subtotal Revenue		30,286,644	32,475,169	30,746,425	33,443,723	3%
4700001	Property Tax Transfer	137,566	100,000	19,130	60,798	-39%
4700002	Program Revenue Transfer	110,369	100,000	111,570	-	-100%
Total Revenue		30,534,579	32,675,169	30,877,125	33,504,521	3%
Expense						
5030301	Consultant Services	331,055	267,800	31,321	283,834	6%
5030310	Fare Processing Charges	51,234	23,340	35,611	36,000	54%
5030501	Bus Stop Maintenance	105,172	160,000	83,431	50,000	-69%
5030602	Coustodial Service	13,043	33,283	17,653	30,246	-9%
5030604	Facility Maintenance	33,638	41,200	39,497	42,436	3%
5040101	Fuel	2,131,968	2,471,839	1,771,830	2,269,600	-8%
5040160	Electrical Power	94,701	222,789	160,768	252,982	14%
5040180	Utilities (facility)	40,339	38,245	43,334	44,634	17%
5049902	Small Equipment	11,935	10,609	7,567	10,927	3%
5049904	Software	47,219	65,000	86,223	120,000	85%
5050205	Communication	94,517	157,430	152,322	224,442	43%
5080101	Purchased Transportation	24,373,401	25,987,128	25,489,982	26,992,746	4%
5090801	Marketing	55,020	95,000	89,786	97,850	3%
Subtotal Expense		27,383,242	29,573,663	28,009,325	30,455,697	3%
5100100	Salary/Benefit Transfers	2,608,290	2,664,770	2,463,744	2,599,839	-2%
5100101	Overhead Transfer	543,046	436,817	370,054	441,738	1%
Total Expense		30,534,578	32,675,250	30,843,123	33,497,274	3%

Yellow School Bus Service

Marin Transit strives to provide fixed route service to high schools in the urbanized areas of Marin County, but recognizes that school transportation for younger students, and in rural areas, is often more appropriately provided by yellow school bus service. Measure AA designated local sales tax resources to help fund yellow school bus services. The FY2025/26 budget (Table 9) includes revenue and expenses associated with the operations of the following components to support yellow bus service:

- (A) Operation of the Ross Valley yellow bus program with four buses;
- (B) Distribution of Measure AA funding to existing eligible Marin County Yellow Bus Programs; and
- (C) General staffing support for the development of yellow bus services in Marin County.

(A) Management of the Ross Valley yellow bus program - In FY 2025/26 Marin Transit will continue to manage operations, service contracts, and pass sales for four yellow buses serving Ross Valley schools. Annually, Marin Transit makes several assumptions to develop the budget and price the passes for the upcoming school year and presents a draft and final budget to the Ross Valley Yellow School Bus program Joint Exercise of Powers Agreement (JEPA) Joint Committee for its review and approval. These assumptions may need to be adjusted as additional information on service levels, pass prices and contributions from other local agency partners such as the County of Marin, the Town of San Anselmo, and the Town of Fairfax are finalized.

(B) Distribution of Measure AA funding to existing Marin County yellow bus programs - With the passage of Measure AA, a new sub-strategy for school transportation was established. The Marin Transit Board adopted guidelines for a third three-year distribution program at the April 2025 board meeting. The FY2025/26 program will continue the same distribution level of \$1.1 million, which includes a \$300,000 per year spend down of the Measure AA school strategy, carryforward balance. The allocations will be made to following school districts:

- Reed Union
- Ross Valley
- San Rafael School District
- Miller Creek
- Sausalito/Marin City

(C) General staffing support for the development of yellow bus service in Marin County- Marin Transit will continue to document need, facilitate and provide planning support for new service, and help develop and sustain yellow bus service in Marin County. For FY2025/26 this includes reimbursements from the Tiburon Peninsula Traffic Relief JPA for yellow bus parking and associated costs to support the Reed Union School District bus program, shown as Local Government Payment.

Table 9: Yellow School Bus Service Budget

GL Code	GL Description	FY 2023/24 Actual	FY2024/25 Budget- Revised	FY2024/25 Estimated Actuals	FY2025/26 Budget	% Δ From FY2024/25 Budget
Revenue						
4030000	Fares- Paid By Other Agencies	171,000	177,840	177,840	185,000	4%
4090101	Local Gov. Payments	14,110	18,969	14,560	14,244	-25%
4092005	Measure AA Sales Tax	1,092,330	1,108,348	1,119,715	1,106,436	0%
4140105	Fare Revenue - Yellow Bus	337,593	422,665	380,000	364,750	-14%
Subtotal Revenue		1,615,033	1,615,033	1,727,822	1,692,115	1,670,430
Expense						
5030301	Consultant Services	11,102	5,000	2,841	5,000	0%
5030310	Fare Processing Charges	11,961	13,803	11,069	11,145	-19%
5030602	Custodial Service	545	0	480	600	-
5049903	Software	1,383	0	1,168	0	-
5080103	Yellow Bus School Service	755,237	791,280	791,280	830,880	5%
5090801	Marketing	0	500	44	500	0%
5098050	Grants to External Yellow Bus Programs	771,899	768,388	779,367	715,915	-7%
5120401	Leases and Rentals	27,130	27,944	27,075	27,288	-2%
Subtotal Expense		1,579,257	1,606,915	1,613,324	1,591,328	-1%
5100100	Salary/Benefit Transfers	108,300	131,286	64,996	-19%	-19%
5100101	Transfer Overhead	22,548	19,719	18,220	-23%	-23%
Total Expenses		1,710,105	1,710,783	1,764,329	1,674,544	-2%

Rural Service

Rural service is operated as the West Marin Stagecoach (Stagecoach) and includes northern Route 68 and southern Route 61. The West Marin Stagecoach has been operated by Marin Airporter since July 1, 2023. Other West Marin services are provided with demand response shuttles and are included in the Marin Access budget.

Rural service provides lifeline connections to the rural communities of Marin County and Marin Transit continues to provide 16,500 revenue hours of service (Figure 9, Table 10). During the COVID-19 pandemic, Marin Transit temporarily added 1,050 service hours to Route 61 to address overcrowding due to capacity limits. The increase can be seen in Figure 9 in FY2021/22. Ridership on the rural service was impacted by the pandemic but has normalized (Figure 10).

Figure 9: Rural Service Revenue Hours by Fiscal Year

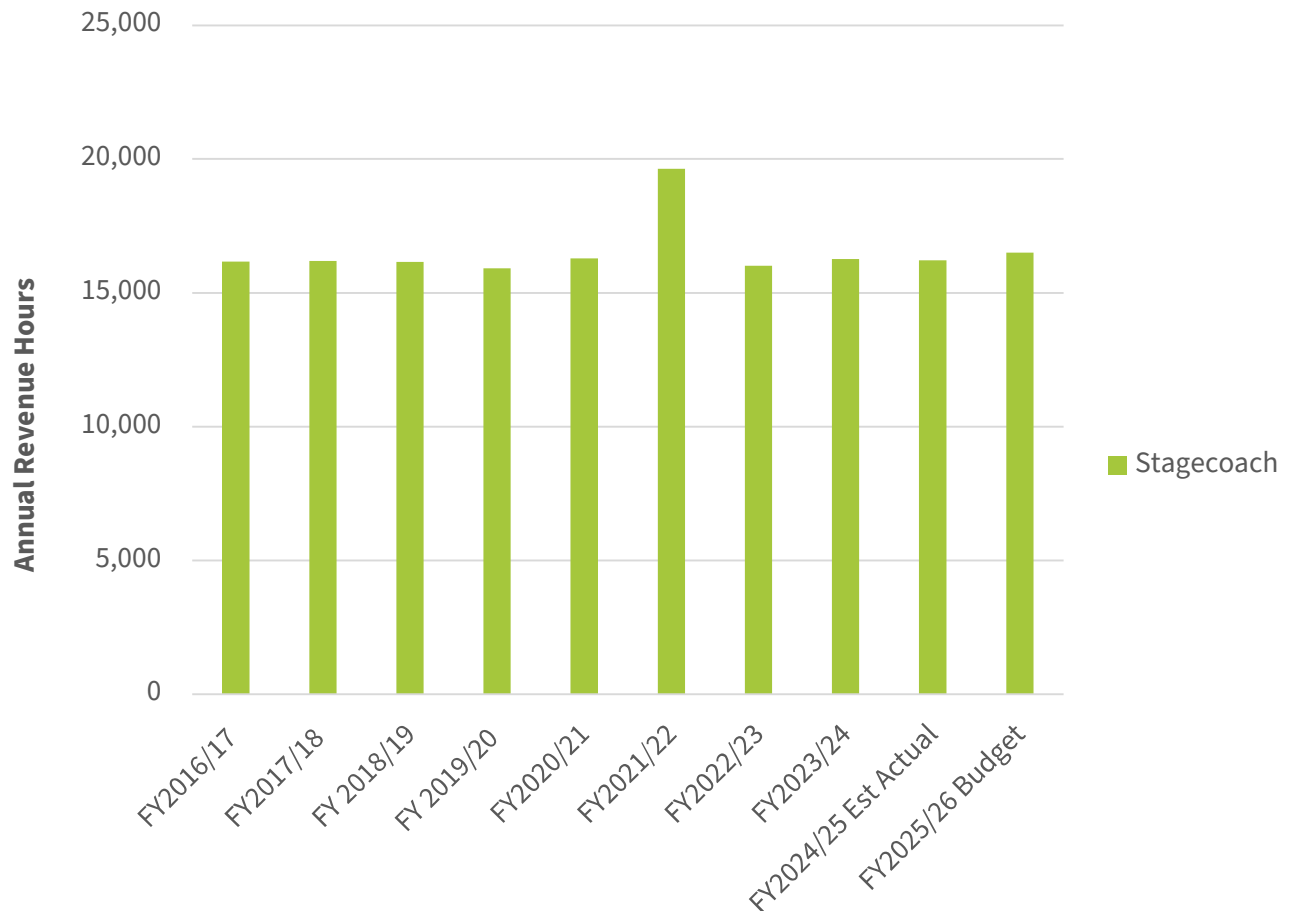


Figure 10: Rural Service Ridership by Fiscal Year

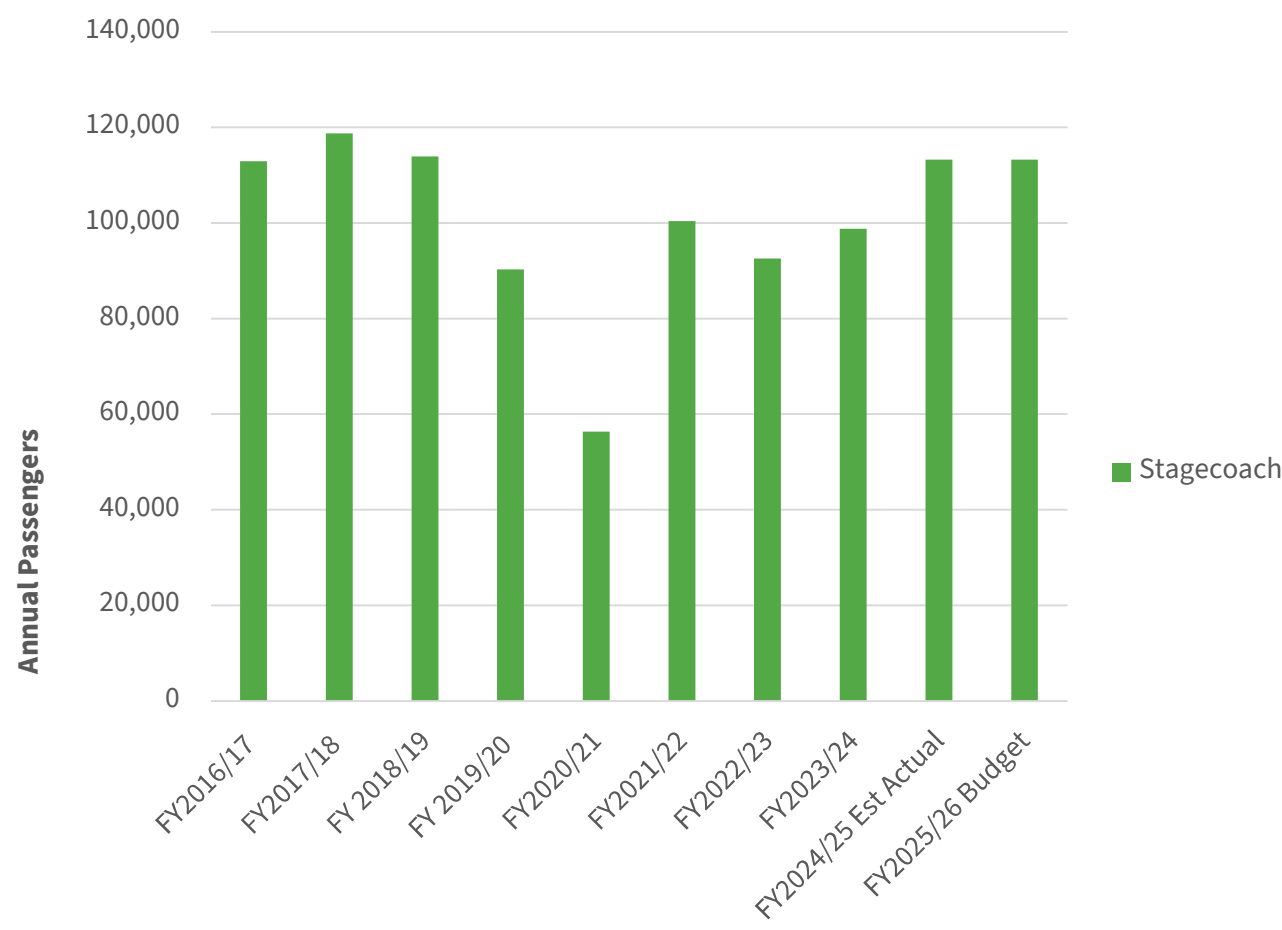


Table 10: Rural Budget Service Levels

Service Type	Service Level (Revenue Hours)	Contract Cost Per Hour (without fuel)	Notes
West Marin Stagecoach	16,500	\$150.29	Fixed and variable contract, effective hourly rate increases 12%

The rural service budget (Table 11) includes contract service operations, marketing, fuel, communications, and Marin Transit staff expenses. Rural service has historically been funded with a combination of local sales tax funds and Federal Transit Administration (FTA) Section 5311 rural funding. Marin Transit receives 3% of the County Measure AA local sales tax funds for Rural service and all funding is program to the Stagecoach service. Marin Transit is not in the current programming of Section 5311 funds due to Caltrans notifying staff our contract was ineligible. This policy has been recently reversed, and staff will apply for funding in the next funding cycle. STA revenue-based funds are budgeted to fully fund the rural operations

costs. These roll-over funds from prior years will help fund the program until the Section 5311 funds are restored.

Table 11: Rural Service Budget

GL Code	GL Description	FY 2023/24 Actual	FY2024/25 Budget- Revised	FY2024/25 Estimated Actuals	FY2025/26 Budget	% Δ From FY2024/25 Budget
Revenue						
4092001	Measure A Sales Tax	57,672	4,944	4,944	0	-100%
4092005	Measure AA Sales Tax	926,812	933,109	860,212	884,485	-5%
4110101	State Transit Assistance (STA)	0	1,500,000	1,500,000	1,500,000	0%
4139920	Fed-FTA 5311 Rural	413	0	285,237	0	-
4140100	Fare Revenue	77,818	70,000	76,272	76,000	9%
Subtotal Revenue		1,062,715	2,508,053	2,726,665	2,460,485	-2%
4700001	Property Tax Transfer	1,442,593	255,326	0	634,885	149%
Total Revenue		2,505,308	2,763,379	2,726,665	3,095,370	12%
Expense						
5030301	Consultant Services	0	16,480	0	16,975	3%
5040101	Fuel	268,984	338,697	320,256	359,995	6%
5049902	Small Equipment	118	5,000	0	5,000	0%
5050205	Communication-AVL	-1,359	19,868	15,984	18,215	-8%
5080101	Purchased Transportation	2,051,073	2,207,290	2,208,525	2,478,505	12%
5090801	Marketing	5,882	21,855	16,023	22,510	3%
Subtotal Expense		2,324,698	2,609,190	2,560,788	2,901,200	11%
5100100	Salary/Benefit Transfers	149,488	140,495	144,216	151,657	8%
5100101	Transfer Overhead	31,123	41,273	21,661	42,513	3%
Total Expenses		2,505,309	2,790,958	2,726,665	3,095,370	11%

Marin Access (Paratransit and Mobility Management)

The Marin Access budget includes Marin Access mandated ADA paratransit services for both local and regional trips and Marin Access shuttles and includes associated costs for fuel, customer service, scheduling and dispatch software, and marketing. The Marin Access budget also includes Marin Transit's Mobility Management services which include complementary mobility programs (volunteer driver and new Mobility Wallet) and enrollment/eligibility, program referral, travel training, and financial assistance via the Marin Access Fare Assistance program.

The purpose of the Mobility Management program is to increase mobility for the County's older adults and those with disabilities in need of transportation services and provide cost effective and improved alternatives to paratransit. The program goes beyond the legal requirements of the Americans with Disabilities Act (ADA) using funding from local Measure B and Measure AA. Demand for ADA paratransit has been lower following the pandemic in part because there are new mobility providers and alternative ways to access services and goods for this population of riders. Marin Transit staff continuously monitors these programs to ensure they meet the mobility needs of the populations they are designed to serve.

The FY 2025/26 budget for Marin Access (Table 14) is \$7.9 million, a 4% increase compared to the prior year's budget. The increase is due to raising the budget for billed staff time to align with current actuals, an increase in regional paratransit service demand, and annual cost increases for purchased transportation. The budgeted Regional paratransit hours are 15% high than the prior year budget. The budgeted Local paratransit hours are only 2% higher than prior year budget, but because fewer hours are being operated than projected, the FY2025/26 budgeted local paratransit hours are 10% higher than the current year estimated actuals. This allows for an increase in demand for ADA mandated service (Figure 11). Passengers by program are shown in Figure 12.

Current Services are described below and shown in Table 12:

Marin Access ADA paratransit service provides demand-response trips to passengers certified as unable to use the fixed route system either all, or some of the time. This includes trips mandated under the federal Americans with Disabilities Act (ADA) as well as trips that go beyond the legal ADA requirements. This service, and a regional paratransit service managed on behalf of GGBHTD, are operated under a single contract to Transdev. Local paratransit service is budgeted at 30,500 revenue hours. GGBHTD pays a share of mandated local paratransit based on their share of fixed route transit service within Marin County (currently 13.58%). The method of calculation was changed in FY2023 with the new GGBHTD service contract and the GGBHTD share was reduced by approximately 5%. GGBHTD directly reports the ridership, fares, and costs associated with their share of paratransit to the National Transit Database (NTD) and the State Controller's Office.

Regional ADA paratransit is fully funded by GGBHTD. The FY 2025/26 budget includes 5,665 revenue hours for regional paratransit service.

Marin Access Shuttles are a rebranded program (as of July 1, 2024) operated by Transdev and includes components previously operated as Rural Dial-A-Ride. There are currently four shuttles providing service and an expansion of service hours for two of the existing shuttles planned for FY2025/26. The budget includes capacity for additional shuttles and the planned expansion of service hours. FTA Section 5310 funds (Table 13) and Measure B funds are available for the program.

Table 12: Marin Access Budget Service and Program Levels

Service Type	Service Level (Revenue Hours)	Contract Cost Per Hour (without fuel)	Notes
Local Paratransit	30,500	\$148.30	Budgeted hours are 10% over prior year estimated actual and 2% above prior year budget; 13.6% of service is funded by and allocated to GGBHTD.
Regional Paratransit	5,665	\$145.90	Fully funded by GGBHTD
Marin Access Shuttles	1,500	\$108.00	Shuttle program offered in the urbanized and rural areas of the County to fill service gaps; partially funded by FTA 5310 grant funding.
Complementary Mobility Options	Trips/Users	Expense	Notes
Volunteer Driver Reimbursement (STAR/TRIP)	10,000 trips	\$90,000	Financial assistance supporting rider choice mobility. Fully funded by Measure B.
Mobility Wallet - Intro to Mobility	500 users	\$620,000	Into to Marin Access programs including travel training, education and \$200 one-time subsidy for range of mobility providers
Mobility Wallet - MAFA	150 users		Into to Marin Access programs for low-income riders, including travel training, education and \$200 per month subsidy for range of mobility providers
Mobility Management Program	Users	Funding Level	Notes
Travel Navigators	13,000	\$140,000	Support provided to help new users learn how to navigate the transit system and use the programs that are available to them.
Innovation Incubator	NA	\$20,000	Opportunities to support external agencies for innovation projects.
Marin Access Fare Assistance (MAFA)	375	\$120,000	Fare assistance in addition to the mobility wallet program, primarily for paratransit service. Funded by Measure B

Complementary Mobility Programs offered as part of the Mobility Management Program are described below and shown in Table 12:

Marin Transit's **TRIP and STAR volunteer driver programs** allow Marin County residents that are 65+ or ADA-eligible to identify trusted drivers and provide mileage reimbursements for up to 100 miles per month in urbanized Marin (STAR program) or 400 miles per month in West Marin (TRIP program). The program has a \$90,000 budget and is projected to carry 10,000 passengers per year. This financial assistance supports rider choice mobility.

The new **Mobility Wallet** program is a new offering (as of July 1, 2025). It is a payment card/mobility wallet for subsidy distribution that is expected to improve the experience for riders and program administrators. The payment card, or "mobility wallet," will allow the District to issue a digital or physical payment card to enrolled riders with pre-loaded value to use with a variety of transportation providers. This program has two components:

Intro to Mobility – For newly eligible riders without income barriers to introduce them to the mobility options available in advance of a critical need. New riders receive a one-time monthly bus pass to use on Marin Transit local bus service, travel training, and a one-time mobility wallet with \$200 to use with external providers such as taxis, Transportation Network Companies (TNCs) like Uber and Lyft, and Non-emergency Medical Transportation (NEMT) providers; and

The **Mobility Wallet** for riders eligible for the Marin Access Fare Assistance (MAFA) provides ongoing subsidies to riders with income barriers to support riders using external transportation providers. MAFA riders will receive up to \$200 per month via the mobility wallet to use on external providers such as taxis, Transportation Network Companies (TNCs) like Uber and Lyft, and Non-emergency Medical Transportation (NEMT) providers.

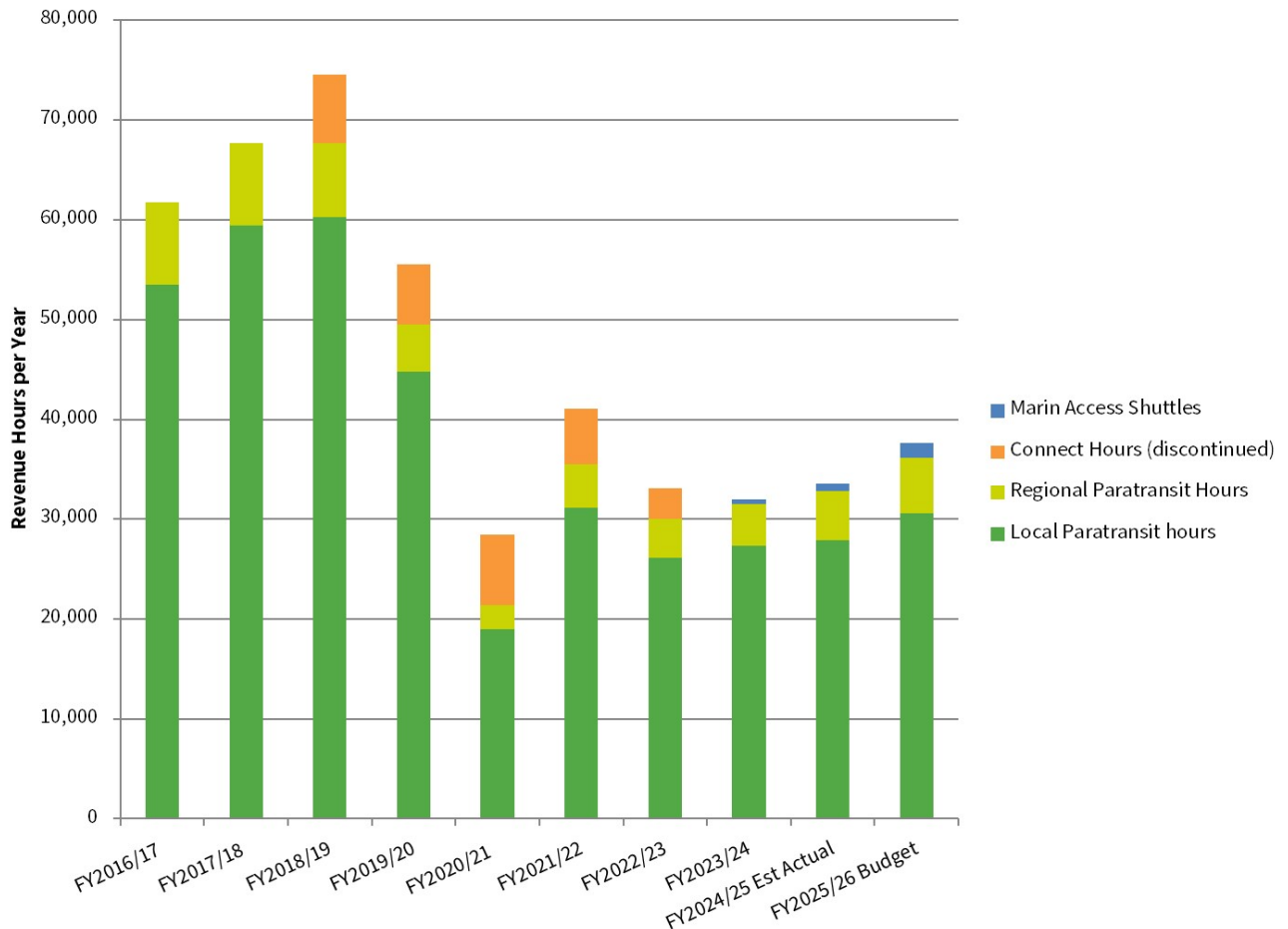
The Marin Access Mobility Management Center supports the Marin Access program by providing enrollment and eligibility determinations, program referral, travel training, and fare assistance for riders with income barriers.

Travel Navigators –Marin Transit established the Marin Access Travel Navigator program in 2010, as a one-stop-shop for information and eligibility on all Marin Access programs. There is currently one full-time Travel Navigator and one full-time Travel Navigator Coordinator staffing the program. This team provides support to riders as they enroll in the programs and determine which mobility options best suit their needs. They also provide travel training, including informational presentations and individualized travel training.

The **Innovation Incubator** program is funded with Measure B funds and provides funding to initiate programs outside of Marin Transit to help fill mobility gaps for Marin Access populations.

The **Marin Access Fare Assistance (MAFA) Program** offers a variety of financial benefits to income-qualified riders including: a free bus pass to use on Marin local bus service, discounted fares on paratransit and the mobility wallet subsidies described above. These discounts are funded by Measure B.

Figure 11: Marin Access Revenue Hours by Program



Marin Access Revenue

Marin Access programs are primarily funded by local sources including Measure AA, Measure B, and property tax, and with federal Section 5307 formula grants. Marin Access receives 9.5% of Measure AA sales tax revenue. In FY2025/26, Marin Transit has \$3.2 million in Measure AA funding for expenditures including \$333,000 in carryforward revenues. Marin Transit receives 35% of the county Measure B vehicle license fee to support the mobility management initiatives. Marin Transit is budgeting \$800,000 of Measure B funding in FY 2025/26, which includes an estimated \$100,000 in unspent prior year allocations.

Fare revenue is projected to be 3% of Marin Access revenues. Marin Transit offers the Marin Access Fare Assistance program to provide fare subsidies to qualified riders with income barriers.

In FY 2025/26, Marin Transit expects to expend \$2.2 million in federal grant awards for Marin Access (Table 13).

Table 13: Marin Access Grant Funding

Program	Source	Total Grant Award	Estimated FY2025/26 Expenditure
Paratransit Operations	FTA Section 5307	\$1,062,610	\$1,062,610
Operating Assistance – Same day Rural (Award year 2021)	FTA Section 5310	\$375,000	\$204,428
Mobility Management - Travel Navigator Project (Award year 2023)	FTA Section 5310	\$597,958	\$502,958
5310 Operating Assistance – Catch A Ride Voucher Project (Award year 2023)	FTA Section 5310	\$760,539	\$380,270
Total		\$2,796,107	\$2,150,266

Figure 12: Marin Access Passenger Trips by Program

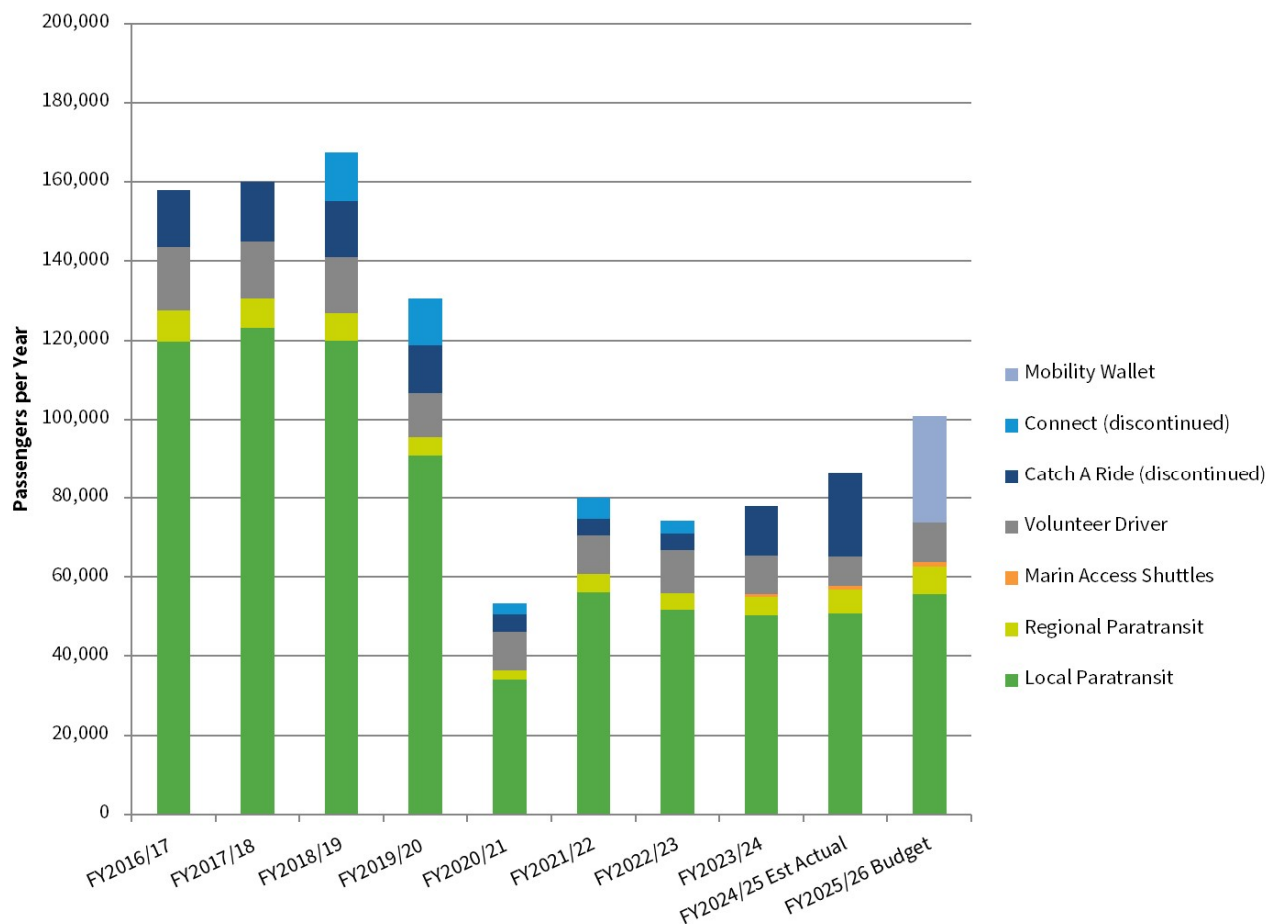


Table 14: Marin Access Budget

GL Code	GL Description	FY2023/24 Actual	FY2024/25 Budget- Revised	FY2024/25 Estimated Actuals	FY2025/26 Budget	% Δ From FY 2024/25 Budget
Revenue						
4092001	Measure A Sales Tax	173,194	14,848	14,848	0	-100%
4092005	Measure AA Sales Tax	2,830,506	3,020,411	2,839,708	3,200,000	6%
4099950	Measure B	793,674	913,000	884,372	800,000	-12%
4110101	State Transit Assistance	60,000	60,000	60,000	60,000	0%
4119910	State Prop Tx Relief HOPTR	18,361	16,000	12,000	16,000	0%
4139910	Fed-FTA 5307 Urbanized Area Form.	1,065,277	1,006,374	1,208,899	1,062,610	6%
4139915	Fed-FTA 5310 Mobility	201,250	766,681	585,794	883,676	15%
4140100	Fare Revenue	201,181	200,500	206,647	210,694	5%
4601003	GGBHTD – Local Paratransit Pmt	668,028	736,916	670,514	726,211	-1%
4601004	GGBHTD – Regional Paratransit Pmt	800,005	766,040	785,395	908,283	19%
Subtotal Revenue		6,811,476	7,500,770	7,268,177	7,867,474	5%
4700001	Property Tax Transfer	59,819	200,000	72,372	6,245	-97%
4700002	Program Revenue Transfer	(110,369)	(100,000)	(111,570)	0	-100%
Total Revenue		6,760,926	7,600,770	7,228,979	7,873,719	4%
Expense						
5030301	Consultant Services	18,156	88,265	63,712	90,333	2%
5030602	Services - Facility	17,707	21,800	22,432	24,444	12%
5040101	Fuel	453,142	530,629	382,334	442,318	-17%
5040160	Utilities (Facility)	15,024	31,827	23,487	32,782	3%
5049902	Small Furn/Equip	0	10,000	0	10,000	0%
5049903	Software	121,751	148,727	120,386	155,133	4%
5050204	Communication-MERA Radio	33,742	34,754	34,463	35,797	3%
5050206	Communication	11,863	19,096	12,326	19,843	4%
5080101	Purchased Transportation - In Report	4,781,903	5,380,048	5,189,692	4,956,742	-8%
5080102	Purchased Transportation - Regional	737,591	700,009	735,305	826,754	18%
5090801	Marketing	27,507	37,132	31,789	39,470	6%
5098001	Misc-Exp Transit User Training	6,390	13,506	5,877	10,000	-26%
5098002	Marin Access Innovation Incubator	82	50,000	0	20,000	-60%
5098004	Misc-exp Mobility Management	0	0	0	513,500	-
Subtotal		6,224,858	7,065,793	6,621,803	7,177,116	2%
5100100	Salary/Benefit Transfers	443,695	401,414	530,444	541,633	35%
5100101	Transfer Overhead	92,377	117,923	79,673	151,833	29%
Total Expense		6,760,930	7,585,130	7,231,920	7,870,582	4%

Capital Budget

Marin Transit's annual capital budget (Table 16) of \$10.0 million provides funding for transit vehicles, bus stop improvements, facilities, and other capital expenditures. Figure 13 depicts capital expenditures and budget by project type to show significant variation in expenditures by year. Recently, facility projects are a growing share of the Capital Budget as the District has invested in securing agency-owned facilities required for electrification and future sustainability of operations. Details for each capital project are included below by project type: Vehicles, Bus Stop Improvement, Facility, Technology and Ongoing Capital Projects.

In FY2025/26 Marin Transit will have an open order for nine fixed route bus replacements and will initiate an order for 22 replacement paratransit vehicles.

The FY2025/26 Capital Budget includes \$5.6 million in facility projects. Marin Transit's largest capital project to date is a major fixed route facility project at 1075 Francisco Blvd. E in San Rafael. The team is working to complete the environmental phase in this fiscal year. The District is also in the construction phase for a parking facility, solar canopy and initial electrification project at the District's 3010/3020 Kerner property in San Rafael. Construction will be complete in FY2025/26. Additional facility projects included in the FY2025/26 budget include local funds for the design phase of needed improvements at both the 3000 Kerner Paratransit maintenance building (San Rafael) and the Rush Landing (Novato) office buildings. The construction phase for these projects is currently unfunded and staff will be actively looking for grant opportunities.

The FY2025/26 budget also includes three bus stop improvement projects. The ADA Bus Stop Improvements project will be completed in FY2025/26 and includes improvements to 19 existing locations and adds three new stops to the system. Marin Transit will continue work on the Capital Corridors project focused on improvements in key ridership corridors and will start planning and design on the new Bus Stop Revitalization project.

Capital expenditures are defined in the District's fixed asset management policy. A "Fixed Asset" includes equipment, supplies, and rolling stock with a unit purchase value of at least \$5,000 and a service life of more than one year. All projects that meet the requirements of the District's fixed asset policy are capitalized and depreciated over the defined life of the associated asset type. Expenditures not meeting the District's policy for capitalization will be included as operations expenses on financial statements.

The projects included in the FY2025/26 budget are 65% funded with state and federal grant funds (Table 15). The budget includes the expenditure of \$1.4 million in Measure AA local sales tax funds and \$1.4 million in current-year property tax funds. With this budget, the District will have a Capital reserve of \$25.7

million which is needed for the local match for the fixed route facility project and available for other capital needs.

Each capital project is described below by project type and listed with the District's two-letter project code.

Vehicles

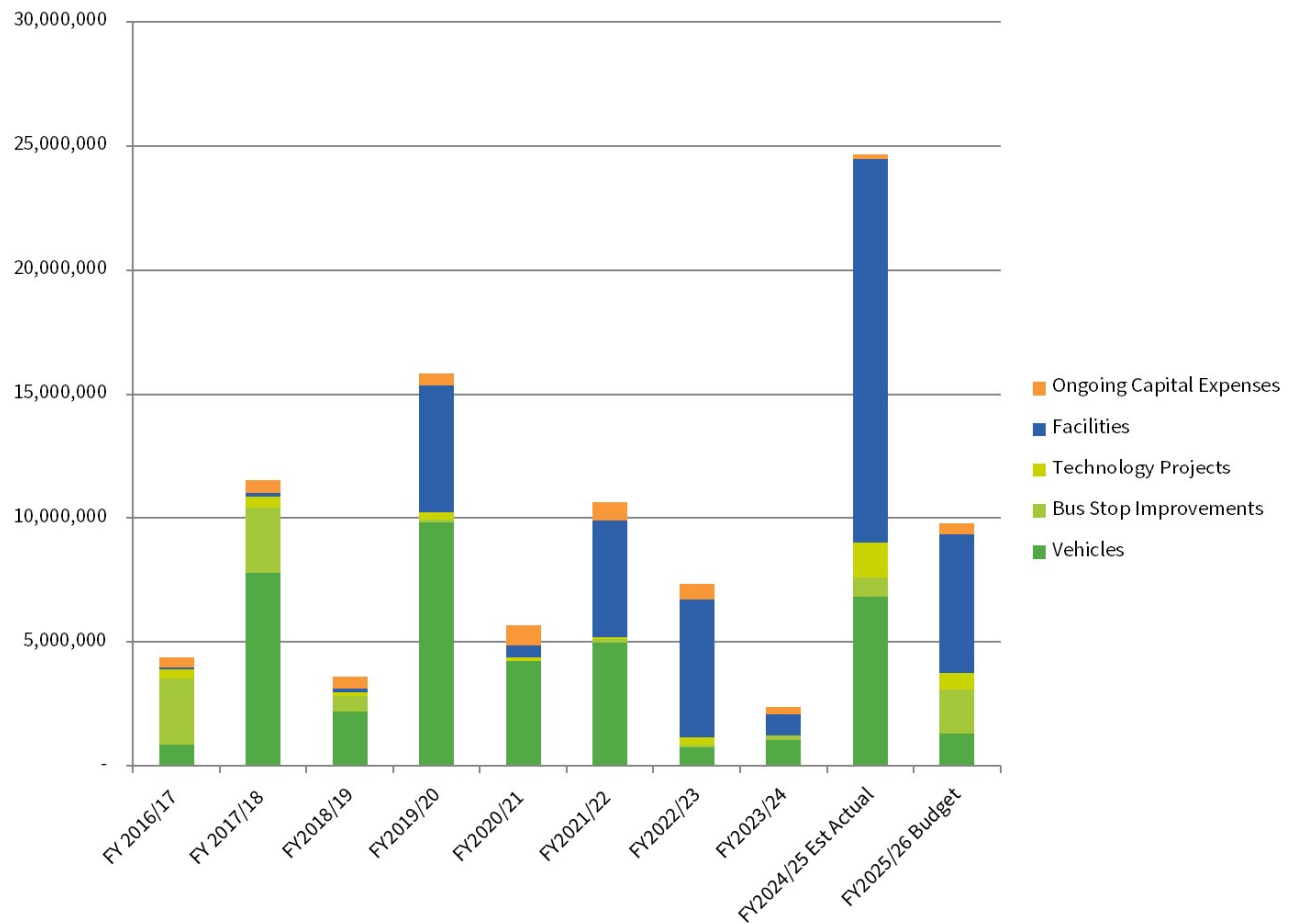
Purchase Four 30ft and Five 40ft Buses (LF) – Marin Transit will purchase four 30-foot buses and five 40-foot buses to replace three shuttles, eight narrow XHF vehicles, and a 40ft hybrid that was retired early due to an accident. These vehicles are not programmed as zero-emission vehicles in the District's zero-emission transition plan. Staff evaluated whether there was an opportunity to convert to battery electric buses and determined it was beneficial to stick to the current transition plan since additional charging infrastructure is needed to include more electric buses in the fleet. The four 30-foot vehicles will be diesel vehicles because hybrid buses are not available in this size. The five 40-foot buses will be diesel-electric hybrids. The \$9.5 million budget includes Section 5307 funds for 80% of costs, \$546,992 in State, State of Good Repair funds, \$887,000 in Regional Measure 3 (RM3) funds and local Measure AA sales tax funding.

Purchase Two Electric Paratransit Vehicles (PE) – Marin Transit will purchase two electric paratransit vehicles and associated charging infrastructure. This purchase will be the first battery electric vehicle purchase for the demand response fleet. This project is funded with State Low Carbon Transit Operations Program (LCTOP) funding. Vehicles are expected to be delivered in 2026.

Purchase 22 Paratransit Vans (PG) - Marin Transit delayed prior replacements and will start a project for the replacement of 22 paratransit vans. These vehicles have a 5-year useful life and will provide paratransit and Marin Access shuttle services. The vans replace current cutaway vehicles from multiple fleet years (2018 and 2021). These replacements were postponed due to the drop in paratransit ridership during the post-pandemic period. This reduction in ridership led to a reduced number of vehicles required day-to-day and also decreased the intensity of vehicle usage. Grouping the purchases together will reduce staff time for the vehicle procurement. The \$2.9 million project is 80% funded with FTA Section 5307 funds with a local match from Measure AA funds. The vehicle order will be initiated in FY2025/26, and delivery is anticipated in FY2026/27. Marin Transit participates in a joint procurement for vehicles through CalAct and anticipates purchasing the vehicles through that contract.

Mid Life Hybrid Battery Refresh (HZ) – This project is for the required mid-life hybrid battery refresh on the District's nine 2017 35ft hybrid buses and eleven 2019 hybrids. The refreshes for the nine 2017 buses are anticipated to be completed in FY2025/26. The FY2025/26 budget includes funding for the nine 2017 buses. Due to price increases, an additional \$250,000 in funding is needed for the refresh. The \$1.3 million project budget is 80% funded with FTA Section 5307 funds.

Figure 13: Capital Project Expenditures and Budget by Type



Bus Stop Improvements

ADA Bus Stop Improvements (BP) – Marin Transit will complete construction of bus stop improvements at 22 locations in Marin County. The stops were identified for improvement after a 2017 Bus Stop Conditions assessment and 100% stop-level survey of ridership. They were prioritized by need for accessibility improvements, ridership, and lack of amenities. Improvements at 19 locations are focused on providing ADA wheelchair landing pads and basic passenger amenities. The project also includes the construction of three new bus stops that will improve access to the bus system. The construction of this project is 80% funded with Federal funds awarded to Marin Transit through the regional Quick Strike Program.

Capital Corridors Improvements (BQ) – This project will evaluate and make improvements to three high ridership corridors: 4th Street, San Rafael, Lincoln Ave, San Rafael, and South Novato Blvd, Novato. These improvements will include updates to amenities, passenger information, and ADA Accessibility at stops in this corridor. The \$2.0 million project is 80% funded with federal funding from region's third One Bay Area Grant (OBAG3) program.

Bus Stop Revitalization (BR) – This project will focus on bus stop improvements through adding amenities to 25-30 stops and upgrading 20 stops to be ADA accessible. Included in this work will be an updated Bus Stop Conditions assessment, which will incorporate new ridership data since our last assessment was conducted in 2017. Bus stop improvements will be prioritized based on the updated conditions assessment and will target both “easy-win” stops that need simple updates, such as adding shelters or benches, and stops that require more intensive construction to include ADA accessibility requirements. 100% of this \$2.5 million project is funded by MTC’s Regional Measure 3 grant, which Marin Transit won in FY 2024/25.

Administrative and Operations Facilities

Facility Purchase – Fixed Route Electric Vehicle Maintenance Facility (FG) – The District was awarded a competitive FTA Section 5339 Bus and Bus Facilities grant of \$31.5 million for the purchase and construction of a zero-emission fixed route bus facility. Marin Transit purchased a 3.5-acre site in November 2024 and is currently working on the environmental clearance phase of the project, with required construction completion by 2030. Table 15 shows the project budget by phase.

Table 15: Facility Project Budget by Phase

Project Phase	Federal Share	Budget	Est Prior Expenditures	FY2025/26 Budget	Future Years
Environmental	60%	\$1,250,000	\$850,000	\$400,000	\$0
Right of Way	75%	\$13,931,037	\$13,931,037	0	\$0
Design/Engineering	60%	\$3,350,000	\$0	\$1,000,000	\$2,350,000
Construction	60%	\$25,931,963	\$0	0	\$25,931,963
Workforce Development	80%	\$2,215,000	\$25,000	\$500,000	\$1,690,000
Total Project	67%	\$46,678,000	\$14,806,037	\$1,900,000	\$29,971,963

Facility Improvements – Kerner (FH) – This project funds facility improvements at the vehicle parking facility at 3010/3020 Kerner Blvd. Improvements include demolition of an existing office building, paving, fencing, lighting, a solar canopy, and installation of initial electric vehicle charging stations. The project is funded with State Low Carbon Transit Operations Program (LCTOP) funding and Federal 5339 Zero Emission Bus (ZEB) funding.

Facility Improvements – Kerner Blvd (FI) – Marin Transit needs to make improvements to the Kerner Maintenance Facility to provide drivers with a Break Room and additional restrooms. Design work will be initiated in FY 2025/26. The project design is funded with local property tax funds and additional funding will be needed for construction.

Facility Improvements – Rush Landing (FJ) – Marin Transit needs to make improvements to both the building and the bus parking lot at 600 Rush Landing in Novato. Building improvements will include adding an elevator to the second floor, reconfiguring space to improve operations, and upgrading employee

bathrooms. The parking lot needs to be resurfaced and made ready with additional charging infrastructure for the next fleet of Battery Electric vehicles. Design for the building improvements will be combined with the Kerner Blvd Driver Break Room. The design for the project is funded with local property tax funds and Marin Transit is actively seeking additional grant funding to complete the improvements.

Yellow Bus Parking Facility (YF)- The District currently leases a parking lot for 16 yellow buses, but the future of this lease is unknown. This project is for the purchase of a parking site for yellow buses and is funded with \$1.1 Million in Measure A interest and \$1.9 million in capital reserve funding (prior year local property tax). This project is currently on hold due to availability of property.

Technology Projects

On Board Technology – This project will fund the purchase of equipment needed for the farebox transition established as part of the 2023 fare analysis study. This includes new passenger counting equipment, replacement fareboxes, and associated advanced vehicle location equipment. The project is 80% funded with FTA Section 5307 funds.

Other Measure A/AA Capital Expenses

Other capital and infrastructure expenses include major vehicle repairs and small capital projects for infrastructure support. Expenditures for the Golden Gate contract capital costs were moved to the operations budget to align with federal and state reporting. Infrastructure support costs in project IF, include other smaller projects, typically related to repairs and equipment needed at the District's facilities.

Table 16: Capital Budget by Project

		Total Project Budget	Prior Year Expenditures	FY2025/26 Budget	Future Years	Measure AA / Local Funding	State Funding	Federal Funding
LF	Purchase 4 30ft and 5 40ft Bus Replacements	7,810,395	1,250	1,000	7,808,145	20%	0%	80%
PE	Purchase 2 electric paratransit	677,208	10,185	667,023	0	20%	0%	80%
PG	Purchase 22 Paratransit Replacements	2,948,000	0	2,500	2,945,500	20%	0%	80%
HZ	20 Hybrid Bus Battery Replacements	1,300,000	670,000	630,000	0	20%	0%	80%
Subtotal Vehicles		12,735,603	681,435	1,300,523	10,753,645	20%	0	80%
BP	ADA Bus Stop Improvements	2,053,000	847,092	1,205,908	0	20%	0%	80%
BQ	Capital Corridor Improvements	2,000,000	288,244	611,756	1,100,000	20%	0%	80%
BR	Bus Stop Revitalization (RM3)	2,500,000	0	210,000	2,290,000	100%	0%	0%
Subtotal Bus Stop Improvements		6,553,000	1,135,336	2,027,664	3,390,000	51%	0%	49%
FG	Facility - Fixed Route Maintenance Facility	45,678,000	14,806,038	1,900,000	29,971,963	32%	0%	68%
FH	Facility - 3010/3020 Kerner Improvements	4,635,967	1,395,317	3,240,650	0	23%	32%	45%
FI	Facility - Kerner Driver Break Room	650,000	0	70,000	580,000	100%	0%	0%
FJ	Rush Landing Improvements - Design	380,000	0	380,000	0	100%	0%	0%
YF	Yellow Bus Parking Facility	3,000,000	0	0	3,000,000	100%	0%	0%
Subtotal Facility		54,343,967	16,201,355	5,590,650	33,551,963	37%	3%	61%
OD	On Board Equipment	2,050,000	1,378,000	672,000	0	20%	0%	80%
Subtotal On Board Equipment		2,050,000	1,378,000	672,000	0	20%	0%	80%
GG	Golden Gate Capital Costs (GG)	24,000	7,133	0	0	100%	0%	0%
VR	Major Vehicle Repairs (VR)	200,000	80,000	200,000	0	100%	0%	0%
IF	Infrastructure Support (IF)	400,000	108,000	250,000	0	100%	0%	0%
Subtotal Ongoing Capital Expenses		624,000	195,133	450,000	0	100%	0%	0%
Total Expenditures		76,306,570	19,591,260	10,040,838	47,695,608	35%	2%	63%



Draft Budget

JULY 1, 2025- JUNE 30, 2026



May 5, 2025

[marintransit.org](https://www.marintransit.org)

Agenda

- 01** Overview
- 02** Operations Revenues
- 03** Operations Expenses
- 04** Program Budgets
- 05** Capital Budget

Overview – Budget Schedule

Development Schedule

Feb 2, 2025	Budget kick-off meeting
Feb - April 2025	Program level budget meetings
May 5, 2025	Draft Budget presented to Board
June 2, 2025	Board review/adoption of Final Budget

Goal: Provide sufficient and sustainable funding for local transit service needs using the following guidelines:

- Maintain adopted reserve level
- Preserve a balance of revenues and expenditures over a 5-year horizon
- Provide for SRTP-adopted service levels
- Allow for innovative growth



Overview- Draft Budget Summary

Balanced operations budget with expenditure of unspent prior year funding

- Continues fixed route service levels
- 2 % increase in Paratransit hours from prior budget
- Purchased transportation rates continue to increase
- 17% of revenues (\$10.3 million) are carryforward Measure AA and STA funds
- Fiscal cliff is within 10 years and needs to be addressed in SRTP
- Continued investment in facilities for stability and to meet zero emission goals

Overview – Budget Summary

	FY2023/24 Actual	FY2024/25 Revised Budget	FY 2024/25 Estimated Actual	FY 2025/26 Draft Budget
Revenue				
Operations	46,688,114	45,786,750	45,577,475	51,046,004
Capital	2,441,429	34,352,213	24,988,325	10,044,837
Total Revenue	\$49,129,543	\$80,138,963	\$70,565,800	\$61,090,841
Expenditures				
Operations	41,350,242	45,290,112	42,745,308	46,615,197
Capital	2,400,336	35,799,713	24,656,791	10,044,837
Total Expenditures	\$43,750,578	\$81,089,825	\$67,402,099	\$56,660,034
Net Change in Fund Balance	\$5,378,965	-\$950,862	\$3,163,701	\$4,430,807
Emergency Reserve	7,156,636	7,548,352	7,548,352	7,769,200
Contingency Reserve	14,313,271	15,096,704	15,096,704	15,538,399
Capital Reserve	19,968,986	17,842,975	21,957,538	25,725,803
Fund Balance (total reserve)	\$41,438,893	\$40,488,031	\$44,602,594	\$49,033,401

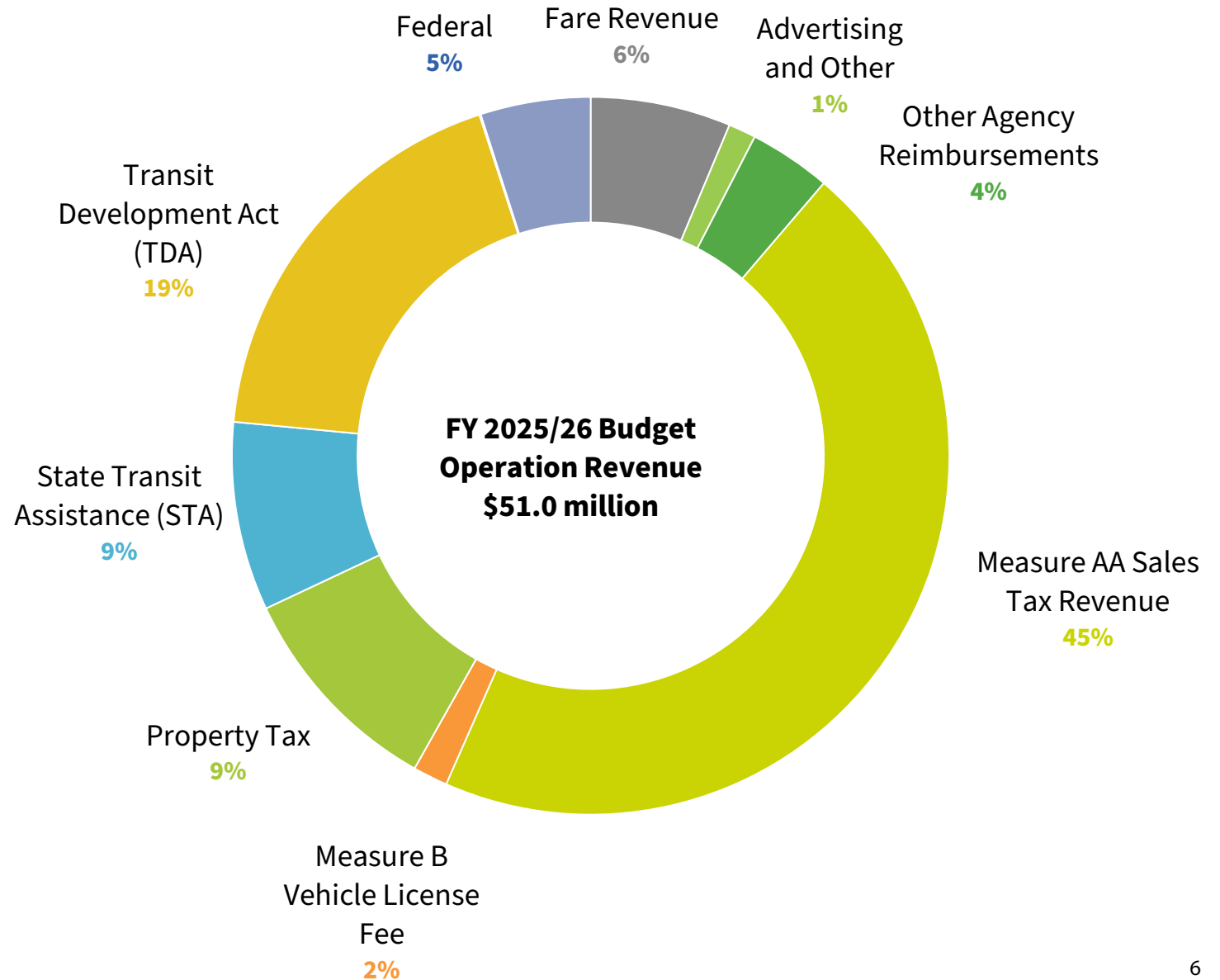
Operations Revenue

- Primarily Local (Measure A/AA) and State revenue for operations
- TAM projecting a 0.5% decline in Measure AA sales tax for FY2025/26

Lower State revenue

TDA 17% lower

STA 25% lower

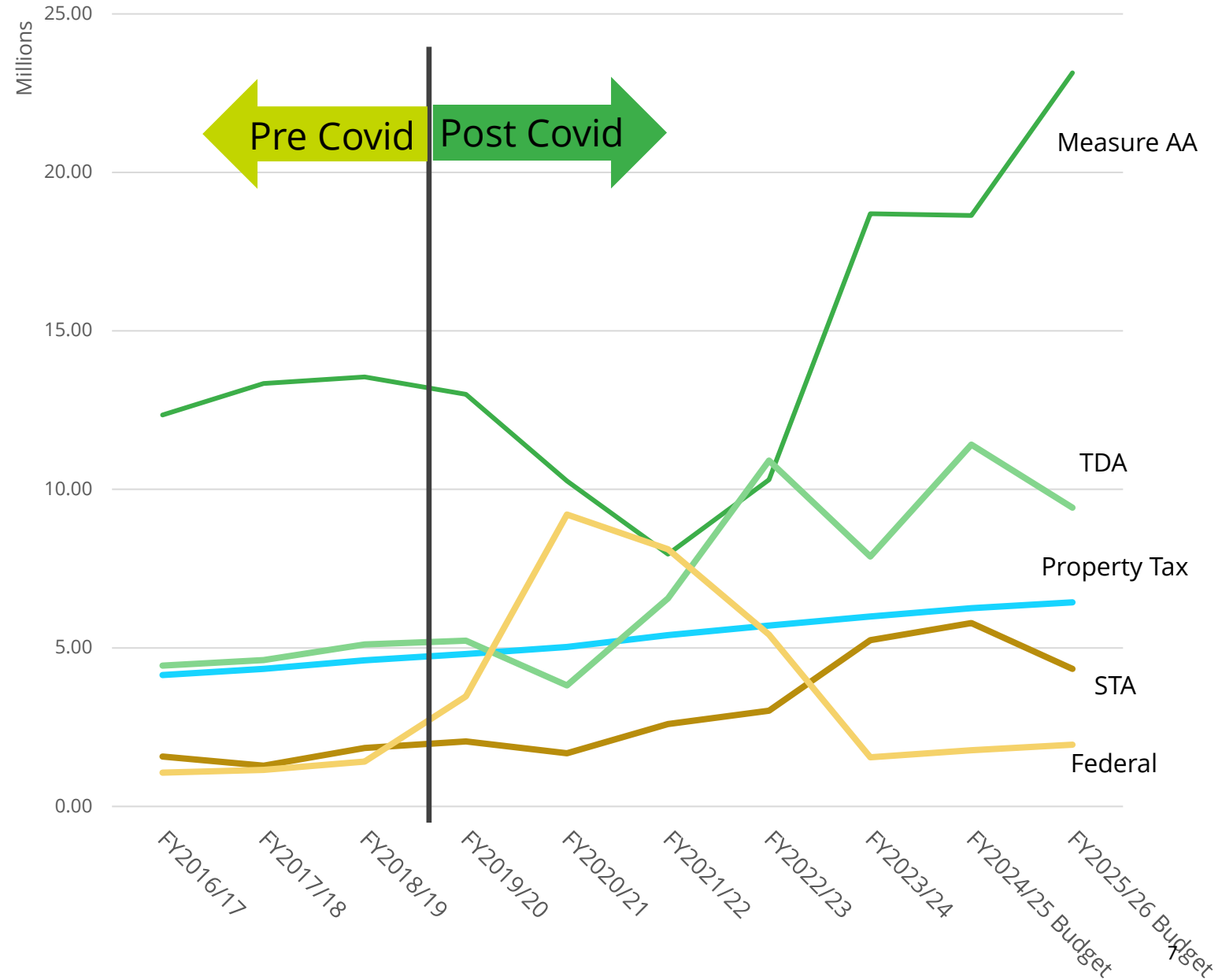


Operations Revenue

Post Pandemic– Revenue Fluctuations

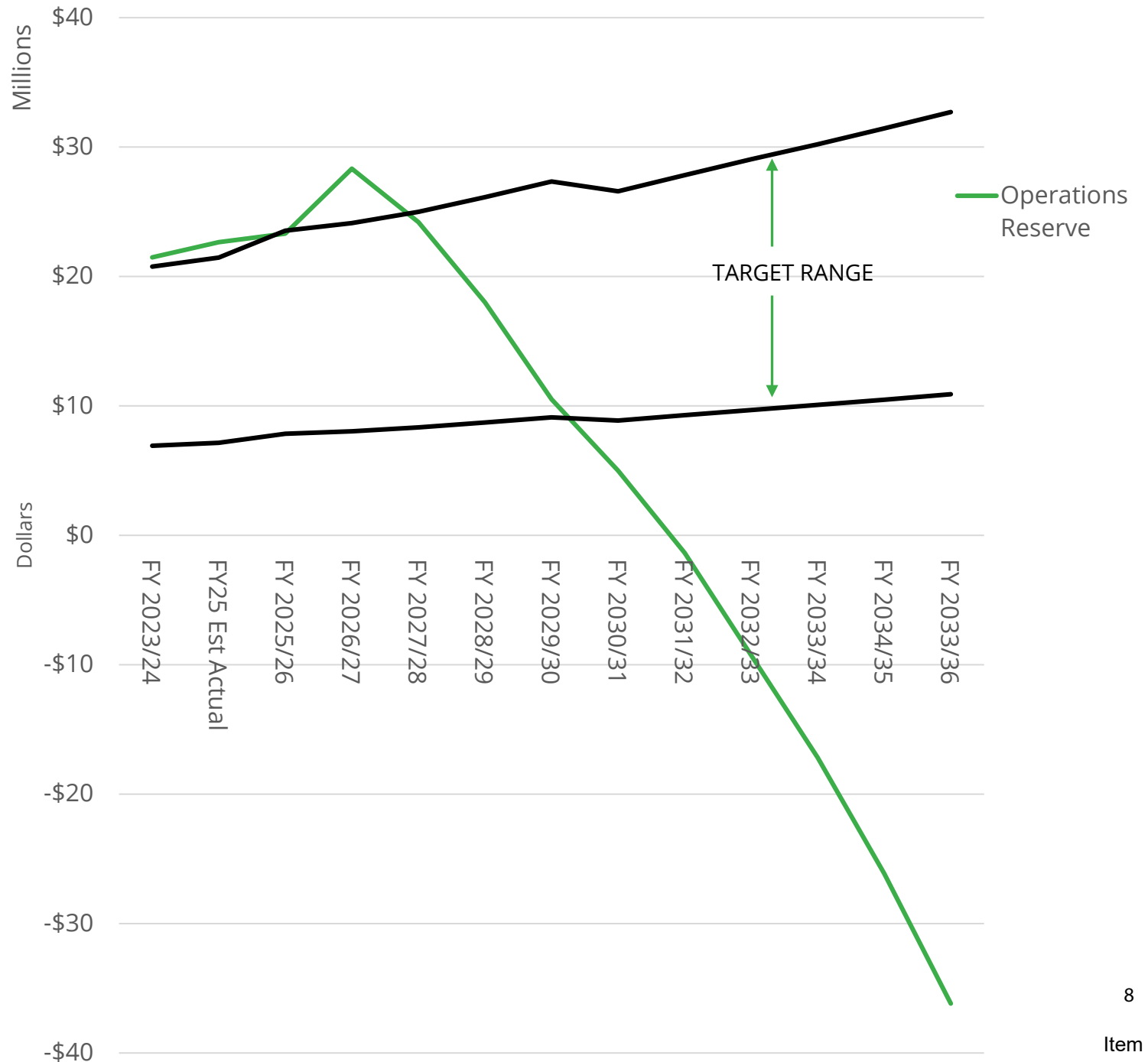
- A lot of time has passed!
- Revenues have stabilized
- Recent sales tax projections are 0-1% growth
- Fiscal cliff is closer, need to address in 10 year planning process
- SRTP workshop fall 2025

Marin Transit Revenue Trend Lines



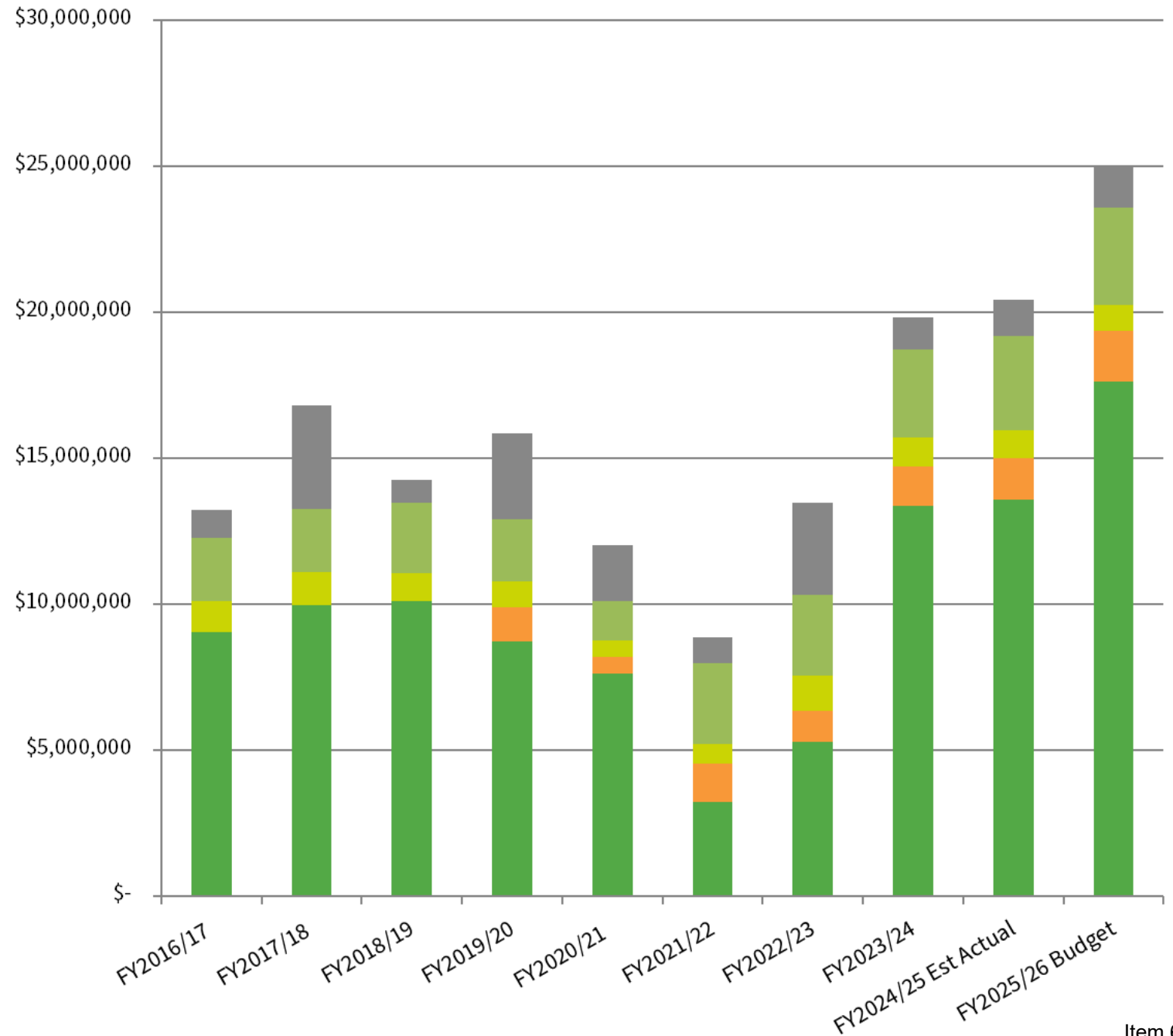
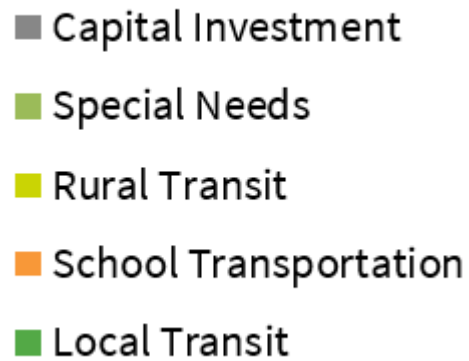
MCTD Fund Balance

- DRAFT 10 year projections with **NO** mitigations
- Fiscal cliff is significant due to:
 - Revenue projections lower than expense escalations
 - Current reliance on prior year funds
- Board and community process needed to evaluate options



Measure A/AA Expenditures

- FY2025/26 allocation request \$24.7
- Budget includes \$8.2 million in carryforward
- \$4.7 million remaining in carryforward

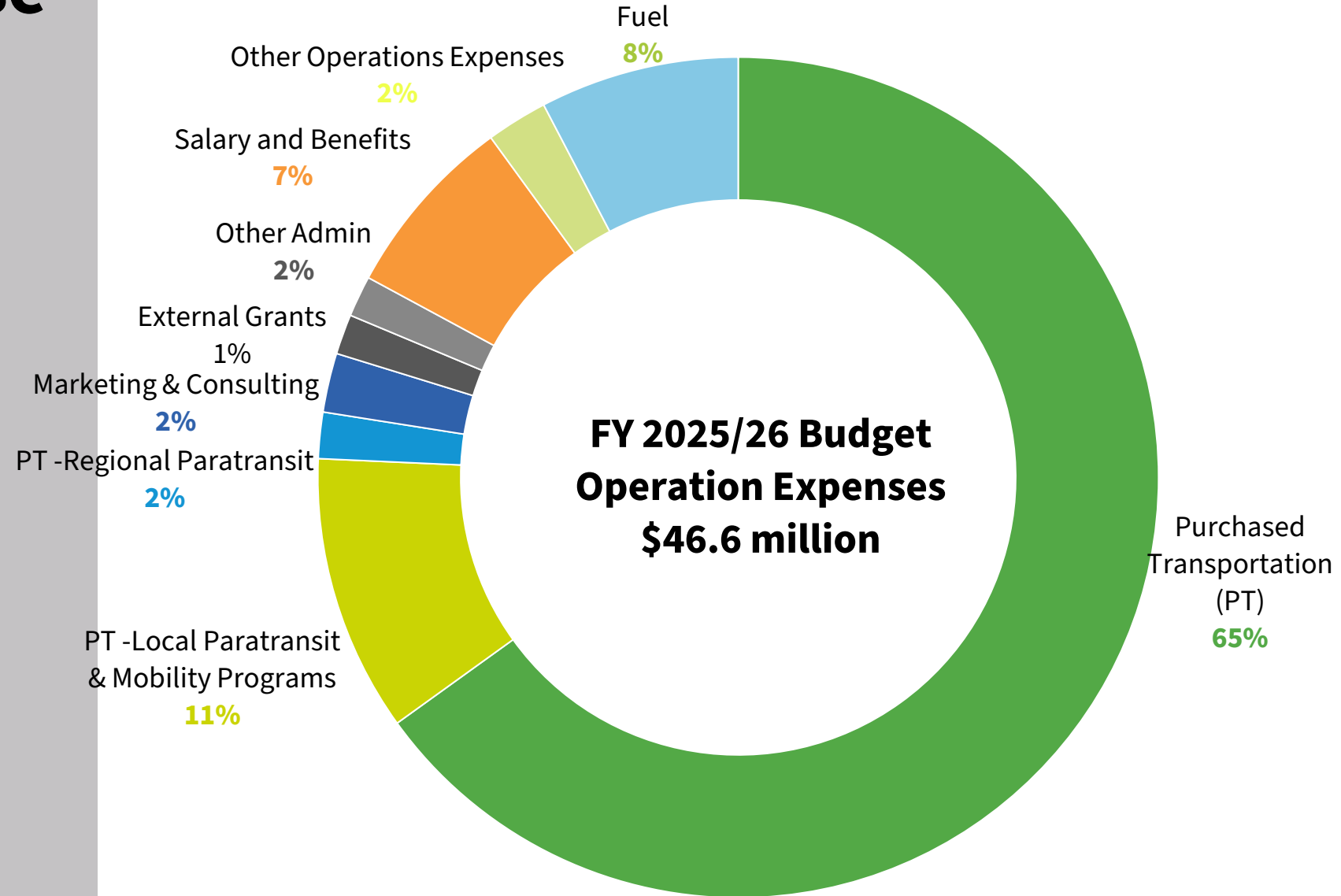


Operations Expense

- Categories with variances over \$100,000 and >5%
 - Salaries and Benefits
 - Mobility Management Programs
 - Transfers to Capital

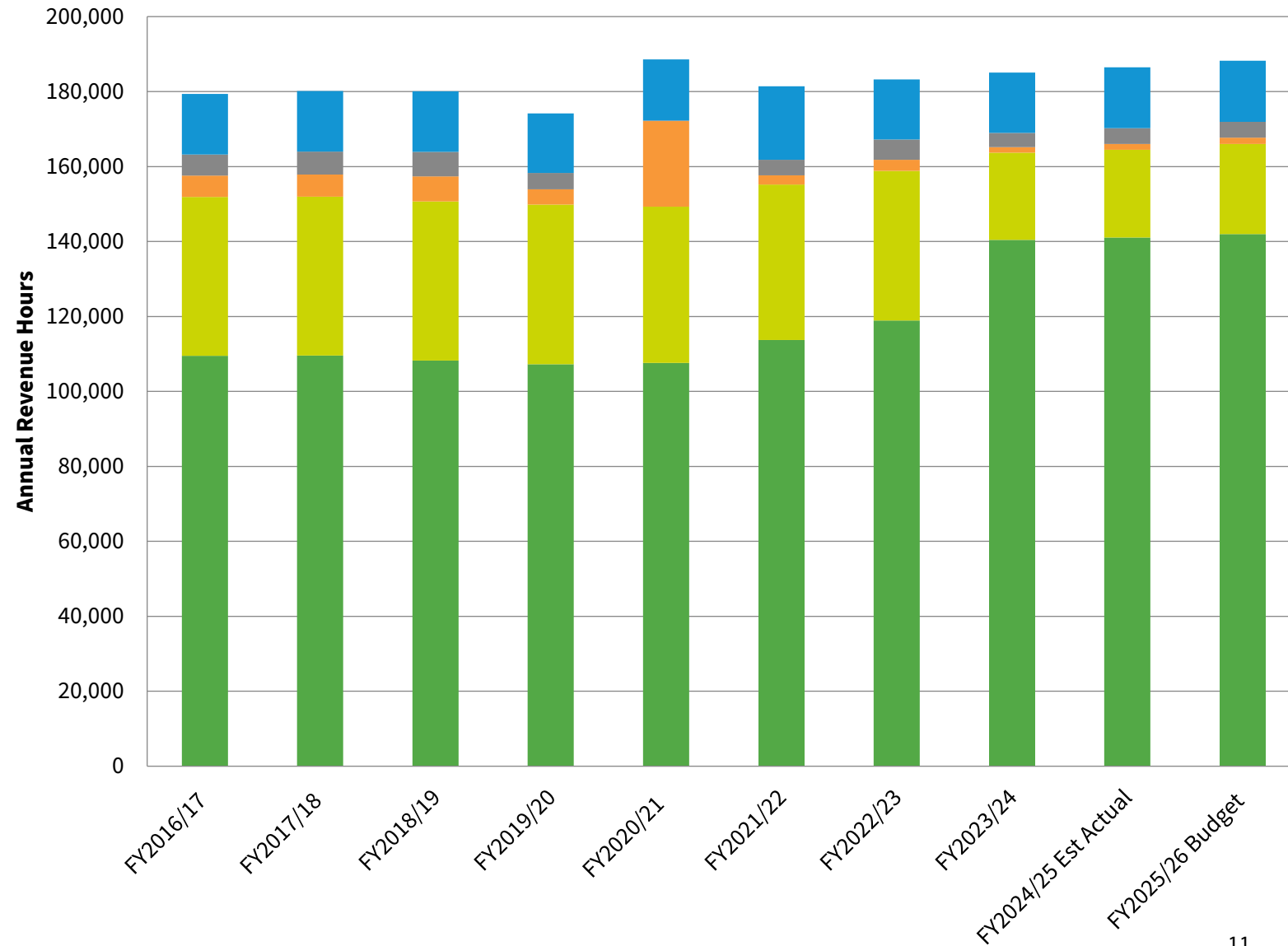
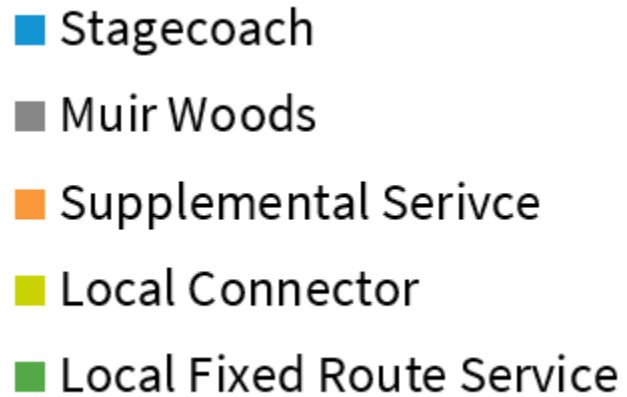
Program Budgets

- Administration
- Local
- Yellow Bus
- Rural
- Marin Access



Fixed Route Service Levels

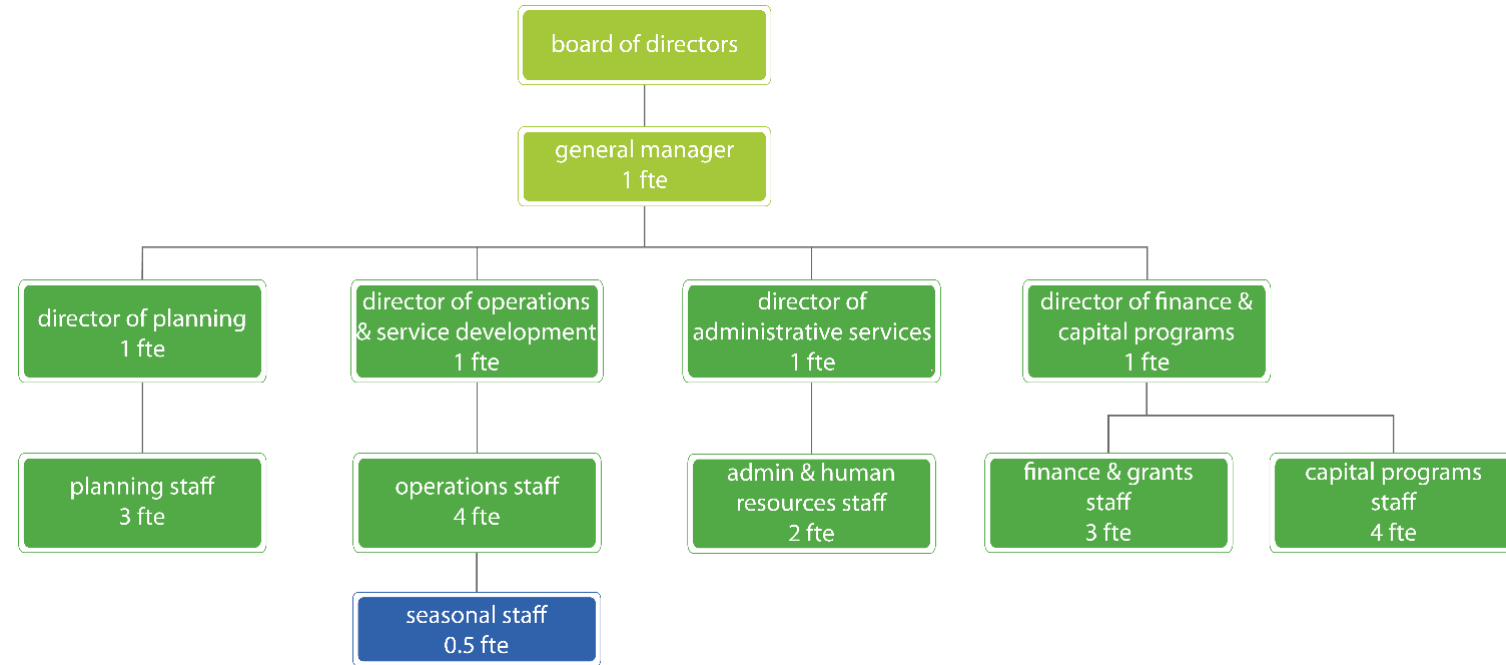
- Steady service levels



Operations

Administration Budget

- \$5.4 million (before transfer of staff time to programs)
- 10% of Agency costs
- Currently no vacant positions
- 21.5 FTEs



Operations

Local Service \$33.5 million

- Operated by GGBHTD & Marin Airporter
- 72% of Operations cost
- 4% increase in Purchase Transportation Costs

Service Type	FY 2025/26 Budgeted Service (Rev Hrs)	Effective Contract Cost Per Rev. Hour (without fuel)	Notes
Fixed Route – Operated by GGBHTD	74,000	\$162.94	Contract rate increases 0.2%; contract includes customer service costs
Fixed Route – Operated by Marin Airporter	91,975	\$150.21	Fixed and variable contract, effective hourly rate increases 12%
Supplemental School – Operated by Marin Airporter	1,725	\$150.21	Fixed and variable contract, effective hourly rate increases 12%
Muir Woods Shuttle	4,200	\$190.60	Rate includes equipment and fuel, billed by vehicle per day



Operations

Yellow Bus Service

- \$1.7 million Budget
- Operations of Ross Valley Yellow Bus (~\$942,000)
- Service Operated by Bauer Transportation
- \$1.1 million in Measure AA funds to five county yellow bus programs



Operations

Rural Budget \$3.1 million

- Operation by Marin Airporter
- No significant increase to service levels
- Service to West Marin
- 12% increase in budget due to increased purchase transportation costs



Operations

Marin Access \$7.9 million

- Local and Regional Paratransit
- Complementary Mobility Options and Programs
- Mobility Wallet program starting July 1 – replacing Catch A Ride program
- Budget increases 4%
- Measure B, Measure AA, & FTA Section 5307 and 5310 funding

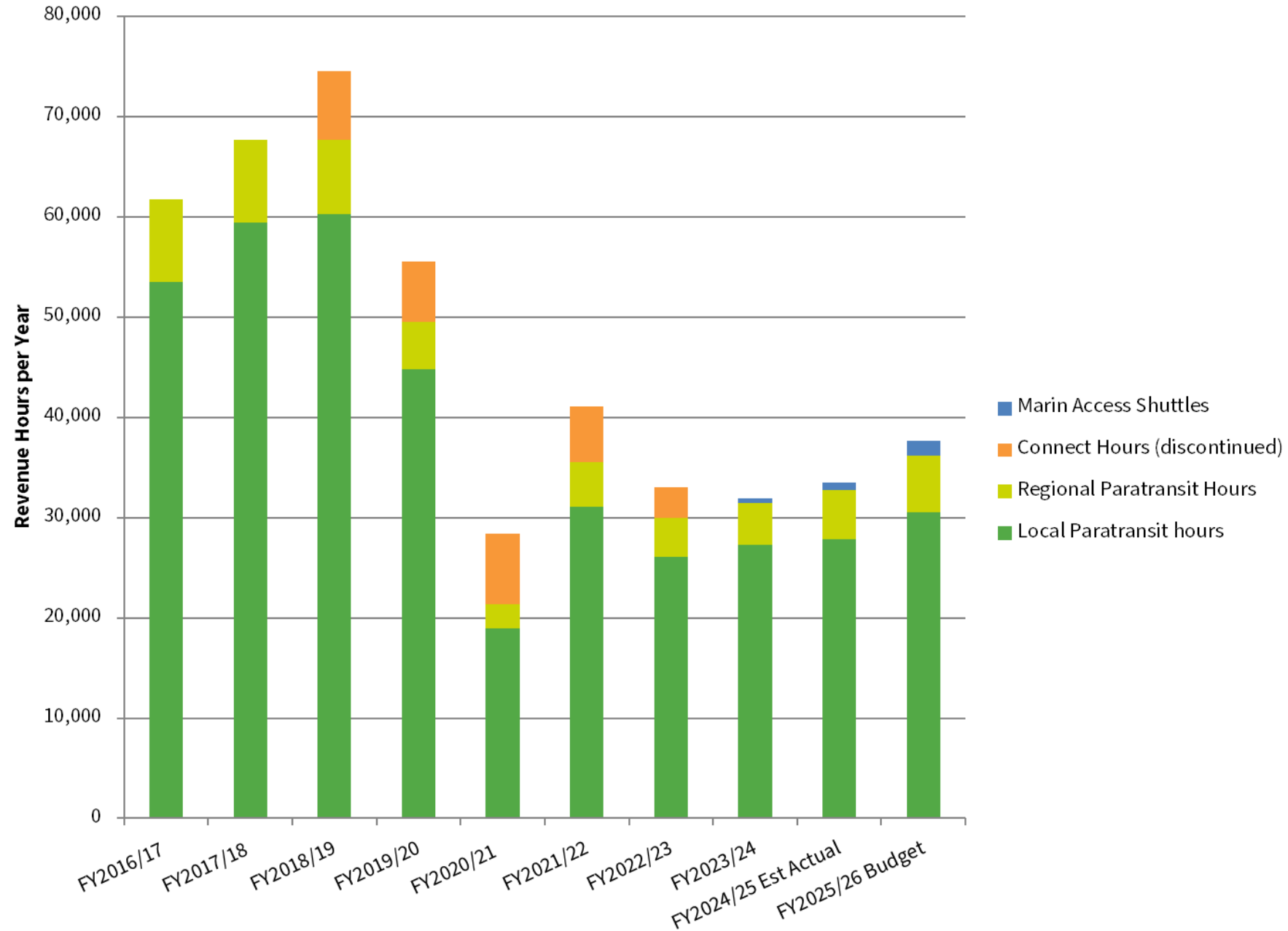


Operations

Marin Access

Service Hours

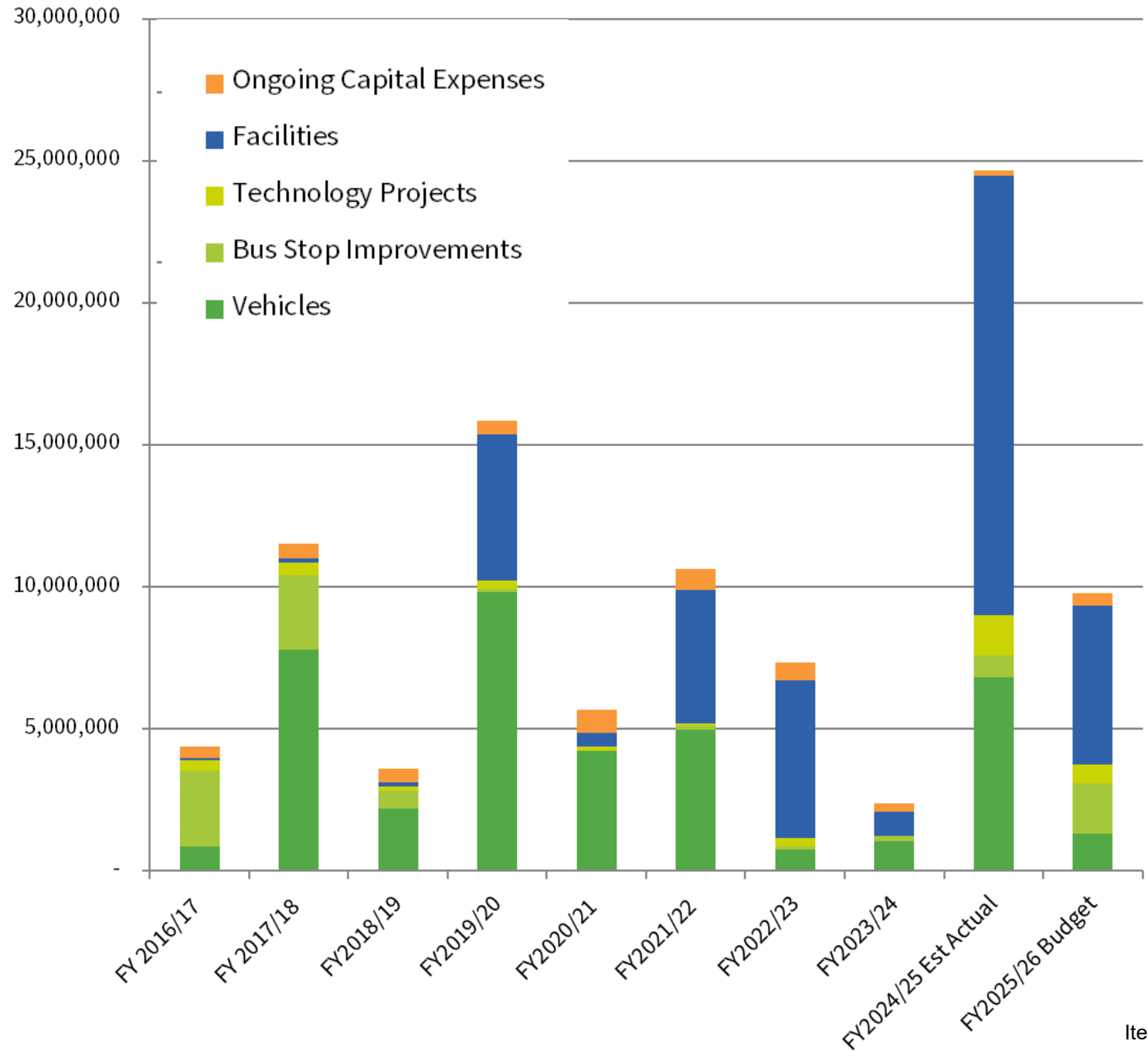
- Budgeted service hours are 2% higher than FY2024/25 budget
- Budgeted service hours 10% greater than FY2024/25 estimated actual



Capital Budget

\$9.8 million

- Electric paratransit vehicles
- Construction Phase for:
 - 3010/3020 Kerner Parking and Charging Facility
 - ADA Bus Stop Improvements
- Environmental & Design funds for fixed route maintenance facility
- Initiation of paratransit vehicle replacements
- Hybrid battery midlife refresh



Thank you

CONTACT

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City of San Rafael

May 5, 2025

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

Subject: West Marin Update and Marin Access Shuttle Recommendation

Dear Board Members:

Recommendation

- Receive updates on West Marin Stagecoach and other programs; including opportunities for improvement;
- Authorize one-year extension for the West Marin Connector pilot shuttle; and
- Authorize a one-year pilot to expand service, including one additional day of service per week for the West Marin Connector pilot shuttle and the Point Reyes shuttle.

Summary

Staff have continued to engage the community in West Marin to understand their transportation needs through surveys, focus groups, and in person at events or satellite hours. Performance of existing programs and rider feedback has informed program adjustments and recommendations for the Marin Access Shuttle program outlined below.

Background

Serving West Marin with effective transportation options for residents of all abilities has historically been challenging due to low population density, low or inconsistent demand for services, limited mobility infrastructure, and natural barriers. The District recognizes that transit service for rural residents is often lifeline service and has endeavored to find creative ways to support the mobility needs of community members. The District currently provides transit options via two Stagecoach routes connecting riders from the rural areas to the urbanized areas of the County, three shuttles serving communities within West Marin and providing connections to shopping destinations in the urbanized area, and through the TRIP volunteer driver program. Attachment A summarizes existing programs and services provided by Marin Transit that are available to riders traveling to, from, and within West Marin. Additional opportunities to serve older adults and people with disabilities in West Marin have been explored, but due to the challenges noted above and most notably,



a lack of providers willing to serve the rural area within our service model, these have not been deemed viable.

Rider Feedback

To understand the needs of the community, staff have performed outreach in various formats across the communities of West Marin. Attachment B summarizes the history of the District's efforts in West Marin and Attachment C summarizes outreach efforts from 2021 to date.

Rider feedback demonstrates that the programs serving West Marin communities are relied upon by residents; riders express general satisfaction with the programs but desire improvements to increase their mobility. The table below summarizes key findings obtained from the District's recent outreach efforts by program. These findings were used to develop the recommendations in this letter.

Program	Opportunities for Improvement
Stagecoach Routes 61 and 68	<ul style="list-style-type: none">• Close service gaps in AM, PM, and on weekends• More consistent service frequency throughout today• Improve on time performance to support and encourage local and regional connections• Improve schedule alignment with school bell times• Speed up travel times• Ensure accessible features on vehicles are in working order• Improve bus stop signage and amenities
Marin Access Rural Shuttles (Pt. Reyes Shuttle / Dillon Beach - Tomales Shuttle / West Marin Connector)	<ul style="list-style-type: none">• Program coordinators need additional education to relay accurate program information to riders• Additional communities desire shuttle service• Riders are interested in traveling to new locations or traveling on additional days• Advance scheduling is challenging for some riders due to lack of phone or cell service
TRIP Volunteer Driver Program	<ul style="list-style-type: none">• Assistance identifying a volunteer• Increased reimbursement rate / miles• Faster timeline for reimbursement
Catch-A-Ride Pilot Program	<ul style="list-style-type: none">• Existing provider pool does not serve West Marin• Rider messaging does not include information about how multi-modal travel can allow community members to take advantage of the CAR Pilot Program

Program Performance

West Marin Stagecoach

Marin Transit offers two daily fixed route transit services in West Marin to serve the residents and visitors of these areas. Route 68 connects the northern West Marin communities of Inverness, Pt. Reyes Station, and Olema to the San Geronimo Valley, Ross Valley, and San Rafael via Sir Francis Drake Blvd. This service operates approximately 10 roundtrips per day between 6:20am and 10:25pm, with service frequency every 60-120 minutes. Route 61 connects the southern West Marin communities of Bolinas and Stinson Beach to Tam Junction, Mill Valley, Marin City and Sausalito via Panoramic Highway and



Highway 1. This route operates approximately six roundtrips per day between 6:40am and 8:00pm, with a service frequency every 120 minutes or longer.

Stagecoach service levels have changed over time to address the ongoing ridership needs of the area and the financial constraints of the District. The last major service change on these services occurred in 2014. At that time, staff did a comprehensive rural service expansion study and recommended doubling service on Route 68. Since that time ridership growth has followed the growth in service levels. Other incremental improvements since 2014 include a weekday extension of Route 61 to the Sausalito Ferry and the addition of late-night trips on Route 68 to Woodacre.

While West Marin has geographic challenges and the low density environment makes traditional fixed route transit challenging, the Stagecoach program is still the most efficient way for the District to support mobility needs in West Marin for those who can independently navigate the transit system.

As a program, Stagecoach consistently meets its adopted performance targets which are set at six passenger trips per revenue hour and \$27.50 subsidy per passenger trip, as shown in the table below. This suggests that service levels are generally at appropriate levels, are within the allocated budget, and adding or removing significant amounts of service is not currently justified. However, Staff is considering incremental adjustments that repurpose existing resources for the August 2025 service change to improve efficiency and address the following issues raised thru the outreach and service analysis process:

- Reducing the large weekday service gaps in the morning on Routes 61 and 68
- Improving connections to bell times at Tamalpais HS (Route 61) and Lagunitas MS (Route 68/625)
- Reallocating unproductive service to other higher ridership times of the day on Routes 61 and 68
- Offering later weekday service on Route 61
- Improving connections to regional service in Marin City and Sausalito (Route 61)

Table 1: Stagecoach Program Performance

	Target	FY19	FY20	FY21	FY22	FY23	FY24	FY25 ⁽¹⁾
Subsidy per Passenger Trip	< \$27.50	\$14.75	\$19.10	\$33.61	\$23.25	\$24.53	\$22.09	\$20.38
Productivity (Pax/Hour)	> 6.0	7.0	5.7	3.6	5.1	5.8	7.1	8.2

1. Projections based on FY25 Q1 and FY25 Q2 performance.

Marin Access Shuttle Program

Marin Transit offers a variety of shuttles under the Marin Access suite of programs. These shuttles are designed to fill gaps in service and primarily offer service in the rural areas, especially for those who are unable to use the fixed route Stagecoach services. Shuttles offer door-to-door accessible service on a weekly or bi-weekly basis; riders are encouraged to schedule their trips in advance with same day trips being offered on an available basis. The shuttles are designed to offer flexible service to riders and allow them to visit a variety of destinations within a certain area, all in one trip. Shuttles are open to members of the public, but the primary intent is to serve older adults and people with disabilities. This population



is incentivized to use this service through fare subsidies offered through the Marin Access Fare Assistance program with many riders ultimately riding fare free. These shuttles provide connections to locations not easily served by fixed route transit (e.g. Bolinas, Tomales, Dillon Beach) and operate in areas where access to the fixed route network may present challenges for vulnerable populations. Additionally, they are likely a soft entry point for riders that, through education, may eventually elect to use the fixed route network.

Program performance is shown in the table below.

Table 2: Marin Access Shuttle Program Performance

Program	Rural to Urban		Rural ⁽¹⁾
	Point Reyes Shuttle	Dillon Beach / Tomales Shuttle	West Marin Connector
Total Ridership (Q3 FY25)	34	100	76
Daily Revenue Hours	5.25	5	5
Subsidy per Passenger Trip (Q2 FY25)	\$188	\$184	\$197
Productivity (Pax / Hour) (Q3 FY25)	1.1	1.5	1.3

1. Projections based on FY25 Q1 and FY25 Q2 performance.

Ultimately, Marin Access shuttles are costly to operate and serve a limited number of riders but do provide a critical service in the community. The majority of riders are enrolled in Marin Access and are unable to use Stagecoach service due to the higher level of service needed. The shuttles offer a lifeline service for users by providing access to social services and affordable goods and services. Staff recommend continuation of these shuttles and expansion as detailed below. We believe expanded hours may incrementally increase ridership by making the shuttles more useful to more people.

TRIP Volunteer Driver Program

Marin Access volunteer driver programs are available for Marin Access enrolled riders (65+ or ADA eligible) and are designed to empower older adults and people with disabilities to remain independent. There are two iterations, STAR and TRIP, for residents of the urban and rural areas of the County respectively. The volunteer driver programs provide mileage reimbursement for trips taken with a volunteer driver of the rider's choice. Trips are reimbursed at a rate of \$0.70 per mile, and for the TRIP program specifically, reimbursement can be claimed for up to 400 miles per month. Trip purposes are not limited, and participants may receive door to door assistance and companionship for medical appointments, shopping, classes, family visits, or even a meal and a night out. This program has been popular throughout the years and is the lowest cost program, in terms of subsidy per rider, offered by the District.



Table 3: TRIP Volunteer Driver Program (serving West Marin residents) Performance

	FY2023/24	FY2024/25 Projected ⁽¹⁾
Total Ridership	1,892	1,150
Subsidy Per Passenger Trip	\$18.78	\$22.72
Average Monthly Riders	10	6
Average Monthly Volunteers	9	6
Total Program Cost	\$35,719	\$26,128

1. Projections based on FY2024/25 Q1 and FY2024/25 Q2 performance.

Historically, riders have reported satisfaction with the program but have noted challenges identifying a driver and desire increased and faster reimbursement. During and post pandemic, the challenge of identifying volunteers became more acute due to health concerns of traveling in general and in close quarters with others. The District has partnered with social service agencies in West Marin to support rider education and volunteer matching in the past; these efforts had a nominal impact on program performance and utilized District resources that could expand or improve the program in more effective ways such as expanded outreach and rider education by District staff or support for traditional volunteer driver programs.

Riders and volunteers both desire increased reimbursement for trips, either via an increase in the reimbursement rate, an increase in the number of reimbursable miles per month, or both. The District increased the reimbursable miles and the mileage rate during program adjustments made in 2014 and 2020 respectively and due to budget constraints is not in a position to increase these in FY2025/26. The District will instead explore streamlining the reimbursement process and continue to do outreach in the community to educate community members about the offering.

In early 2025 staff was made aware of a new traditional volunteer driver program under development in West Marin, offered by San Geronimo Valley Community Center (SGVCC). Traditional volunteer driver programs provide a pool of vetted volunteers to provide trips for riders and may better meet the needs of the community. West Marin residents may be more willing to volunteer through a known entity operating in their community as volunteering this way can more easily be tied to the community. The District has engaged with staff at SGVCC, provided technical support, and offered use of District sponsored software to support the program as it moves toward launch. Staff will continue to monitor this program and identify creative ways to support traditional volunteer driver programs more broadly.

Catch-A-Ride Pilot Program and Mobility Wallet

The Catch-A-Ride (CAR) pilot program, while successful in the urbanized area of the County, was not a viable option in West Marin due to a lack of providers operating or willing to operate in West Marin. In April 2025, your Board authorized ending the Catch-A-Ride pilot program and replacing it with the introduction of the Intro to Mobility program and enhancements to the Marin Access Fare Assistance (MAFA) program, both of which will launch on July 1, 2025. Both programs will utilize a mobility wallet to deliver subsidies to riders to use with a provider of their choice. Staff anticipate that the mobility



wallet may provide opportunities to serve residents in the rural area as the provider pool will expand, ideally to providers more equipped to serve these communities.

Recommended Actions

Marin Access Shuttle Program

Marin Access Shuttles offer a flexible way to implement pilot shuttle service and improve transportation within West Marin. The District has piloted the West Marin Connector shuttle, connecting Stinson Beach and Bolinas to Olema and Point Reyes, since June 2024 (authorized by your Board on April 8, 2024); this shuttle requires further authorization to continue operation. Staff recommend extending the West Marin Connector pilot shuttle for an additional year and adding an additional day of service on both the West Marin Connector (if approved, it will operate two days per week) and the Point Reyes Shuttle (if approved, it will operate weekly). The shuttles will continue to be operated under the existing contract with Transdev and maintain existing service parameters including fare structure and service model. Staff will continue to monitor the shuttle program and will return to your Board with an evaluation in early 2026. The evaluation will include a determination of whether this model is best suited to serve these riders or if there are other more cost-effective options to meet the needs of riders. Staff will also identify whether additional funding is available to support the shuttle program long term.

RECOMMENDATION:

- 1. Authorize a one-year extension of the West Marin Connector pilot shuttle.
- 2. Authorize a one-year pilot to expand service, including one additional day of service per week for the West Marin Connector pilot shuttle and the Point Reyes shuttle.

Fiscal/Staffing Impact

The estimated costs for a one-year extension of the West Marin Connector pilot shuttle and the expanded shuttle service \$105,552 (see table below). This estimate assumes the recommended actions are implemented on July 1, 2025, operate 894 hours of additional service, and are operated under the District’s existing purchase transportation contract with Transdev Inc. These costs include fixed and variable operations costs under the Transdev contract, fuel, and other associated administrative costs.

Extension of Pilot Shuttle & Schedule Adjustment Estimated Costs (start date July 1, 2025)

	Existing Service		New Service		Total
	Dillon Beach Shuttle	Point Reyes Shuttle	West Marin Connector	Expanded Service	
Hours	240	252	384	510	1,389
Transdev Costs	\$25,920	\$27,216	\$41,472	\$55,080	\$149,688
Estimated Fuel and Other Costs	\$2,500	\$2,600	\$4,000	\$5,000	\$14,100
Estimated Costs	\$28,420	\$29,816	\$45,472	\$60,080	\$163,788

In FY2025/26, the District’s FTA Section 5310 grant will fully fund the project. Marin County Measure B, vehicle license fees, are also available to support the pilot shuttle. These Marin Access Shuttle hours and associated costs are included in the FY2025/26 draft Operations Budget.



Respectfully Submitted,

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

Joanna Huitt
Program and Policy Manager

Attachment A: Summary of Existing Programs and Services

Attachment B: History of the District's Efforts in West Marin

Attachment C: Summary of Outreach Efforts

Attachment D: West Marin Update Presentation

Attachment A: Summary of Existing Programs and Services Provided by Marin Transit

Program	Stagecoach (Fixed Route)		Marin Access Shuttles		Volunteer Driver	
	Route 61	Route 68	Point Reyes Shuttle	Dillon Beach / Tomales Shuttle	West Marin Connector Pilot Shuttle ¹	TRIP
Service Area	Sausalito – Bolinas via Marin City, Mt. Tam, Stinson Beach	Downtown San Rafael – Inverness via Manor, Lagunitas, Pt Reyes	Point Reyes Station to shopping destinations in Novato	Dillon Beach / Tomales to shopping destinations in Petaluma	Stinson Beach / Bolinas to Olema / Point Reyes	No limitations
Eligibility	N/A – Open to the General Public	N/A – Open to the General Public	N/A – Open to the General Public	N/A – Open to the General Public	N/A – Open to the General Public	Must be eligible for Marin Access
Service Days/ Hours	Daily service	Daily service	Bi-Weekly on Mondays; Eastbound pick-ups from 9:00 - 9:30 am, the shuttle departs its final shopping destination at 2:00 pm	Weekly on Wednesdays; Eastbound pick-ups from 9:00 - 9:45 am, Westbound pick-ups from 12:45pm - 1:30pm	Weekly on Tuesdays; Northbound pick-ups from 9:30 – 10am and 1:15 – 1:45pm, Southbound pick-ups from 11:15 – 11:45am and 2:30 – 2:45pm	Negotiated between rider and volunteer
Fare	Same as fixed route bus, e.g.: Adult - \$2 Seniors / Persons with Disabilities - \$1 Youth - \$1		Adult - \$4 Seniors / Persons with Disabilities - \$2 Youth - \$2 MAFA Eligible ²		No fare - TRIP reimbursement rate is \$0.70 per mile for up to 400 miles per month	
Reservations	Not required; route deviations for paratransit eligible riders must be requested 24 hours in advance		Required, reservations can be made one to seven days in advance		Negotiated between rider and volunteer	

¹ The West Marin Connector (WMC) is operated under the Marin Access Shuttle program but does not fully adhere to the shuttle model as it does not provide connections to the urbanized area like the Point Reyes and Dillon Beach / Tomales shuttles. Instead, the WMC connects the communities of Stinson Beach / Bolinas to Olema / Point Reyes.

² The Marin Access Fare Assistance (MAFA) program offers fare assistance for Marin Access eligible individuals with income barriers. Qualified individuals receive \$75 of credit per quarter to use on local paratransit and/or Marin Access shuttle trips.

Attachment B: History of the District's Efforts in West Marin

Overview

Serving West Marin with effective transportation options for residents of all abilities has historically been challenging due to low population density, low or inconsistent demand for services, limited mobility infrastructure, and natural barriers. Feedback garnered from the 2019 Age-Friendly County of Marin Survey, the 2019 Marin County Older Adult Needs Assessment, and input from riders and stakeholders demonstrate that these challenges exist, particularly for low-income community members or for those with mobility needs. The COVID-19 pandemic exacerbated this challenge by further limiting the ability of community members to coordinate with each other and local agencies to support accessing medical appointments, pharmacies, and affordable groceries and services in urbanized areas of Marin County.

Key concerns identified in the outreach include:

- Transportation options for those who do not drive are limited
- Volunteers who can support residents with transportation and other needs are limited
- Services available in West Marin, such as pharmacies and grocery stores, are limited or cost prohibitive
- Many residents have complex needs that may require one-on-one support
- Various barriers to using existing options including mobility limitations, limited incomes, and limited knowledge of or access to web-based tools to support residents' needs

Attachment A summarizes existing programs and services provided by Marin Transit that are available to riders traveling to, from, and within West Marin. Community members have access to additional programs and services through Marin Access, but due to provider limitations, use is typically limited to travel within the urbanized areas of the County.

History

In 2021, the District leveraged the Marin Access Innovation Incubator (MAII), a program funded by Measure B, to find solutions to better serve residents of West Marin. MAII is designed to provide funding for innovative programs in areas where the District may have expertise, yet may not be the most appropriate entity to operate, implement, or market a particular solution. In 2021 and 2022, staff utilized this program to engage stakeholders and community partners in West Marin through advisory committee meetings and a planning workshop to better understand the needs of the community, explore new ways of improving mobility and providing support for older adults, people with disabilities, and those with access and

functional needs in West Marin, and ultimately identify partners to collaborate with to find a solution to meet the needs of the community.

These efforts occurred when the pandemic was still strongly impacting people's behavior and the focus of organizations. Initial findings provided insight into the needs of the community but demonstrated that potential partners lacked the capacity and resources to support development and implementation of a new program. As the District and community began to recover staff needed to focus on stabilization and adjustments to existing programs and services, particularly ADA Paratransit, before finding a path forward in West Marin. Much of this was accomplished during the Marin Access changes and fixed route service changes that took effect in July and June of 2023 respectively.

In late 2023, staff renewed efforts in West Marin. In early 2024, a community survey was developed and staff conducted additional outreach directly to riders of existing services. The survey was designed to collect feedback on existing programs, including potential improvements, and collect input on transportation needs directly from riders and community members. Staff also captured direct rider feedback and gained a greater understanding of the rider experience through "ride-alongs" on the Marin Access Shopper Shuttles and Stagecoach routes.

In April 2024, staff provided an update to your Board about efforts in West Marin. As part of this update, your Board authorized the expansion of the Marin Access shuttle program for one pilot shuttle serving rural West Marin between Stinson Beach and Point Reyes. Additionally, while there were no recommended programmatic changes for Stagecoach service, the Marin Access TRIP Volunteer Driver Program, or the Catch-A-Ride pilot program, staff committed to continue to collect feedback and perform data analysis needed to explore changes to these programs to meet the needs of the rural community.

Recent Efforts

In summer and fall 2024 staff began a variety of efforts to promote the new pilot West Marin Connector shuttle, further develop relationships with community partners, and maintain a regular presence in West Marin. Staff promoted the West Marin Connector shuttle via email communications with riders and community partners, news articles posted to the District's website, and via social media platforms. To support continued development of relationships with community partners and maintain a regular presence in West Marin, staff initiated satellite hours, or "office hours," where staff are available to answer questions about Marin Access and Marin Transit services, help riders begin the application process, and provide referrals to other services or resources on an ongoing basis. Staff continue to hold satellite hours at San Geronimo Valley Community Center, West Marin Health and Human Services,

and at the Bolinas Community Center Food Bank (formerly the Bolinas Community Health Center) on a monthly basis. Staff also participated in community led events including a series of Health Fairs held in various locations in West Marin in fall 2024 and regularly participate in meetings of the Bolinas Civic Group and the West Marin Collaborative.

In early 2025, staff completed several efforts across multiple programs that serve residents of West Marin. For Stagecoach, staff conducted a follow-up survey onboard Stagecoach Routes 61 and 68 and hosted several compensated focus groups with Stagecoach riders. The survey and focus groups were designed to help staff understand how riders would respond to potential improvements and to inform future decisions. For the Marin Access TRIP Volunteer Driver Program, staff initiated an outreach project with support from the Travel Navigator team to collect feedback from riders and volunteers to understand what improvements would encourage additional ridership and/or recruit additional volunteers.

Throughout this period, staff have monitored program performance for all programs and services available in West Marin. Program performance data and rider and community feedback will inform recommendations presented in this update. Attachment C summarizes outreach efforts from 2021 to date.

Attachment C: Summary of Outreach Efforts

Outreach Effort	Detail	Timeframe
Outreach for Marin Access Innovation Incubator	Staff engaged with stakeholders and riders during the planning phase of the Marin Access Innovation Incubator program (Measure B gap grant) to find creative ways to better serve the needs of riders in West Marin.	Fall and Winter 2021
Marin Access Innovation Incubator Planning Workshop	Staff facilitated a planning workshop to develop a network of West Marin stakeholders and community partners, get feedback from West Marin stakeholders about what transportation options are needed for older adults and people with disabilities, identify ways to optimize existing programs to better serve older adults and people with disabilities in West Marin, and identify key characteristics of the ideal service that would meet the needs of the most people.	January 2022
Marin Transit Advisory Committees	Staff engaged members of the Marin Paratransit Coordinating Council and the Marin Mobility Consortium during regularly scheduled advisory committees to request additional feedback to further efforts to better serve West Marin.	Ongoing
Staff Ride-Alongs	Staff rode and observed service on various days in February and March to understand the service characteristics from the perspective of a rider. While onboard Staff collected anecdotal feedback from riders and drivers, and completed onboard surveys where possible.	February – March 2024
In-Person Outreach	Staff visited key community partners and locations in West Marin to provide information about the West Marin Transportation Needs survey and build upon previous outreach.	February – March 2024
Stop Notices, Ad Rails & Posters	Staff distributed and posted stop notices, ad rails in buses, and posters at locations across West Marin to advertise the West Marin Transportation Needs survey and request rider feedback.	February – March 2024
West Marin Transportation Needs Community Survey	Staff initiated a rider survey to collect feedback to inform desired improvements to existing programs such as Stagecoach Route 61 or 68, the Marin Access Shuttle program, the TRIP volunteer driver program, and understand desired service characteristics should the District consider offering new programs.	March 2024
Satellite Hours	Staff initiated monthly satellite hours at San Geronimo Valley Community Center, West Marin Health and Human Services, and at the Bolinas Community Center Food Bank (formerly the Bolinas Community Health Center). Riders can drop-in to learn about Marin Access and Marin Transit services, begin the enrollment process for Marin Access, and receive referrals to other services or resources.	Ongoing

Outreach Effort	Detail	Timeframe
Community Health Fairs	Staff participated in community fairs held in Fall 2024; members of the community were able to talk to staff and learn about their transportation options.	October – November 2024
Ad Rails	Staff posted rails in Stagecoach Route 61 and 68 buses to advertise the Stagecoach survey and request rider feedback.	February – March 2025
Stagecoach Survey	Staff initiated a rider survey to collect feedback about potential improvements to Stagecoach Route 61 or 68. The survey was conducted via web or paper surveys submitted online, via US Mail, or direct to drivers.	February – March 2025
TRIP Volunteer Driver Program Outreach	Travel Navigators conducted phone interviews with riders and volunteer drivers to collect feedback about their experience using the program and understand what improvements would encourage additional ridership and/or recruit additional volunteers.	February – March 2025
Stagecoach Focus Groups	Staff hosted multiple compensated focus groups to collect feedback direct from Stagecoach riders.	February – March 2025
Community Meeting Presentations	Staff attend meetings of community groups such as the Bolinas Civic Group and the West Marin Collaborative and provide presentations based on District initiatives or by request.	Ongoing

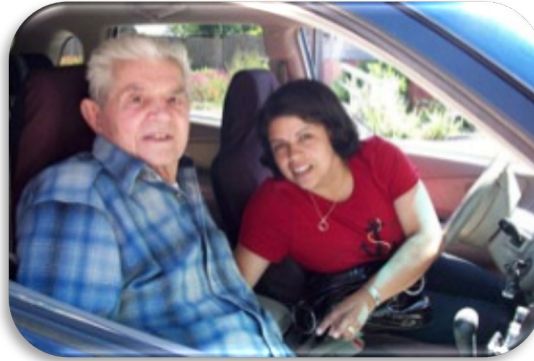


West Marin Update & Marin Access Shuttle Recommendation

Existing Programs and Services



**Stagecoach
Routes 61 and 68**



**Marin Access
Volunteer Driver**



**Marin Access
Shuttles**



Service Overview

Program	Stagecoach (Fixed Route)		Marin Access Shuttles			Volunteer Driver
	Route 61	Route 68	Point Reyes Shuttle	Dillon Beach / Tomales Shuttle	West Marin Connector Pilot Shuttle	TRIP
Est. Annual Ridership	38,000	81,000	120	400	300	1,150
Service Area	Sausalito – Bolinas	San Rafael – Inverness	Pt Reyes Station - Novato	Dillon Beach / Tomales - Petaluma	Stinson Beach - Bolinas to Olema - Point Reyes	No limitations
Eligibility	Open to the General Public					Must be eligible for Marin Access
Service Days/ Hours	Daily		Bi-Weekly (Mondays)	Weekly (Wednesdays)	Weekly (Tuesdays)	Negotiated between rider and volunteer
Fare	Adult - \$2 Seniors / ADA / Youth - \$1		Adult - \$4 Seniors / ADA / Youth- \$2			\$0.70 per mile, up to 400 miles per month
Reservations	Not required		Required			Negotiated between rider and volunteer



General Public

Older Adults / Persons with Disabilities

Recent History of MCTD Effort in West Marin

2019

- Age Friendly County of Marin Survey Results Report
- Marin County Older Adult Needs Assessment

COVID

2022

- Rescoped the Innovation Incubator to narrow the focus to West Marin
- Planning Workshop to brainstorm with community partners on need and identify resources available

2023

- Marin Transit awarded 5310 rural funding to increase mobility options in West Marin
- Additional feedback suggested needs are shifting, but still high

2024

- Follow up survey with existing riders & community members to update needs and inform program offerings
- Request Board approval for pilot program

2025

- Shuttle program evaluation
- VDP Rider / Volunteer Outreach
- Stagecoach follow-up survey & focus groups

Riders appreciate existing programs but desire improvements.

Program	Opportunities for Improvement
Stagecoach <i>Routes 61 and 68</i>	<ul style="list-style-type: none"> • Close service gaps • Improve service frequency • Improve on time performance • Improve schedule alignment with school bell times • Speed up travel times • Improve accessibility • Improve bus stop signage and amenities
Marin Access Rural Shuttles <i>Pt. Reyes Shuttle / Dillon Beach - Tomales Shuttle / West Marin Connector</i>	<ul style="list-style-type: none"> • Expand community partner education • Serve additional communities • Offer expanded service • Address scheduling challenges
TRIP Volunteer Driver Program	<ul style="list-style-type: none"> • Assistance identifying a volunteer • Increased reimbursement rate / miles • Faster timeline for reimbursement
Catch-A-Ride Pilot Program	<ul style="list-style-type: none"> • Expand provider pool to serve West Marin • Improve rider messaging • New mobility wallet program may meet some rider needs

Key Takeaways

1. The Stagecoach program is a valued community asset and meets the needs of many riders

- Meets current performance targets
- Service levels and funding are set at appropriate levels

2. Marin Access Shuttles provides flexible, lifeline service, and access to affordable goods & services

- High cost per trip but offers mobility for those most in need

3. The TRIP Volunteer Driver Program is a cost-effective service that complements other options

- Program growth and expansion is largely dependent upon volunteer supply

Recommendation

Marin Access Shuttles

- 1. Authorize a one-year extension of the West Marin Connector pilot shuttle**
(Stinson Beach – Bolinas – Olema – Pt. Reyes Station)
- 2. Authorize a one-year pilot to expand service, including one additional day of service per week for the West Marin Connector pilot shuttle and the Pt. Reyes Station shuttle.**
 - Add Saturday service to West Marin Connector shuttle
 - Add Monday service between Pt. Reyes Station and Ross Valley/San Rafael

Thank you

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City of San Rafael

May 5, 2025

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

Subject: Purchase Agreement with A-Z Bus Sales, Inc. for two Battery Electric Vans

Dear Board Members:

Recommendation

Authorize the General Manager to complete the purchase of two Battery Electric Vans from A-Z Bus Sales, Inc. at a cost not to exceed \$250,000.

Summary

As outlined in Marin Transit's 2016 Short Range Transit Plan, the District is committed to reducing emissions and pursuing alternative fuels and technologies. Marin Transit started purchasing electric buses in 2016 and now owns a fleet of six (6) fully electric buses that operate local routes throughout the county. If approved, these vans will augment the agency's electric vehicle fleet and support a pilot program allowing Marin Transit to test a zero-emission vehicle in demand response services. The vehicles will be operated and maintained under contract by Transdev and charged at the Kerner Blvd facility in San Rafael.

The pilot will test usage of these vehicles on all Marin Transit demand response programs, including ADA paratransit, ADA service to support the Muir Woods Shuttle, and the Marin Access Shuttles program. Marin Transit currently owns 14 vans and 32 shuttles that operate these services. The pilot will run for at least one year and with the goal of operating 20,000-25,000 miles per vehicle. This pilot will allow staff to gain an understanding of potential limitations and advantages to the new vehicle type and assess if the vehicle is a viable replacement for the gasoline-powered paratransit vehicles. Staff will present results to your Board and use the information to update the District's vehicle replacement plan and Transition to Zero Emissions plan.

The District will procure these vehicles through a cooperative vehicle purchasing agreement with the Morongo Basin Transit Authority (MBTA) and CalACT. The cooperative agreement enables transit agencies to purchase a variety of vehicles from different vendors and manufacturers, while avoiding the administrative burden of issuing bid packages. This arrangement reduces agency costs, and the time required to purchase smaller quantities of vehicles.



Use of this agreement complies with federal statutes and regulations applicable to all third-party contracts.

After evaluating four different vehicles for this purchase, it was determined that the Ford E-Transit van, with 89.9kWh battery best meets the District's needs. Other vehicles tested included the Karsan E-Jest, the Optimal EV, and a Ford E-Transit van with a smaller battery. The Ford E-Transit vans are built on the same chassis as Marin Transit's most recent purchase of ten accessible vans, which provides some fleet consistency and reduces costs related to spare parts. The vans will be equipped with a farebox, tablets, and security cameras consistent with the existing Paratransit fleet. The advertised vehicle range is 120 miles.

Staff estimates the use of these battery electric vans in paratransit service will result in a tailpipe emissions reduction of almost 30 metric tons of CO2 annually when compared to gasoline fueled vans. The vehicles will be parked and charged overnight at 3010/3020 Kerner once that parking facility project is complete and may in the meantime be charged at 3000 Kerner where a vehicle charger is already installed.

With your authorization, Marin Transit will purchase these vans through the CalACT/MBTA Purchase Cooperative Contract. The vehicles will meet Americans with Disabilities Act requirements and have a useful life of five (5) years. Marin Transit anticipates delivery in November 2025.

Fiscal/Staffing Impact

The purchase order with A-Z Bus Sales for the two vehicles will not exceed \$250,000. This project is included in the FY 2024/25 Capital Budget as Project PE and is 100% funded with State Low Carbon Transit Operations Program (LCTOP) funding.

Respectfully Submitted,

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

Alma Osorio
Capital Analyst

Attachment A: Electric Vans Purchase Presentation



Purchase Agreement with A-Z Bus Sales, Inc. for two Battery Electric Vans

Agenda

- 01** Background
- 02** Proposed Pilot Program
- 03** Vehicles Models Considered / Recommendation
- 04** Financial Impact / Schedule

Background

- 2016 Short Range Transit Plan – District committed to:
 - reduce emissions
 - pursue alternative fuels and technologies
- Marin Transit has purchased seven electric vehicles since 2016:
 - 6 electric buses currently operating local routes
 - Chevrolet Bolt EV for staff use
- Procurement:



Proposed Pilot Program

- Test a zero-emission vehicle for use in demand response services
 - ADA local paratransit
 - ADA support service for Muir Woods Shuttle
 - Marin Access Shuttles program
- Operate the pilot program for at least 1 year.
- Operate each vehicle 20,000 – 25,000 miles
- Evaluate vehicle performance

Vehicle Models Considered

- Karsan E-Jest
- Optimal EV
- Ford E-Transit with 68 kWh battery
- Ford E-Transit with 89.9 kWh battery

* main criteria during evaluation: rider experience, performance, and fleet consistency.



Recommended Vehicle Type: Ford E-Transit van

- Same chassis as 2024 vans
- 89.9kWh battery
- 120 miles range
- One wheelchair & four passengers
- Rear lift access
- Emissions reduction of 30 tons CO₂ annually vs gasoline fueled vans
- Vehicle charging at 3000 Kerner facility until 3010/3020 Kerner Redevelopment Parking Facility Project is completed.



Financial Impact & Schedule

- Purchase Order with A-Z Bus Sales not to exceed \$250,000
- Funding: 100% State LCTOP
- Anticipated delivery: November 2025
- In Service: December 2025 / January 2026
- Test and Evaluate for future purchases: January – December 2026



Thank you

CONTACT

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Capital Project Analyst

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