



Marin County Transit District Board of Directors

Monday, June 2, 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, June 1, 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.
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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: March 2025](#)
- 5. Consent Calendar**
 - a. [Minutes for May 5, 2025 Board Meeting](#)
 - b. [Federal Legislative Report](#)
 - c. [Marin County Transit District Third Quarter FY 2024/25 Financial Report](#)
 - d. [Marin Transit Quarterly Performance Report for the Third Quarter of FY 2024/25](#)
 - e. [Award Contract for Fixed Route Scheduling Software to Optibus for an Amount not to Exceed \\$299,190](#)
 - f. [Revised Resolution 2025-04 for Application for Low Carbon Transit Operations Program \(LCTOP\)](#)
 - g. [Authorizing Resolution and Project List for California's State of Good Repair Program](#)

Recommended Action: Approve.

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

Recommended Action: Adopt FY 2025/26 budget.

7. [Same Day Paratransit Pilot Program](#)

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

Adjourn



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Maika Llorens Gulati

Alternate
City of San Rafael

June 2, 2025

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

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

Overall, Marin Transit experienced strong systemwide ridership in March 2025. Total ridership was 11% higher than the previous year (March 2024) and 2% higher than pre-COVID (March 2019).

Matching the systemwide trend, fixed route ridership was strong this month, with ridership being 12% higher than the previous year (March 2024) and 11% higher than pre-COVID (March 2019).

Yellow bus ridership also grew this month, with ridership 6% higher than the previous year (March 2024) and 8% lower than pre-COVID (March 2019).

Matching the systemwide trend, Marin Access ridership was strong this month, with ridership being 10% higher than the previous year (March 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:		March 2025									
Category	Program							Total			
	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide				
Commendation	0	0	0	0	11	0	3	14			
Service Delivery Complaint	28	8	3	1	2	1	2	45			
Accessibility	0	0	0	0	0	0	0	0			
Driver Conduct Complaint	10	1	0	1	1	1	2	16			
Driving Complaint	6	2	1	0	0	0	0	9			
Early Trip	1	1	0	0	0	0	0	2			
Equipment Issue	1	0	0	0	0	0	0	1			
Farebox	0	0	0	0	0	0	0	0			
Late Trip	4	1	0	0	0	0	0	5			
Missed Connection	0	0	0	0	0	0	0	0			
Missed Trip	0	0	0	0	0	0	0	0			
No-Show	1	0	0	0	1	0	0	2			
Off-Route	0	0	0	0	0	0	0	0			
Pass-Up Complaint	5	3	2	0	0	0	0	10			
Service Structure Complaint	9	2	2	0	1	0	2	16			
Bus Stop Improvement Request	3	1	0	0	0	0	0	4			
Fares	0	0	0	0	0	0	0	0			
Other Complaint	3	0	1	0	0	0	2	6			
Scheduling Complaint	0	0	0	0	1	0	0	1			
Service Improvement Suggestion	3	1	1	0	0	0	0	5			
Safety Complaint	0	0	0	0	0	0	0	0			
Total Service Hours	10,495	3,407	1,365	255	2,392	0	17,915	17,915			
Commendations per 1,000 Hours	0.0	0.0	0.0	0.0	4.6	-	0.2	0.8			
Complaints per 1,000 Hours	3.5	2.9	3.7	3.9	1.3	-	0.2	3.4			
Total Passengers	220,542	36,029	10,327	5,260	4,262	3118	291,738	291,738			
Commendations per 1,000 Passenger:	0.0	0.0	0.0	0.0	2.6	0.0	0.0	0.0			
Complaints per 1,000 Passengers	0.2	0.3	0.5	0.2	0.7	0.3	0.0	0.2			

Attachment A

Monthly Monitoring Report

05/14/2025

FISCAL YEAR

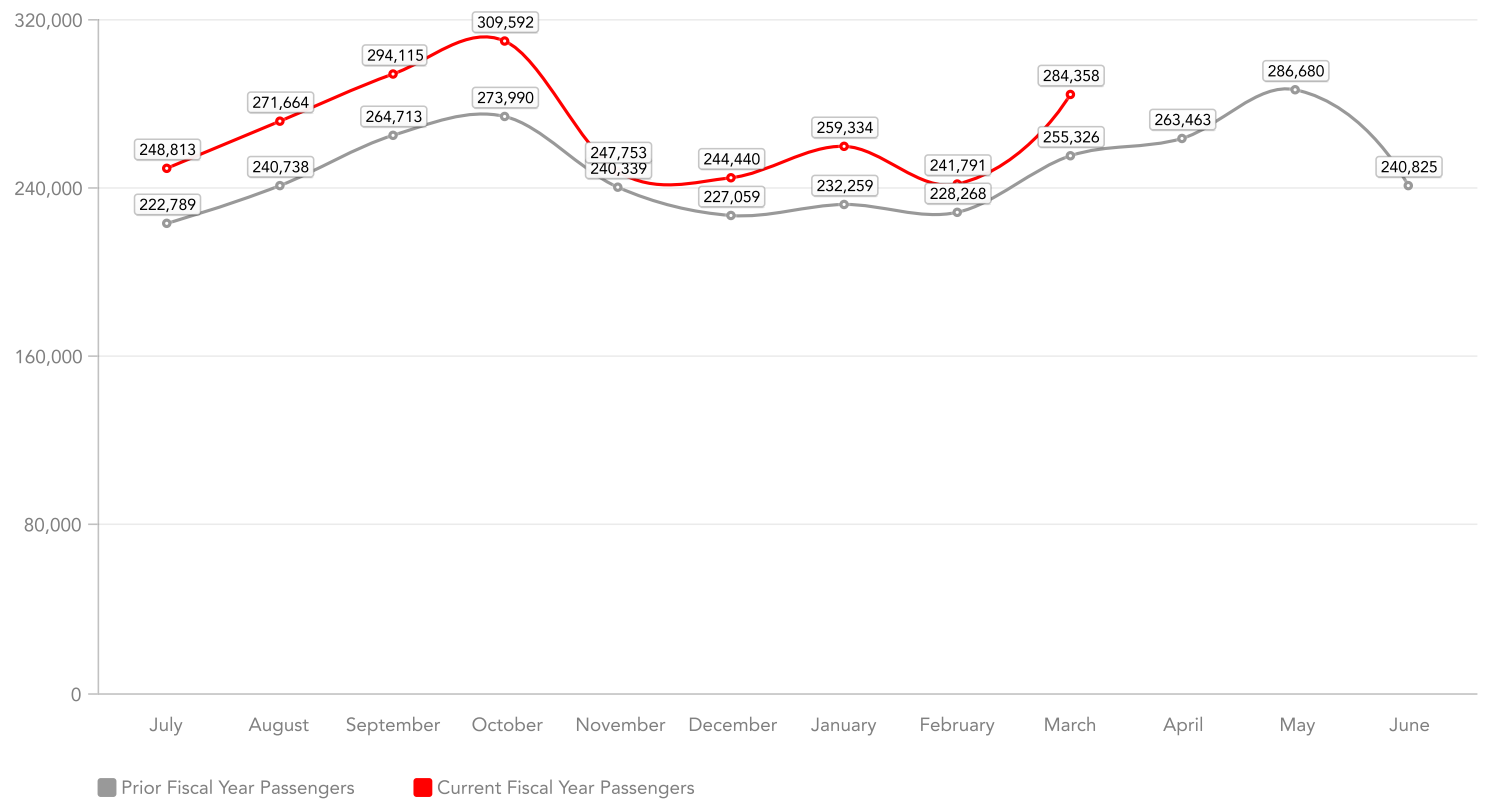
MONTH

2025

All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

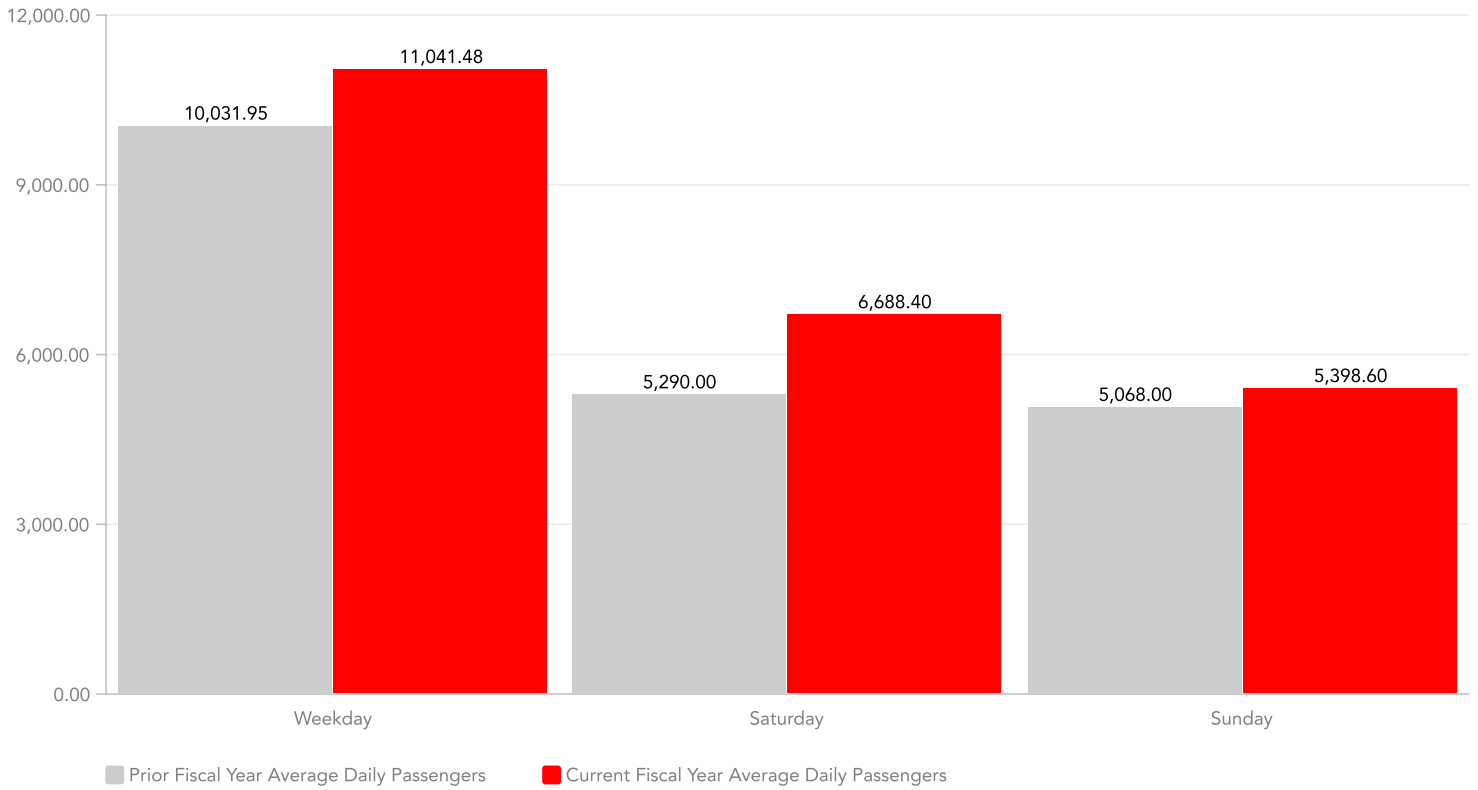


Monthly Comparison

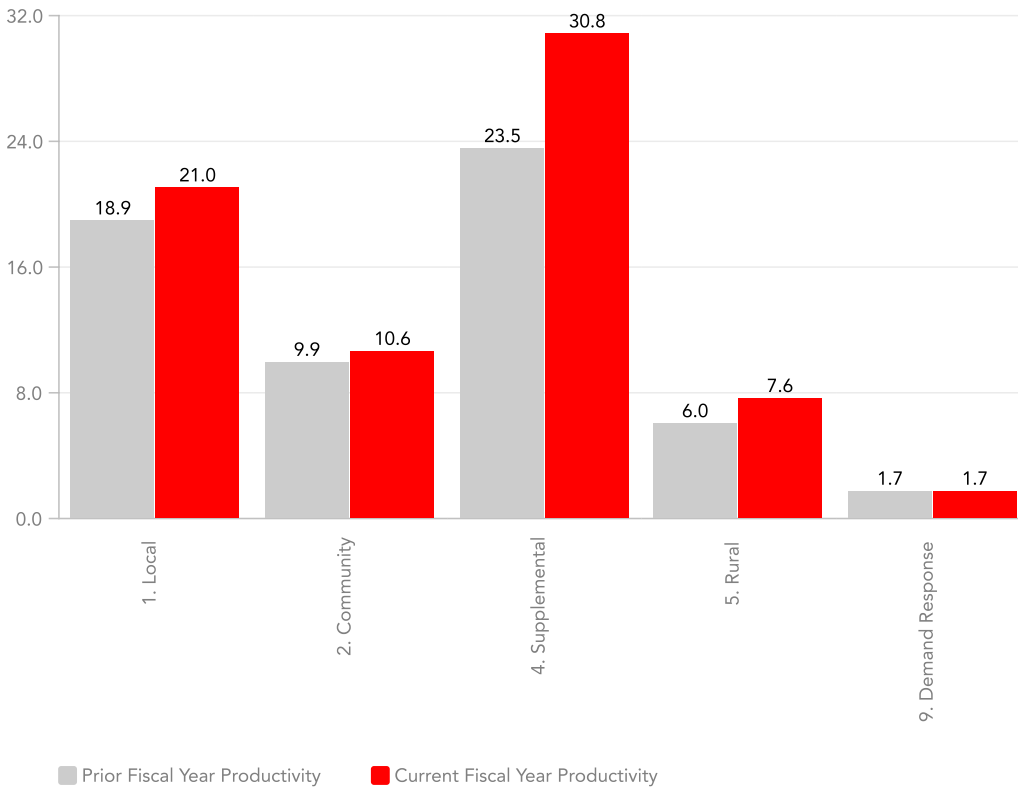
MONTH

Mar

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, May 5, 2025 at 9:30 A.M.

Roll Call

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

Absent: **None**

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

Board President Lucan opened the meeting at 9:30 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](#)

Director Llorens Gulati thanked staff for attending Canal Alliance's Nuestro Canal, Nuestro Futuro community fair on May 3, 2025.

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

General Manager Nancy Whelan introduced the District's new Senior Procurement & Contracts Analyst, Javier Peraza. Ms. Whelan summarized upcoming free fare promotions. She highlighted staff's community engagement at Canal Alliance's Nuestro Canal, Nuestro Futuro community fair as well as the Fairfax Library's Senior Resource Fair, which both

occurred on May 3, 2025. Ms. Whelan reported on fixed route and demand response ridership from 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](#)

Director Bushey announced she would recuse herself from agenda item 5a, the minutes for the April 7, 2025, Board meeting, as she did not attend the April 7, 2025, Board meeting.

Recommended Action: Approve.

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

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

Noes: None

Absent: None

Abstain: Director Bushey abstained from approving agenda item 5a: Minutes for April 7, 2025, Board Meeting, due to her absence at the April 7, 2025, Board meeting.

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

[Staff Report](#)

Director of Finance & Capital Programs Lauren Gradia provided an overview of the budget development schedule and the goals of the budget. She summarized the draft budget and listed key points. She compared the FY 2023/24 actual budget, the FY 2024/25 revised

budget, the FY 2024/25 estimated actual budget, and the FY 2025/26 draft budget. Ms. Gradia provided an overview of the FY 2025/26 Operations revenue budget and reviewed Operations revenue budget fluctuations between FY 2016/17 and FY 2025/26's budget. She explained staff's projections regarding the District's Operations reserve fund balance. She compared Measure A/AA expenditures between FY 2016/17 and FY 2025/26's budget. Ms. Gradia provided an overview of the FY 2025/26 Operations expenses budget. She compared annual revenue hours for fixed route service between FY 2016/17 and FY 2025/26's budget. She summarized FY 2025/26 budgets for Operations programs, including Administration, local fixed route service, Yellow Bus service, rural fixed route service, and Marin Access. She compared service hours for Marin Access between FY 2016/17 and FY 2025/26's budget. Ms. Gradia provided an overview of the FY 2025/26 Capital budget.

Director Colbert asked for additional information regarding the Federal component of the FY 2025/26 Operations revenue budget.

Ms. Gradia explained that the Federal funds come from the Section 5307 program that provides funding for paratransit. The Section 5307 program is a formula program that is more insulated from current uncertainties in Federal funding. Uncertainties in Federal funding would more likely impact Capital funding.

Director Colbert asked about the plan to address the projected fiscal cliff.

Ms. Gradia responded that staff investigated different scenarios and options to present to the Board and the public. She noted that sales tax projections impact the fiscal cliff projections.

Vice President Sackett asked about likelihood that the new fixed route charging facility would provide stabilization. She asked about the timing of the facility compared to the timing of the fiscal cliff. She suggested her inquiries be addressed during a future report.

Director Moulton-Peters suggested that when staff return to the Board with fiscal cliff scenarios, they specify the guiding principles for service changes and the priorities for Capital project changes.

Director Bushey noted that the budget was currently not balanced, as the District would be outside its reserve band in several years.

Ms. Gradia clarified that the reserves currently included in the budget belonged to other agencies, not the District. The District will request increased allocations from the Transportation Authority of Marin (TAM).

Director Bushey noted it will be difficult to approve the budget without a strategic view of how staff would bridge the fiscal cliff. She requested information on staff's high-level strategy.

Ms. Gradia said staff could provide a timeline during the final budget presentation. Staff believe they are on a timeline to address the fiscal cliff.

Director Bushey stated that knowing the timeline would help the Board feel confident about avoiding the fiscal cliff.

General Manager Nancy Whelan added that staff will present to the Board regarding what is within the District's control that requires Board decisions. Staff will present the District's guiding principles. Ms. Whelan noted that some factors are outside of the District's control, such as forecasts for sales tax revenue, however staff will make projections about different scenarios.

Director Bushey said staff could present strategies for how they would address the fiscal cliff under different funding forecasts, to avoid abrupt and unexpected changes to service.

Ms. Whelan responded that the proposed budget is balanced. She noted that the District has a few years to make decisions regarding the fiscal cliff.

President Lucan explained that the number of facilities managed by the District was increasing. He requested that staff present information regarding their plan for long-term facility maintenance during either the final budget report or the Short-Range Transit Plan report.

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

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

[Staff Report](#)

Director of Operations & Service Development Robert Betts stated that the agenda item's recommendations were a culmination of years of outreach and engagement by staff to better understand the emerging and changing needs of residents and riders in West Marin.

Mr. Betts explained that the outreach efforts of the County of Marin's programs for aging adults helped identify the challenges and needs of residents and riders. Mr. Betts explained the funding and partnerships that supported mobility solutions in West Marin. Mr. Betts summarized the District's existing programs and services in West Marin. He outlined staff's efforts in West Marin since 2019. He highlighted key takeaways based on feedback received from riders regarding service in West Marin. Mr. Betts explained the agenda item's recommendations. He noted that staff were working on service changes to Routes 61 and 68, which will be effective in August 2025.

Director Llorens Gulati asked about service to Muir Beach. She asked about the volunteer driver program and wondered if staff considered partnerships with Uber and Lyft.

Mr. Betts responded that while staff are evaluating the possibility of providing service to Muir Beach, adding service to existing coastal routes is a higher priority. He stated that while the residents of West Marin use Uber and Lyft, Uber and Lyft offer less service in West Marin compared to other regions in Marin County. The Mobility Wallet will provide new same-day transportation opportunities for West Marin residents.

Director Rodoni thanked staff for their outreach in West Marin. He requested a presentation on the demographic information regarding riders of the District's shuttle service.

Director Moulton-Peters requested that staff present demographic information regarding riders in West Marin.

President Lucan called for public comment.

Zeya Bishay commented on the impacts of late bus trips going to San Rafael.

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.**

M/s: Director Rodoni – Director Moulton-Peters

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

Noes: None

Absent: None

Abstain: None

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

[Staff Report](#)

Capital Analyst Alma Osorio provided background information regarding the District's commitment to pursuing alternative fuels and technologies to reduce emissions. Ms. Osorio explained the procurement process for the two recommended battery electric vans. She summarized the proposed pilot program for the vans. She listed vehicle models that were considered for the pilot program. Ms. Osorio provided an overview of the recommended battery electric van type. She outlined the financial impact and schedule of the purchase and pilot program.

Director Bushey asked if staff considered leasing the battery electric vans instead of purchasing them. She asked what would happen at the end of the pilot program if staff were not satisfied with the vans.

Ms. Osorio responded that the District would keep the two purchased vans and use them for Marin Access' services at the end of the pilot program.

General Manager Nancy Whelan added that the intent of the pilot program is to assess the performance of the new vans and determine if more of the vans should be purchased. Staff conducted a prior evaluation of the vans and did not have the option to lease the vans. The vans have also been used by other agencies.

Director Bushey suggested that staff have high level confidence in the vans.

Ms. Osorio commented that the recommended vans are similar to the ten vans purchased by the District in 2024.

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.

M/s: Vice President Sackett – Director Colbert

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

Noes: None

Absent: None

Abstain: None

Adjourn President Lucan adjourned the meeting at 10:26 A.M.

SINE DIE

PRESIDENT

ATTEST:

CLERK



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Board of Directors

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Maribeth Bushey

Director
City of San Rafael

Maika Llorens Gulati

Alternate
City of San Rafael

June 2, 2025

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

Subject: Federal Legislative Report

Dear Board Members:

Marin Transit contracts for federal advocacy services with Carpi & Clay. Carpi & Clay provide a monthly Federal Update. The attached monthly report for April 2025 provides an appropriations update, legislative activity, congressional letters, and federal agency regulatory actions and personnel changes.

Respectfully Submitted,

Nancy Whelan
General Manager

Attachment A: Federal Update April 2025



Federal Update

May 1, 2025

Appropriations and Budget Reconciliation Update

With the federal government now funded through September 30, Congress has turned its attention to the Fiscal Year (FY) 2026 appropriations cycle. In April, the [House](#) and [Senate](#) Appropriations Committees released guidance to Members and Senators on submitting FY26 project funding requests as well as programmatic funding and language proposals. The President's FY26 budget proposal has not yet been released, but it is expected in May and will help shape funding priorities.

In parallel, a budget resolution has passed both the House and Senate, setting the stage for the use of the budget reconciliation process to advance President Trump's legislative priorities. This procedural tool allows certain measures to pass with a simple majority vote in the Senate, avoiding the filibuster. House committees have begun marking up their respective portions of the forthcoming reconciliation bill, with further action anticipated in early May. This reconciliation bill is expected to focus on tax policy and modifications to entitlement and discretionary spending programs aligned with the Trump administration's policy goals.

LEGISLATIVE ACTIVITY

House Passes Bill to Establish E-Bike Battery Safety Standards. On April 28, the House passed the *Setting Consumer Standards for Lithium-Ion Batteries Act* ([H.R. 973](#)), bipartisan legislation that would require the Consumer Product Safety Commission to adopt existing voluntary industry safety standards for lithium-ion batteries used in e-bikes, e-scooters, and other micromobility devices. The bill, introduced by Rep. Ritchie Torres (D-NY), responds to a rise in battery-related fires, particularly in urban areas. It directs the Commission to formalize safety rules within 180 days and submit a report to Congress within five years on battery-related hazards. A companion bill has been approved by the Senate Commerce Committee.

Bipartisan Senate Bill Introduced to Establish FEMA as an Independent Cabinet-Level Agency. Senators Thom Tillis (R-NC) and Alex Padilla (D-CA) introduced the *FEMA Independence Act of 2025* ([S. 1246](#)) 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 Committee on Homeland Security and Governmental Affairs for consideration. Companion legislation was introduced in the [House](#) in March.

Senators Reintroduce Bipartisan Bill to Provide Transportation Assistance for Major International Sporting Events. Senators Jerry Moran (R-KS) and Maria Cantwell (D-WA) introduced the *Transportation Assistance for Olympic and World Cup Cities Act* ([S. 1218](#)), which would authorize federal support for transportation planning and infrastructure needs in U.S. cities hosting large international sporting events, including the 2026 FIFA World Cup, the 2028 Summer Olympics, and the 2034 Winter Olympics. This legislation would authorize the Department of Transportation to provide funding and technical assistance to eligible cities, local governments, transit agencies, and tribal entities for permanent transportation projects within 100 miles of an event site. It would also allow for temporary resource-sharing and direct the Department of Commerce to conduct studies on the economic impact of hosting such events. This bill was referred to the Senate Committee on Commerce, Science, and Transportation. Previous versions of this legislation were introduced in earlier Congresses by Senator Alex Padilla (D-CA) and Representative Julia Brownley (D-CA).

House Bill Introduced to Establish Alternative FEMA Procedures for Small Disasters. Representatives David Rouzer (R-NC) and Troy Carter (D-LA) introduced the *State-Managed Disaster Relief Act* ([H.R. 2342](#)), a bipartisan bill that would authorize alternative procedures for federal disaster assistance in smaller-scale events. This legislation would allow a state or tribal government to request a single lump sum payment—equal to 80 percent of the estimated cost of eligible damages—in lieu of assistance under FEMA’s Public Assistance Program for qualifying small disasters. This legislation was referred to the House Committee on Transportation and Infrastructure for consideration.

Senators Introduce Bipartisan Bills to Expand Municipal Infrastructure Financing Tools. Senators Roger Wicker (R-MS) and Michael Bennet (D-CO) introduced two bipartisan bills aimed at enhancing state and local governments’ ability to finance infrastructure projects. The *LOCAL Infrastructure Act* ([S. 1481](#)) would restore tax-exempt advance refunding for municipal bonds, a financing tool eliminated by the 2017 *Tax Cuts and Jobs Act*. A similar House measure ([H.R. 1255](#)) was introduced in March. The senators also reintroduced the *American Infrastructure Bonds Act* ([S. 1480](#)), which would authorize a new class of taxable “direct-pay” municipal bonds, modeled after the Build America Bonds program, with the U.S. Treasury reimbursing issuers for a portion of interest costs. Both bills are intended to expand affordable financing options for infrastructure projects at the state and local levels.

Democratic Appropriators Highlight Scope of Frozen Federal Funds. Senator Patty Murray (D-WA) and Representative Rosa DeLauro (D-CT), top Democrats on the Senate and House Appropriations Committees, respectively, released [a list](#) identifying \$437 billion in federal funding that the Trump administration has reportedly frozen or canceled across more than 100 programs. The largest amount of held-up funds includes \$102 billion in FEMA grants. The lawmakers criticized the freezes as contrary to congressional intent and launched a webpage to track the actions. Republican appropriators have indicated a formal rescissions package is expected soon, with an initial proposal reportedly totaling \$9.3 billion.

CONGRESSIONAL LETTERS

Four Republican Senators Caution Against Full Repeal of Energy Tax Credits. Senators Lisa Murkowski (R-AK), John Curtis (R-UT), Thom Tillis (R-NC), and Jerry Moran (R-KS) sent [a letter](#) to Senate Majority Leader John Thune urging caution against a full repeal of clean energy tax credits established under the *Inflation Reduction Act*. The Senators emphasized that many U.S. companies have already made significant investments based on the current tax framework and warned that a wholesale rollback could disrupt long-term planning, increase utility costs, and hinder domestic energy production. The letter comes amid ongoing negotiations over a potential budget reconciliation package.

Seven House Members Send Letter in Support of Tax Exemption of Municipal Bonds. On April 11, seven House Republicans sent [a letter](#) to Ways & Means Committee Chairman Jason Smith in support of the tax-exempt status of municipal bonds. The Committee is expected to consider a tax package that may eliminate the tax-exempt status of municipal bonds, a critical finance tool for local governments to fund infrastructure projects.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

President Trump Signs Executive Order Aiming to Accelerate Federal Permitting Processes for Infrastructure Projects. On April 15, the President signed [an executive order](#) and accompanying action plan to modernize and accelerate the federal permitting process for infrastructure projects. Central to the initiative is an expanded role for the Council on Environmental Quality (CEQ), which will lead efforts to implement digital tools, enhance data transparency, and coordinate agency action. The plan introduces centralized permitting dashboards, improved interagency collaboration, and clearer project timelines—facilitated in part by the Federal Permitting Improvement Steering Council.

President Trump Signs Executive Order Targeting Climate and Cap-and-Trade Programs. On April 8, President Trump signed [an executive order](#) titled “Protecting American Energy from State Overreach,” directing federal action against state and local climate-related laws and lawsuits that the administration argues unlawfully restrict domestic energy production. The order instructs Attorney General Pam Bondi to identify state policies—particularly those related to greenhouse gas emissions, climate accountability lawsuits, and ESG initiatives—that may be unconstitutional, preempted by federal law, or otherwise unenforceable. Within 60 days, DOJ must report back with recommendations to halt enforcement or litigation under those policies. The order singles out California’s cap-and-trade program and state-level climate funds that require fossil fuel companies to contribute to adaptation efforts as examples of “extortion” and overreach. The directive also targets civil litigation that seeks to hold oil companies liable for climate damages—such as California’s ongoing lawsuits—and accuses states of attempting to regulate global emissions through retroactive penalties.

President Trump Issues Executive Order Aimed at Expanding Skilled Trades and Consolidating Workforce Programs. On April 23, President Trump signed [an executive](#)

[order](#) titled "Preparing Americans for High-Paying Skilled Trade Jobs of the Future," which directs the Secretaries of Labor, Education, and Commerce to review and modernize federal workforce development programs. The order calls for a comprehensive report within 90 days identifying opportunities to integrate or restructure workforce programs, eliminate ineffective spending, and better equip workers for high-demand sectors, including those involving artificial intelligence. It also outlines plans to support alternative credentials beyond four-year degrees and expand registered apprenticeships, setting a goal of reaching one million new active apprentices. Some have expressed concern that program consolidation may lead to funding cuts. The order's recommendations are expected to influence both the future of workforce development legislation, including potential reauthorization of the *Workforce Innovation and Opportunity Act* (WIOA), and the administration's upcoming budget proposals.

President Trump Orders Agencies to Repeal Regulations Using Fast-Track Authority.

On April 9, President Trump issued [a memorandum](#) directing federal agencies to repeal regulations deemed unlawful, including those inconsistent with recent Supreme Court rulings. The memo instructs agencies to use the "good cause" exemption under the *Administrative Procedure Act* to expedite repeals without the usual notice-and-comment process. The action prioritizes rules that exceed statutory authority or conflict with decisions such as *West Virginia v. EPA* and *Loper Bright v. Raimondo*. Agencies must justify each repeal and submit summaries of any regulations retained despite initial identification as potentially unlawful.

President Trump Imposes Tariffs on Most Goods, Then Announces 90-Day Pause.

On April 2, President Trump imposed sweeping "reciprocal" tariffs on nearly all imported goods. After briefly announcing a 90-day pause for most countries (excluding China), the administration reinstated the full 10% minimum tariff across the board, while maintaining higher rates on certain sectors and countries. Tariffs remain at 25% on Canadian and Mexican imports unless compliant with the U.S.-Mexico-Canada Agreement, and higher on Chinese goods. Additional measures include a 25% tariff on global steel, aluminum, and auto imports, with auto parts expected to follow, and the planned closure of the de minimis exemption beginning with China.

President Trump Directs CEQ to Launch Permitting Technology Action Plan.

On April 15, President Trump issued [a memorandum](#) directing the Council on Environmental Quality to lead the creation of a Permitting Technology Action Plan aimed at modernizing and accelerating federal environmental review and permitting processes. The plan will guide agencies in digitizing permit applications, streamlining interagency coordination, and enhancing transparency and predictability for project sponsors. CEQ must release the plan within 45 days, including technology standards, software requirements, and a roadmap for interagency data systems. The memo also establishes a Permitting Innovation Center to design and test new digital permitting tools.

Federal Hiring Freeze Extended. On April 17, the White House [announced](#) that the current hiring freeze has been extended to July 15. The hiring freeze, initially set to expire on April 20, applies to all executive branch departments and agencies with few exceptions including military personnel, positions related to national security or public safety, and positions within the Executive Office of the President.

CEQ Rule Revoking Biden-Era NEPA Regulations Takes Effect. On April 11, the Council on Environmental Quality's [interim final rule](#) revoking the Biden administration's National Environmental Policy Act (NEPA) regulations officially went into effect. Federal agencies now have until February 2026 to update and develop their own implementation procedures in line with the revised framework. The rule marks a major shift in federal environmental review policy, aligning with the Trump administration's broader regulatory overhaul.

DOT Secretary Issues Letter Reaffirming Legal Obligations for Transportation Funding Recipients. On April 24, Transportation Secretary Sean Duffy issued [a letter](#) reminding all recipients of federal transportation funding—including states, local governments, and other entities—that compliance with all applicable federal laws and regulations is a condition of receiving financial assistance, whether through grants, cooperative agreements, or loans. The letter outlines several key areas of compliance, beginning with non-discrimination requirements. Recipients must ensure that no discrimination occurs based on race, color, national origin, sex, or religion across their policies, programs, or employment practices. The letter noted that race-based classifications—including diversity, equity, and inclusion (DEI) initiatives—are presumptively unlawful except in rare and narrowly defined circumstances. The letter also stressed the importance of cooperating with federal immigration enforcement. Recipients must work with federal agencies, such as Immigration and Customs Enforcement (ICE), and refrain from activities that could obstruct immigration enforcement, such as issuing driver's licenses to undocumented immigrants or interfering with investigations. Furthermore, entities receiving federal funds must ensure that subrecipients are U.S. citizens, nationals, lawful permanent residents, or authorized legal entities that do not employ undocumented immigrants. Finally, the letter warns that failure to meet these requirements could lead to audits, demands for the repayment of funds, termination of financial assistance, or other enforcement actions.

DOT and Amtrak Cancel Grant for Texas High-Speed Rail Project. On April 14, U.S. Transportation Secretary Sean Duffy [announced](#) that the Department of Transportation and Amtrak have reached an agreement to terminate a \$63.9 million Corridor Identification and Development Program grant for the proposed Texas High-Speed Rail Corridor, intended to connect Dallas and Houston. DOT cited the decision as a move to save taxpayer dollars and refocus Amtrak on core operational improvements. According to the Federal Railroad Administration, approximately \$60 million in unspent funds will be reallocated to other rail projects.

FHWA Publishes Final Rule Repealing GHG Emissions Measure. FHWA has published [a final rule](#) that repeals a requirement that State departments of transportation (State DOT) and metropolitan planning organizations (MPO) establish declining carbon dioxide (CO2) targets for the greenhouse gas (GHG) measure and report on progress toward the achievement of the target. The rule is effective on May 19, 2025.

GAO Publishes Report on Railway-Highway Crossing Improvements. The Government Accountability Office (GAO) has published a [report](#) examining the Federal Highway Administration's (FHWA) Railway-Highway Crossings Program (RHCP), which provides funding to states for improving safety at public railway-highway grade crossings. Between 2019

and 2023, states utilized RHCP funds to enhance safety measures such as installing or upgrading bells, lights, and gates, with 77% of projects reporting zero crashes before and after implementation. The 2021 *Infrastructure Investment and Jobs Act* expanded RHCP's scope to include pedestrian projects related to trespassing, increasing federal cost share to 100%. However, the GAO found that FHWA's technical assistance lacks clarity on eligible pedestrian projects related to trespassing and recommends that FHWA provide additional information to better assist states in reducing pedestrian fatalities and injuries at grade crossings. The report recommends that FHWA should review RHCP technical assistance materials and update them to add information about the types of pedestrian projects related to trespassing that might be eligible for RHCP funding.

NHTSA Publishes Early Estimates of Traffic Fatalities for 2024. NHTSA [reported](#) that U.S. traffic fatalities declined by 3.8% in 2024 to an estimated 39,345 deaths, marking the first time since 2020 that fatalities dropped below 40,000 annually. This reduction continues an 11-quarter streak of declining fatalities since mid-2022. However, the fatality rate of 1.20 per 100 million vehicle miles traveled still exceeds the pre-pandemic average of 1.13. Additionally, 35 states and Puerto Rico saw decreases in fatalities, whereas fatalities rose in 14 states and the District of Columbia.

NHTSA Announces New AV Framework. NHTSA and DOT have unveiled a new Automated Vehicle (AV) Framework as a part of DOT's broader transportation innovation agenda. The AV Framework has three principles (1) prioritize the safety of ongoing AV operations on public roads; (2) unleash innovation by removing unnecessary regulatory barriers; and (3) enable commercial deployment of AVs to enhance safety and mobility for the American public. As a part of this framework, NHTSA is maintaining its [Standing General Order on Crash Reporting](#) but has amended it to reduce reporting burdens while focusing on severe incidents. Effective June 16, 2025, [the revised order](#) requires reporting of crashes involving Level 2 Advanced Driver Assistance Systems (ADAS) only if they result in fatalities, involve vulnerable road users, or meet specific injury criteria, whereas crashes involving higher-level Automated Driving Systems (ADS) continue to have broader reporting obligations. Additionally, the amendment streamlines reporting processes by eliminating duplicate reports from multiple entities and adjusting reporting timelines based on crash severity. Finally, [NHTSA has announced that it has expanded its Automated Vehicle Exemption Program](#) to include domestically produced vehicles. Previously, exemptions from certain Federal Motor Vehicle Safety Standards (FMVSS) were primarily available to imported vehicles for research and demonstration purposes. Now, U.S.-based manufacturers can apply for similar exemptions, facilitating the development and testing of innovative vehicle designs, including those equipped with Automated Driving Systems (ADS) with the aim to promote domestic innovation in advanced vehicle technologies while maintaining safety standards.

##



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June 2, 2025

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

**Subject: Marin County Transit District Third Quarter FY 2024/25
Financial Report**

Dear Board Members:

Recommendation

Accept report.

Summary

The quarterly report is an opportunity for your Board to review the District's financial status and to provide fiscal and operational accountability. This report represents all financial transactions for the District through the third quarter of Fiscal Year 2024/25.

Background

Unaudited revenues and expenditures are shown on a full accrual basis consistent with Generally Accepted Accounting Principles (GAAP) for special districts. All known revenues and expenditures for the period are reported even if they have not been received or are awaiting payment. These include recorded estimates for property tax and other significant transactions.

Discussion

Third quarter operations and capital expenses and revenues were consistent with the Board-adopted budget (Attachment A). Capital expenditures were 61 percent of the capital budget which includes the purchase of the new Francisco Blvd land parcel.

Transit Operating Expenses

FY 2024/25 transit operating expenditures through the third quarter (Attachment A, Page 1) are \$32.0 million, which is 71 percent of the annual budget of \$45.3 million. With these expenditures, Marin Transit delivered 73 percent of budgeted fixed route service hours and 69 percent of budgeted local paratransit service hours as identified in Table 1.



Transit Operating Revenues

Marin Transit's FY2024/25 operating revenues through the third quarter (Attachment A, Page 1) are \$36.8 million or 80 percent of the annual budget of \$45.8 million.

Capital Budget

Through the third quarter, Marin Transit's expenditures in the Capital Budget (Attachment A, Page 1) were \$21.8 million or 61 percent of the \$35.8 million budget. Capital revenues typically tie closely to expenditures as they tend to be on a reimbursement basis. The presented financials include an outstanding account receivable for \$10 million of Federal Transit Administration (FTA) Section 5339 funds for the purchase of the Francisco property. These funds are from the District's facility grant but cannot be obligated until after the Environmental phase is complete, which is currently projected for Fall 2025. There is more uncertainty around the receipt of these funds since it is our understanding that unobligated FTA discretionary funds are being reviewed by the Office of the USDOT Secretary. Attachment C includes a complete Capital Report for all major Marin Transit capital projects for the current period.

Table 1: FY2024/25 Year to Date (YTD) thru Third Quarter Service Operations

Service	Budgeted Annual Revenue Hours	YTD thru Q3 Actual Revenue Hours	% of Annual
Regular Fixed Route	167,400	122,740	73%
School Supplemental Service	1,725	1,132	66%
Muir Woods Shuttle	4,200	2,565	61%
West Marin Stagecoach Service	16,500	12,065	73%
Fixed Route Subtotal	189,825	138,502	73%
Marin Access Shuttles	2,500	525	21%
Local Paratransit Service	30,000	20,557	69%
Regional Paratransit Service	5,000	3,721	74%
Yellow School Bus Service	4 buses	4	-
Service	Annual Estimated Trips	YTD thru Q3 Actual Trips	% of Annual
Catch A Ride	16,000	17,087	107%
Volunteer Driver	10,000	8,555	86%

Source: Marin Transit

Fiscal/Staffing Impact

There are no fiscal impacts from this report.



Respectfully Submitted,

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

Lauren Gradia
Accounting Manager

Attachment A: FY 2024/25 Third Quarter Financial Report

Attachment B: FY 2024/25 Budget Amendments

Attachment C: Capital Projects Report

Marin Transit
FY2024/25 Q3 Budget Report
From 7/1/2024 Through 3/31/2025

(In Whole Numbers)

	<u>FY24 Actual</u>	<u>Total Budget - Original</u>	<u>Total Budget - Revised</u>	<u>Current Period Actual</u>	<u>Percent Total Budget Used</u>
Revenue					
Vehicle Operations	46,688,114	49,283,402	45,786,750	36,766,468	80%
Capital	2,441,429	9,751,108	34,352,213	18,663,967	54%
Total Revenue	<u>49,129,543</u>	<u>59,034,510</u>	<u>80,138,963</u>	<u>55,430,435</u>	<u>69%</u>
Expenses					
Vehicle Operations	41,350,242	45,290,112	45,290,112	31,991,121	71%
Capital	2,400,336	9,751,108	35,799,713	21,778,400	61%
Total Expenditures	<u>43,750,578</u>	<u>55,041,220</u>	<u>81,089,825</u>	<u>53,769,521</u>	<u>66%</u>
Expenditures	<u>43,750,578</u>	<u>49,220,186</u>	<u>81,089,825</u>	<u>53,769,521</u>	66%
Net Revenue Over Expenditures	<u>5,378,965</u>	<u>3,993,290</u>	<u>(950,862)</u>	<u>1,660,914</u>	<u>-175%</u>

Marin Transit
FY2024/25 Q3 Budget Report
From 7/1/2024 Through 3/31/2025

Operations Summary - Admin, Local, Rural, Marin Access, Yellow Bus

	FY24 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Fare Revenue	3,489,555	3,434,005	3,434,005	2,287,263	66.61%
Advertising & Other Revenue	48,325	50,000	50,000	36,243	72.49%
Purchase 7 35 ft Hybrids	1,493,935	1,521,924	1,521,924	1,244,149	81.75%
Interest	922,103	800,700	800,700	729,191	91.07%
Measure A	942,866	80,832	80,832	80,830	100.00%
Measure AA	17,754,997	18,561,868	18,561,868	12,473,845	67.20%
Measure B	793,674	913,000	913,000	810,433	88.77%
Property Taxes	5,909,281	6,166,642	6,166,642	4,619,659	74.91%
Redevelopment Area (RDA) Fees	84,675	84,000	84,000	39,296	46.78%
State Transit Assistance (STA)	5,245,116	5,784,253	5,784,253	3,427,523	59.26%
Transit Development Act (TDA)	7,881,923	11,412,830	11,412,830	8,559,623	75.00%
Other State	26,132	22,300	22,300	25,898	116.13%
FTA Funds	1,550,942	1,773,055	1,773,055	1,983,600	111.87%
National Park Service	548,596	658,047	658,047	448,916	68.22%
Cost Center Revenue Transfers	(4,003)	(1,980,054)	(5,476,706)	-	0.00%
Total Revenue	<u>46,688,117</u>	<u>49,283,402</u>	<u>45,786,750</u>	<u>36,766,468</u>	<u>80.30%</u>
Salaries and Benefits	3,317,126	3,833,506	3,833,506	2,758,100	71.95%
Consultant Services	622,871	692,088	692,088	199,900	28.88%
Professional Service-Legal	27,563	154,500	154,500	27,151	17.57%
Security and Maintenance	195,017	260,783	260,783	126,145	48.37%
Mobility Management Support Programs	6,472	63,506	63,506	4,702	7.40%
Grants to External Agencies	771,899	768,388	768,388	429,792	55.93%
Office Supplies	349,611	405,102	405,102	360,035	88.88%
General Insurance	125,419	162,000	162,000	130,755	80.71%
Contract Service Operation	32,699,205	35,065,755	35,065,755	25,629,308	73.09%
Membership & Prof Development	71,176	91,000	91,000	72,493	79.66%
Mileage and Travel	23,933	26,500	26,500	14,427	54.44%
Marketing	105,570	169,486	169,486	136,227	80.38%
Communication	171,859	268,648	268,648	226,270	84.23%
Fuel	2,948,794	3,563,954	3,563,954	1,904,350	53.43%
Utilities	55,363	70,072	70,072	47,953	68.43%
Vehicle Leases	27,130	27,944	27,944	20,358	72.85%
Office - Rental and Overhead	-	192,000	192,000	142,553	74.25%
Cost Center Transfers	<u>(168,764)</u>	<u>(525,121)</u>	<u>(525,121)</u>	<u>(239,396)</u>	<u>45.59%</u>
Total Expenses	<u>41,350,244</u>	<u>45,290,112</u>	<u>45,290,112</u>	<u>31,991,123</u>	<u>70.64%</u>
Net Revenue Over Expenditures	<u>5,337,873</u>	<u>3,993,291</u>	<u>496,639</u>	<u>4,775,345</u>	<u>961.53%</u>

Marin Transit
FY2024/25 Q3 Budget Report
From 7/1/2024 Through 3/31/2025

Detail - Administration

		FY24 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Interest	4070400	922,103	800,700	800,700	729,191	91.06%
Redevelopment Fees	4079950	45,589	49,000	49,000	23,568	48.09%
Residual ABX 126	4079954	39,086	35,000	35,000	15,728	44.93%
PropTax-CurrntSecured	4080101	5,185,538	5,468,100	5,468,100	4,210,895	77.00%
County Fee-SV2557Admin Basic Tax	4080102	(59,603)	(68,959)	(68,959)	(33,571)	48.68%
Property Tax-Unitary	4080103	53,542	50,000	50,000	29,415	58.83%
PropTax-CurrntUnSecur	4080104	108,969	90,000	90,000	8,233	9.14%
Educ Rev Augm Fund-Redist	4080105	510,865	513,500	513,500	340,435	66.29%
PropTax-Supp CY SECR	4080106	97,015	100,000	100,000	50,030	50.02%
PropTax-Supp Unsecured	4080107	6,279	5,000	5,000	4,801	96.02%
PropTax-Redemption	4080108	984	3,500	3,500	3,259	93.11%
Property Tax-Prior Unsecured	4080109	5,692	5,500	5,500	6,163	112.05%
Other State	4119940	192	300	300	191	63.81%
Total Revenue		6,916,250	7,051,642	7,051,642	5,388,338	76.41%
Transfers						
Property Tax Transfer	4700001	(1,643,981)	(2,535,380)	(6,032,032)	(288,123)	4.78%
Total Transfers		(1,643,981)	(2,535,380)	(6,032,032)	(288,123)	4.78%
Net Revenue		5,272,268	4,516,262	1,019,610	5,100,215	500%
Expense						
Salaries	5010200	2,020,831	2,376,983	2,376,983	2,000,803	84.17%
Employee Benefits	5020000	1,296,294	1,456,523	1,456,523	757,297	51.99%
Consultant Services	5030301	185,859	240,400	240,400	106,459	44.28%
Professional Svcs - Legal	5030303	27,563	154,500	154,500	27,151	17.57%
Prof Svcs - Accounting and Audit	5030305	36,571	38,500	38,500	0	0.00%
Security Services	5030701	1,843	3,000	3,000	2,526	84.20%
Office Supplies	5049901	6,220	14,626	14,626	4,503	30.78%
Small Furn/Equip	5049902	7,306	10,300	10,300	5,286	51.32%
Software	5049903	108,247	97,850	97,850	107,917	110.28%
Copier Suppl & Srvs	5049904	8,113	10,300	10,300	6,361	61.75%
Postage	5049905	4,970	9,000	9,000	99	1.10%
Computers	5049906	32,525	23,690	23,690	10,031	42.34%
Communication - Phone	5050201	32,922	37,500	37,500	26,444	70.51%
Insurance - Gen Liability	5060301	125,419	162,000	162,000	130,755	80.71%
Membership & Prof Development	5090101	71,176	91,000	91,000	72,493	79.66%
Mileage and Travel	5090202	23,933	26,500	26,500	14,427	54.44%
Marketing	5090801	17,160	15,000	15,000	12,524	83.49%
Office Rental	5121200	180,444	192,000	192,000	142,553	74%
Total Expense		4,187,396	4,959,672	4,959,672	3,427,629	68.96%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	(3,449,455)	(3,773,191)	(3,773,191)	(2,716,581)	71.99%
Cost Center Transfer Overhead	5100101	(718,177)	(658,490)	(658,490)	(408,030)	61.96%
Total Transfers		(4,167,632)	(4,431,681)	(4,431,681)	(3,124,611)	70.51%
Total Expense		19,764	527,990	527,990	303,018	56.02%

Marin Transit
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From 7/1/2024 Through 3/31/2025

			Total Budget -	Total Budget -	Current Period	Percent Total
<i>Detail- Local</i>		<u>FY24 Actual</u>	<u>Original</u>	<u>Revised</u>	<u>Actual</u>	<u>Budget Used</u>
Revenue						
Special Fares - Paid By Another Agency	4020000	337,289	350,000	350,000	134,983	38.56%
Advertising Revenue	4060301	48,324	50,000	50,000	36,243	72.48%
Local Government Payments	4090101	11,792	0	0	154,748	0.00%
Measure A Sales Tax	4092001	712,000	61,039	61,039	61,038	99.99%
Measure AA - Sales Tax	4092005	12,905,349	13,500,000	13,500,000	9,453,451	70.02%
State Transit Assistance -Population Based	4110101	2,685,116	3,224,253	3,224,253	1,492,523	46.29%
Transit Development Act (TDA)	4110102	7,881,923	11,412,830	11,412,830	8,559,623	75.00%
State Transit Assistance - Revenue Based	4110104	2,500,000	1,000,000	1,000,000	750,000	74.99%
SREC Credits	4119911	7,579	6,000	6,000	16,633	277.22%
Fed- FTA 5307 STP	4139912	284,002	0	0	0	0.00%
National Park Service	4139951	548,596	658,047	658,047	448,916	68.21%
Fare Revenue	4140100	<u>2,364,674</u>	<u>2,213,000</u>	<u>2,213,000</u>	<u>1,639,283</u>	<u>74.07%</u>
Total Revenue		30,286,642	32,475,169	32,475,169	22,747,440	70.05%
Transfers						
Property Tax Transfer	4700001	137,566	100,000	100,000	288,123	288%
Program Revenue Transfer	4700002	110,369	100,000	100,000	0	0.00%
Total Transfers		<u>247,935</u>	<u>200,000</u>	<u>200,000</u>	<u>288,123</u>	<u>144%</u>
Net Revenue		30,534,577	32,675,169	32,675,169	23,035,563	<u>70.50%</u>
Expense						
Consultant Services	5030301	331,055	267,800	267,800	28,711	10.72%
Fare Processing Charges	5030310	42,142	23,340	23,340	24,406	104.56%
Bus Stop Maintenance	5030501	105,172	160,000	160,000	66,018	41.26%
Custodial Service	5030602	13,043	33,283	33,283	10,227	30.72%
Facility Maintenance	5030604	33,638	41,200	41,200	22,503	54.61%
Security Services	5030701	9,092	0	0	1,722	0.00%
Fuel	5040101	2,131,968	2,471,839	2,471,839	1,273,323	51.51%
Electrical Power	5040160	94,701	222,789	222,789	119,826	53.78%
Utilities (Facility)	5040180	40,339	38,245	38,245	36,210	94.67%
Small Furn/Equip	5049902	11,935	10,609	10,609	3,993	37.63%
Software	5049903	47,219	65,000	65,000	98,049	150.84%
Computers	5049906	0	0	0	5,767	0.00%
Communication-AVL	5050205	84,800	143,490	143,490	76,094	53.03%
Communication-Data	5050206	9,717	13,940	13,940	65,360	468.87%
Purchased Transportation - In Report	5080101	24,373,401	25,987,128	25,987,128	18,951,098	72.92%
Marketing	5090801	<u>55,020</u>	<u>95,000</u>	<u>95,000</u>	<u>91,425</u>	<u>96.23%</u>
Total Expense		27,383,245	29,573,663	29,573,663	20,874,732	70.59%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	2,608,290	2,664,770	2,664,770	1,878,657	70.49%
Cost Center Transfer Overhead	5100101	<u>543,046</u>	<u>436,817</u>	<u>436,817</u>	<u>282,174</u>	<u>64.59%</u>
Total Transfers		3,151,335	3,101,588	3,101,588	2,160,831	69.67%
Total Expense		<u>30,534,580</u>	<u>32,675,251</u>	<u>32,675,251</u>	<u>23,035,563</u>	<u>70.49%</u>

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		FY24 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
<i>Detail - Rural</i>						
Revenue						
Measure A Sales Tax	4092001	57,672	4,944	4,944	4,944	100.00%
Measure AA - Sales Tax	4092005	926,812	933,109	933,109	667,604	71.54%
State Transit Assistance - Revenue Based	4110104	0	1,500,000	1,500,000	1,125,000	75.00%
Fed-FTA 5311 Rural	4139920	413	0	0	285,237	0.00%
Fare Revenue	4140100	<u>77,818</u>	<u>70,000</u>	<u>70,000</u>	<u>56,653</u>	<u>80.93%</u>
Total Revenue		1,062,715	2,508,053	2,508,053	2,139,438	85.30%
Transfers						
Property Tax Transfer	4700001	<u>1,442,593</u>	<u>255,326</u>	<u>255,326</u>	-	<u>0.00%</u>
Total Transfers		1,442,593	255,326	255,326	0	0.00%
Net Revenue		<u>2,505,308</u>	<u>2,763,379</u>	<u>2,763,379</u>	<u>2,139,438</u>	<u>77.42%</u>
Expense						
Consultant Services	5030301	0	16,480	16,480	0	0.00%
Fuel	5040101	268,984	338,697	338,697	230,389	68.02%
Small Furn/Equip	5049902	118	5,000	5,000	0	0.00%
Communication-AVL	5050205	3,384	19,868	19,868	8,732	43.95%
Communication-Data	5050206	(4,743)	0	0	5,444	0.00%
Purchased Transportation - In Report	5080101	2,051,073	2,207,290	2,207,290	1,647,211	74.62%
Marketing	5090801	<u>5,882</u>	<u>21,855</u>	<u>21,855</u>	<u>9,961</u>	<u>45.58%</u>
Total Expense		2,324,697	2,609,189	2,609,189	1,901,737	72.89%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	149,488	140,495	140,495	109,528	77.95%
Cost Center Transfer Overhead	5100101	<u>31,123</u>	<u>41,273</u>	<u>41,273</u>	<u>16,451</u>	<u>39.85%</u>
Total Transfers		180,612	181,768	181,768	125,979	69.31%
Total Expense		<u>2,505,309</u>	<u>2,790,957</u>	<u>2,790,957</u>	<u>2,027,716</u>	<u>72.65%</u>

Marin Transit
FY2024/25 Q3 Budget Report
From 7/1/2024 Through 3/31/2025

			Total Budget -	Total Budget -	Current Period	Percent Total
<i>Detail - Marin Access</i>		<u>FY24 Actual</u>	<u>Original</u>	<u>Revised</u>	<u>Actual</u>	<u>Budget Used</u>
Revenue						
Measure A Sales Tax	4092001	173,194	14,848	14,848	14,848	99.99%
Measure AA - Sales Tax	4092005	2,830,506	3,020,411	3,020,411	1,574,823	52.13%
Measure B	4099950	793,674	913,000	913,000	810,433	88.76%
State Transit Assistance -Population Based	4110101	60,000	60,000	60,000	60,000	100.00%
State Prop Tx Relief HOPTR	4119910	18,361	16,000	16,000	9,073	56.70%
Fed-FTA 5307 Urbanized Area Formula	4139910	1,065,277	1,006,374	1,006,374	1,208,899	120.12%
Fed-FTA 5310 Mobility	4139915	201,250	766,681	766,681	489,464	63.84%
Fare Revenue	4140100	201,181	200,500	200,500	172,741	86.15%
GGBHTD Payment for Local Paratransit	4601003	668,028	736,916	736,916	491,600	66.71%
GGBHTD Payment for Regional Paratransit	4601004	<u>800,005</u>	<u>766,040</u>	<u>766,040</u>	<u>587,178</u>	<u>76.65%</u>
Total Revenue		6,811,477	7,500,770	7,500,770	5,419,059	72.25%
Transfers						
Property Tax Transfer	4700001	59,819	200,000	200,000	0	0.00%
Program Revenue Transfer	4700002	<u>(110,369)</u>	<u>(100,000)</u>	<u>(100,000)</u>	-	<u>0.00%</u>
Total Transfers		(50,550)	100,000	100,000	0	0.00%
Net Revenue		<u>6,760,927</u>	<u>7,600,770</u>	<u>7,600,770</u>	<u>5,419,059</u>	<u>71.29%</u>
Expense						
Consultant Services	5030301	16,605	88,265	88,265	37,078	42.00%
Fare Processing Charges	5030310	1,551	0	0	1,796	0.00%
Custodial Service	5030602	2,860	3,500	3,500	1,300	37.14%
Facility Maintenance	5030604	13,697	16,000	16,000	11,827	73.91%
Security Services	5030701	1,150	2,300	2,300	0	0.00%
Fuel	5040101	453,142	530,629	530,629	280,812	52.92%
Utilities (Facility)	5040180	15,024	31,827	31,827	11,743	36.89%
Small Furn/Equip	5049902	0	10,000	10,000	699	6.99%
Software	5049903	121,751	148,727	148,727	116,733	78.48%
Communication-MERA Radio	5050204	33,742	34,754	34,754	34,463	99.16%
Communication-Data	5050206	11,863	19,096	19,096	9,283	48.61%
Purchased Transportation - In Report	5080101	4,781,903	5,380,048	5,380,048	3,898,628	72.46%
Purchased Transportation - Regional	5080102	737,591	700,009	700,009	552,959	78.99%
Marketing	5090801	27,507	37,132	37,132	22,294	60.04%
Misc-Exp Transit User Training	5098001	6,390	13,506	13,506	4,702	34.81%
Gap Grant	5098002	<u>82</u>	<u>50,000</u>	<u>50,000</u>	-	<u>0.00%</u>
Total Expense		6,224,855	7,065,793	7,065,793	4,984,317	70.54%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	443,695	401,414	401,414	432,112	107.64%
Cost Center Transfer Overhead	5100101	<u>92,377</u>	<u>117,923</u>	<u>117,923</u>	<u>64,903</u>	<u>55.03%</u>
Total Transfers		536,072	519,337	519,337	497,016	95.70%
Total Expense		<u>6,760,927</u>	<u>7,585,131</u>	<u>7,585,131</u>	<u>5,481,333</u>	<u>72.26%</u>

Marin Transit
FY2024/25 Q3 Budget Report
From 7/1/2024 Through 3/31/2025

<i>Detail - Yellow Bus</i>			Total Budget -	Total Budget -	Current Period	Percent Total
		FY24 Actual	Original	Revised	Actual	Budget Used
Revenue						
Yellow Bus Fares - Paid by Another Agency	4030000	171,000	177,840	177,840	0	0.00%
Local Government Payments	4090101	14,110	18,969	18,969	10,622	55.99%
Measure AA - Sales Tax	4092005	1,092,330	1,108,348	1,108,348	777,968	70.19%
Fare Revenue - Yellow Bus	4140105	<u>337,593</u>	<u>422,665</u>	<u>422,665</u>	<u>283,604</u>	<u>67.09%</u>
Total Revenue		1,615,033	1,727,822	1,727,822	1,072,194	62.05%
Expense						
Consultant Services	5030301	11,102	5,000	5,000	1,899	37.98%
Fare Processing Charges	5030310	11,961	13,803	13,803	9,129	66.14%
Custodial Service	5030602	545	0	0	443	0.00%
Software	5049903	1,209	0	0	597	0.00%
Communication-Data	5050206	174	0	0	450	0.00%
Yellow Bus School Service	5080103	755,237	791,280	791,280	579,412	73.22%
Marketing	5090801	0	500	500	22	4.36%
Measure AA Yellow Bus Grants	5098008	771,899	768,388	768,388	429,792	55.93%
Leases and Rentals - Passenger Vehicles	5120401	<u>27,130</u>	<u>27,944</u>	<u>27,944</u>	<u>20,358</u>	<u>72.85%</u>
Subtotal Expense		1,579,258	1,606,915	1,606,915	1,042,103	64.85%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	108,300	80,283	80,283	88,149	109.79%
Cost Center Transfer Overhead	5100101	<u>22,548</u>	<u>23,585</u>	<u>23,585</u>	<u>13,240</u>	<u>56.13%</u>
Total Transfers		130,849	103,867	103,867	101,389	97.61%
Total Expense		<u>1,710,106</u>	<u>1,710,782</u>	<u>1,710,782</u>	<u>1,143,492</u>	<u>66.84%</u>

Marin Transit
FY2024/25 Q3 Budget Report
From 7/1/2024 Through 3/31/2025

Detail: Capital Budget

	Total Project Budget	Prior Year Expenditures	FY2024/25 Budget	FY2024/25 Revised	FY2024/25 Actual	Total Project Expenditures
HZ 10 Hybrid Bus Battery Replacements	716,431	0	716,431	716,431	2,469	2,469
LE Purchase 7 35 ft Hybrids	6,423,974	40,936	0	6,383,038	6,137,554	6,178,490
LF Purchase 3 35ft Hybrids	2,850,000	0	5,000	5,000	0	0
PE Purchase 1 electric paratransit	677,208	9,862	667,913	667,346	3,664	13,526
PG Purchase 12 Paratransit Replacements	1,308,000	0	5,000	5,000	0	0
Subtotal Vehicles	11,975,613	50,798	1,394,344	7,776,815	6,143,686	6,194,485
BN Novato Bus Stop Shelters	96,913	3,257	55,143	93,656	73,654	76,911
BP ADA Bus Stop Improvements	2,503,000	361,024	1,461,679	1,441,985	80,956	441,980
BQ Capital Corridor Improvements	2,000,000	78,245	800,000	806,755	119,349	197,594
Subtotal Bus Stop Improvements	4,599,913	442,526	2,316,822	2,342,396	273,958	716,485
FG Facility Maintenance Facility	45,678,000	253,542	355,902	20,096,458	14,261,885	14,515,427
FH Facility - 3010/3020 Kerner Improvements	3,535,967	471,923	3,164,040	3,064,044	462,820	934,743
FI Facility - Kerner Driver Break Room	650,000	0	650,000	650,000	0	0
YF Yellow Bus Parking Facility	3,000,000	0	0	0	0	0
Subtotal Facility	52,863,967	725,465	4,169,942	23,810,502	14,724,705	15,450,170
OD On Board Equipments	1,250,000	0	1,250,000	1,250,000	536,167	536,167
Subtotal On Board Equipment	1,250,000	0	1,250,000	1,250,000	536,167	536,167
GG Golden Gate Capital Costs (GG)	24,000	74,127	20,000	20,000	10,699	10,699
VR Major Vehicle Repairs (VR)	200,000	285,443	200,000	200,000	54,147	54,147
IF Infrastructure Support (IF)	400,000	1,652,015	400,000	400,000	35,037	35,037
Subtotal Ongoing Capital Expenses	624,000	2,011,585	620,000	620,000	99,883	99,883
Total Expenditures	71,313,493	3,230,374	9,751,108	35,799,713	21,778,400	22,997,191

Attachment B

FY2024/25 Q3
Budget Amendments

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
2025-01	08/05/2024	Moved budget from future years to FY2024/25 for the purchase of property. No change to total project cost.	Capital	Capital	FG	5230104 Facilities	355,902	19,750,000	20,105,902
		Total Change for 2025-01							19,750,000
2025-02	12/02/2024	Roll forward of FY2024 Capital Project expenditures.	Capital	Capital	LE	5230101 Vehicles	0	6,383,038	6,383,038
					PE	5230101 Vehicles	667,913	-567	667,346
					BN	5230104 Facilities	55,143	2,715	57,858
					BP	5230104 Facilities	1,461,679	-19,694	1,441,985
					BQ	5230104 Facilities	800,000	6,755	806,755
					FG	5230104 Facilities	20,105,901	-9,444	20,096,458
					FH	5230104 Facilities	3,164,040	-99,996	3,064,044
		Total Change for 2025-02							6,262,807
2025-03	12/02/2024	Increase total project budget for 3010/3020 Kerner construction	Capital	Capital	FH	5230104 Facilities	3,535,967	1,100,000	4,635,967
		Total Change for 2025-03							1,100,000

Attachment B

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
2025-04	03/03/2025	Add additional budget to Novato Bus Stop Shelter project	Capital	Capital	BN	5230104 Facilities and Stops	61,115	35,798	96,913
		Total Change for 2025-04						35,798	
2025-05	01/31/2025	Increase total project budget for Bus Stop Improvements projects	Capital	Capital	BP	5230104 Facilities and Stops	250,000	1,803,000	2,053,000
		Total Change for 2025-05						1,803,000	



Capital Projects Report FY2024/25

This capital project report provides details through the Third Quarter FY2024/25. Project descriptions and status are given for all major capital projects. Projects are grouped according to project type as shown below.

	Total Project Budgets	Total Expended FY2025	Total Project Expenditures
Vehicles	\$11,975,613	\$6,143,686	\$6,194,485
Bus Stop Improvements	\$4,599,913	\$273,958	\$716,485
Facility	\$52,863,967	\$14,724,706	\$15,450,170
Technology Projects	\$1,250,000	\$536,167	\$536,167
Ongoing Capital Expenses	\$624,000	\$99,883	\$99,883 (annual)
	\$71,313,493	\$21,778,401	\$22,997,191

Hybrid Battery Refresh

Total Project Budget

\$716,431

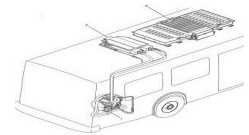
Concept: Purchase replacement batteries for Hybrid buses

Funding: \$716,431 Measure AA

*Federal funds allocated will be spent on preventive maintenance

Description: Perform required mid-life hybrid battery refresh on 10 2017 35ft buses

Status: Procurement process has started and is expected to finish in 2025.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u> <u>Date</u>	<u>Percent Complete</u>	<u>Anticipated</u> <u>Completion Date</u>
HZ	\$716,431	\$2,469	0%	Dec-25

Purchase Seven 35ft Hybrid Vehicles (Replacement)

Total Project Budget

\$6,423,974

Concept: Replace seven 35ft Hybrid vehicles to replace vehicles beyond their useful life.

Funding: \$4,882,220 Federal Section 5307

\$770,877 State

\$770,877 Measure AA

Description: Purchase seven 35ft Hybrid vehicles

Status: Vehicles have been delivered and entered service in July 2024. Staff is working on final project closeout.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u> <u>Date</u>	<u>Percent Complete</u>	<u>Anticipated</u> <u>Completion Date</u>
LE	\$6,423,974	\$6,178,490	99%	Jun-25

Purchase Three 35ft Hybrid Vehicles

Total Project Budget

\$2,850,000

Concept: Purchase Three 35ft Hybrid Vehicles

Funding: \$2,166,000 Federal 5307

\$684,000 Measure AA

Description: Project has been updated to include purchase of four 30ft and five 40ft replacement buses.

The revised project description and budget are included in the FY2025/26 budget. Staff is waiting

Status: for vehicle quotes for bus manufacturer and plans to take the purchase to the Board in summer 2025.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u> <u>Date</u>	<u>Percent Complete</u>	<u>Anticipated</u> <u>Completion Date</u>
LF	\$2,850,000	\$0	0%	Jun-26

VEHICLES



VEHICLES

Purchase 12 Paratransit Replacements**Total Project Budget \$1,308,000**Concept: Purchase 12 paratransit replacementsFunding: \$1,046,400 Federal Section 5307
\$261,600 Measure AADescription: Replace 12 paratransit vehicles beyond their useful lifeStatus: This purchase is anticipated to start in Spring 2025.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u> <u>Date</u>	<u>Percent Complete</u>	<u>Anticipated</u> <u>Completion Date</u>
PG	\$1,308,000	\$0	0%	Aug-25

Purchase Electric Paratransit Vehicle**Total Project Budget \$677,208**Concept: Purchase One Electric Paratransit VehicleFunding: \$677,208 State LCTOPDescription: Purchase two EV paratransit vehiclesStatus: Marin Transit will replace one paratransit vehicle with two electric paratransit vehicles. The District is waiting for the release of a upcoming vehicle that may have improved range and features. Staff plans to bring this purchase to the Board for authorization in spring 2025.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u> <u>Date</u>	<u>Percent Complete</u>	<u>Anticipated</u> <u>Completion Date</u>
PE	\$677,208	\$13,526	2%	Dec-25

BUS STOP IMPROVEMENTS

Bus Stop Improvements - Novato Bus Shelters**Total Project Budget \$61,115**Concept: Replace Bus Shelters in NovatoFunding: \$48,892 Federal Lifeline Program
\$48,021 Measure AADescription: Marin Transit will replace up to eight advertising shelters previously under contract with an advertising company through the City of Novato with low-maintenance shelters.Status: All shelters have been installed and staff is working on final project closeout.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u> <u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>
BN	\$96,913	\$76,911	79%	Jun-25



BUS STOP IMPROVEMENTS

Bus Stop Improvements - County Wide Stop Improvements**Total Project Budget \$2,503,000**Concept: Complete construction of Bus Stop Improvements

Funding: \$1,362,400 Federal
\$1,140,600 Measure AA

Description: Design & Construction for ADA Bus Stop Improvements

Status: A construction contract was awarded in December 2024. Construction is anticipated to break ground in Spring 2025.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u> <u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>
BP	\$2,503,000	\$441,980	18%	Jun-26

Bus Stop Improvements - Capital Corridors Improvements**Total Project Budget \$2,000,000**Concept: Improve High Ridership Corridors

Funding: \$1,600,000 Federal OBAG 3
\$400,000 Measure AA

Description: Evaluate and make improvements to three high ridership corridors.

Status: Marin Transit has procured communication needed for buses to use signal priority features in San Rafael. Staff is working with San Rafael to enable the system in San Rafael. Staff executed a task order with On-Call planning team to start the corridor evaluation process and identify improvement opportunities.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u> <u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>
BQ	\$2,000,000	\$197,594	10%	Jun-26

ADMIN AND OPERATIONS FACILITY

Facility - Maintenance Facility**Total Project Budget \$45,678,000**Concept: Purchase/Build Fixed Route Maintenance Facility

Funding: \$14,178,000 Capital Reserve
\$31,500,000 FTA 5339

Description: Purchase/Build Fixed Route Maintenance Facility

Status: Property was purchased at 1075 Francisco Blvd E. Marin Transit is working on NEPA and CEQA clearances.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u> <u>Date</u>	<u>Percent Complete</u>	<u>Anticipated</u> <u>Completion Date</u>
FG	\$45,678,000	\$14,515,427	32%	Jul-27

**Facility - Kerner Driver Break Room Improvements****Total Project Budget****\$650,000**Concept: Improve Driver Break Room at KernerFunding: \$650,000 Local Property TaxDescription: Make improvements to Kerner Maintenance Facility to provide drivers with a Break Room area.Status: Project anticipated to begin in 2025.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>	
FI	\$650,000	\$0	0%	Jun-26	

Facility - 3010/3020 Kerner Improvement**Total Project Budget****\$3,535,967**Concept: Improvements to the 3010/3020 Kerner Parking FacilityFunding: \$655,747 LCTOP Funding

\$1,192,790 FTA 5307

\$300,000 Local Property Tax

Description: Prepare site for vehicle parking and electric bus chargingStatus: Board authorized a construction Contract in December 2024. Staff anticipates construction to break ground in the Spring of 2025 and be complete by January 2026.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>	
FH	\$3,535,967	\$934,743	26%	Dec-25	

Facility - Yellow Bus Parking Facility**Total Project Budget****\$3,000,000**Concept: Identify and purchase property for vehiclesFunding: \$3,000,000 Capital ReserveDescription: Replace temporary leased parking with a permanent locationStatus: Marin Transit is evaluating and identifying opportunities for land acquisition.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>	
YF	\$3,000,000	\$0	0%	NA	



TECHNOLOGY PROJECTS

Technology Projects - On Board Technology

Total Project Budget \$1,250,000

Concept: Fund the purchase of equipment needed for farebox transition.

Funding: \$1,000,000 Federal 5307

\$250,000 Measure AA

Description: Fund purchase of new passenger counting equipment, replacement fareboxes, and associated advanced vehicle location equipment.

Status: New automatic passenger counters were installed fleetwide in November 2024. A contract for a new advanced vehicle location system, will be brought to the Board for award in January. A procurement for replacement fareboxes will begin summer 2025.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>	
OD	\$1,250,000	\$536,167	43%	Dec-25	

ONGOING CAPITAL EXPENSES

Ongoing Capital Expenses

Annual Budget \$624,000

Concept: Ongoing capital expenses

Funding: \$624,000 Measure A

<u>Projects:</u>		<u>Total Project</u>		<u>Annual Budget</u>	<u>Expended in</u>
		<u>Budgets</u>			<u>FY2025</u>
GG	Golden Gate Capital Costs	\$24,000		\$20,000	\$10,699
VR	Major Vehicle Repairs	\$200,000		\$200,000	\$54,147
IF	Infrastructure Support	\$400,000		\$400,000	\$35,037



Description: Ongoing capital costs associated with the Golden Gate operations contract, major vehicle repairs, and other small capital expenses.

Status: Capital depreciation expenses for equipment owned by Golden Gate Transit are billed monthly. Major vehicle repairs, such as transmissions, are expended as needed. Infrastructure support includes small capital projects, staff support, and work on partner agency capital projects.



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City of San Rafael

June 2, 2025

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

Subject: Marin Transit Quarterly Performance Report for the Third Quarter of FY 2024/25

Dear Board Members:

Recommendation

Information only.

Summary

As part of the District's service monitoring process, staff prepare a quarterly performance report. Attached is the report for the third quarter of FY 2024/25.

The quarterly report provides route-level statistics and performance measures with financial data and an in-depth analysis of trends. The report discusses any relevant external factors such as weather, operator shortages, and service changes. A report on Community Engagement activities for the quarter is also included.

Additional detailed analyses of system performance and trends are provided in an annual system performance report. This report is available on the District's website at <https://marintransit.org/service-performance-and-reports> in addition to the monthly reports.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

Asher Butnik
Senior Transit Planner

Attachment A: Quarterly Performance Report for FY 2024/25 Q3

Attachment B: FY 2024/25 Q3 (January – March) Marin Transit Outreach and Travel Training



Quarterly Performance Report for FY 2024/25 Q3

This report summarizes the operational performance of Marin Transit services for the third quarter of FY 2024/25 from January 1, 2025 through March 31, 2025. The Quarterly Performance Report provides detailed route-level statistics, analyzes trends, and evaluates performance measures established under Measure A and Measure AA.

Report Format

The data presented in this report is generated directly from TransTrack, Marin Transit's data management system. TransTrack enables Marin Transit to consolidate and analyze all operational data from the District's transit programs and contractors in one system. TransTrack reports all costs associated with service operations, not just contractor costs. This reporting format most accurately represents the District's actual costs of providing service.

In Q3 FY 2024/25, Marin Transit began using Automatic Passenger Counters (APCs) to tally ridership on fixed route services. APCs provide more accurate passenger counts than the previous fare-based method. This report notes cases where changes in route-level rider counts may be due to the APC implementation.

Route performance is presented relative to typology-based targets. The Board adopted [updated typologies and targets on September 9, 2024](#). These typologies group routes by similar characteristics in terms of frequency, span, operational environment, and markets they are intended to serve; setting performance targets at the typology level helps link route performance to systemwide performance, to understand how the network is functioning vis a vis its intended goals. All performance and financial data are consistent with the District's reporting for the National Transit Database.

Performance Targets

Performance targets are measured in both productivity (unlinked passengers per hour and per trip) and cost-effectiveness (subsidy per unlinked passenger trip). Table 1 below summarizes route level performance targets by typology. Note that there are no productivity or cost-effectiveness targets identified for the Yellow Bus, Muir Woods Shuttle, Volunteer Driver, and Catch-A-Ride programs.

Table 1: Productivity and Subsidy Targets by Service Typology

Service Typology	Routes	Unlinked Passenger Trips per Hour (at or above)	Subsidy per Passenger Trip (at or below)
Local	17, 22, 23, 35, 36, 49, 71	18	\$10.88
Community	29, 57, 219, 228, 233, 245	8	\$19.04
Supplemental	613, 619, 625, 654	20 per trip	\$16.32
Rural	61, 68	6	\$29.92
Demand Response	Local Paratransit, Marin Access Shuttles	2	\$108.80



Performance Summary

In the third quarter of FY 2024/25, Marin Transit carried a total of 806,223 passengers systemwide. This represents a ridership increase of 10% compared to the third quarter of the previous fiscal year and is 5% higher than pre-pandemic ridership (Q3 FY2018/19).

On fixed route transit services, Marin Transit carried 753,153 riders. This is an increase of 10% compared to the third quarter of FY 2023/24. The Ross Valley Yellow Bus program carried 32,330 passengers. This represents an increase of 8% compared to the third quarter of the previous fiscal year. Marin Access services carried 20,740 trips on demand response and mobility management programs. This reflects an increase of 10% compared to the third quarter of the last fiscal year. The Muir Woods Shuttle did not operate this quarter. The tables at the end of this report provide a breakdown of all route-level statistics.

Local (Routes 17, 22, 23, 35, 36, 49, and 71)

In the third quarter of FY 2024/25, Local routes carried 609,117 passengers. This represents an increase of 10% compared to the third quarter of the prior fiscal year. The Local typology carried 20 passengers per revenue hour, meeting the target of 18 or higher, and the average subsidy per passenger was \$8.38, meeting the target of \$10.88 or lower. Local service accounted for 68% of fixed route service in revenue hours and 81% of fixed route ridership in the third quarter of FY 2024/25.

Community (Routes 29, 57, 219, 228, 233, 245)

During the third quarter of the fiscal year, Community routes carried 99,583 total passengers. This represents an increase of 2% from the third quarter of the last fiscal year. The Community typology carried 10 passengers per revenue hour, meeting the target of 8 or higher, and the average subsidy per passenger was \$15.95, meeting the target of \$19.04 or lower. Community services accounted for 22% of fixed route service in revenue hours and provided 13% of fixed route ridership in the third quarter of FY 2024/25.

Supplemental School (Routes 613, 619, 625, and 654)

Supplemental School routes carried 16,976 passengers in the third quarter of FY 2024/25. This represents a 60%¹ increase from the third quarter of the prior fiscal year. The Supplemental typology carried 26 passengers per trip, meeting the target of 20 or higher, and the average subsidy per passenger was \$5.04, meeting the target of \$16.32 or lower. Supplemental service accounted for 1% of fixed route service in revenue hours and provided 2% of fixed route ridership in the third quarter of FY 2024/25.

Rural (West Marin Stagecoach Routes 61 and 68)

In the third quarter of the fiscal year, the two Stagecoach routes carried 27,477 passengers. This represents an 18% increase from the third quarter of the prior fiscal year. The Rural typology carried 7

¹ District staff believe that, prior to Automatic Passenger Counter (APC) implementation, ridership on some Supplemental School routes was undercounted. The youth pass, which the majority of riders on these routes use, is a “flash” pass that does not interact with the farebox, and relies on drivers manually punching each rider in. When large numbers of students all using the youth pass board at once, the driver may visually verify all the passes, but not accurately punch in the correct number of riders. Staff believe that the current quarter passenger count on Supplemental School routes is accurate, but the prior year count is likely inaccurate, resulting in what appears to be a very large year-over-year increase. Systemwide, the difference is negligible, but for Supplemental School routes specifically, the difference is noteworthy.



passengers per revenue hour, meeting the target of 6 or higher, and the average subsidy per passenger was \$23.71, meeting the target of \$29.92 or lower. Rural service accounted for 9% of fixed route service in revenue hours, and ridership represented 4% of fixed route ridership in the third quarter of FY 2024/25.

Muir Woods Shuttle

The Muir Woods Shuttle did not operate in the third quarter of FY 2024/25.

Yellow Bus

In the third quarter of FY 2024/25, the Ross Valley School District yellow bus service carried 32,330 passengers. This represents an increase of 8% compared to the third quarter of the prior year, which is comparable to the 6% increase in school days from the prior year.

Marin Access

In the third quarter of FY 2024/25, Marin Access offered ADA Paratransit service, the Marin Access Shuttles program, the Volunteer Driver program, and the Catch-A-Ride 2.0 pilot program.

The Demand Response typology represents the subset of Marin Access services that are operated by the District's Demand Response contractor, Transdev, and includes ADA Paratransit service and the Marin Access Shuttles program. In the third quarter of FY 2024/25, Demand Response services carried 12,325 passengers, a decrease of 4% from the prior year. The service productivity average of 1.8 passengers per revenue hour did not meet the 2.0 target. The average subsidy per passenger of \$112.77 did not meet the target of \$108.80 or lower.

The Volunteer Driver Program completed 2,080 trips in the third quarter of FY 2024/25. This represents a 16% decrease compared to the previous fiscal year.

The Catch-A-Ride 2.0 pilot program provided 6,335 one-way trips. This represents an increase of 78% compared to the prior year. The Catch-A-Ride 2.0 pilot has seen strong and sustained growth for the seven consecutive quarters since its inception.

Community Engagement

Staff perform various activities on an ongoing basis to engage the community and share information about Marin Transit and Marin Access programs and services. In the third quarter, there was a continued focus on establishing a more regular presence at new and familiar locations across the County to meet people where they are and provide the community with information about public transit and Marin Access programs and services. Events were held in various formats, at various locations, and on varying days and times to meet the needs of the community. The attached report outlines community engagement initiatives for various target audiences, including community members, fixed route riders, and Marin Access riders.

In the third quarter of FY 2024/25, staff completed fifteen events, including one Navigating Transit presentation, one resource table at an open house event, two presentations to community partners about Marin Transit and Marin Access Programs and services, and eleven satellite hour events. Nearly all events had Spanish translation services available. Staff also conducted a survey and a series of focus groups and rider interviews to collect feedback on the Stagecoach program. In total, staff reached over 250 community members. In Q3, this reach of activities was nearly three times higher compared to the same period of FY 2023/24 and the number of events was two times higher.



Digital outreach has continued to be an effective tool for engaging those who currently use our services and those who may be considering trying transit. In Q3 of FY 2024/25 staff distributed three E-Newsletters and created 54 social media posts across several platforms. In total, these efforts reached over 2,500 individuals. Staff will continue to test engagement strategies and monitor the outcome of engagement campaigns to inform future activities for the team.

Ridership Trends

The District continues to experience strong ridership; total ridership surpassed pre-pandemic levels by 5% in Q3. However, ridership recovery has not been spread evenly across Marin Transit programs. Fixed route ridership recovery was swift and has remained strong; fixed route services exceeded pre-COVID ridership by 13% in the third quarter of FY 2024/25. Marin Access services by contrast were at 50% of pre-COVID ridership levels this quarter. For about a year and a half, Marin Access ridership had plateaued at around 40-45% of pre-pandemic levels. The current quarter represents the fifth consecutive quarter where year over year ridership on Marin Access services has increased slightly, now fully reaching half of pre-COVID. Marin Transit staff believe that the restructuring of Marin Access programs, which took effect on July 1, 2023, has had a positive effect on Marin Access ridership and the mobility of older adults and people with disabilities in the County.

This quarter, Marin Transit experienced strong ridership growth compared to the national average. According to the National Transit Database, in the third quarter of FY 2024/25, nationwide bus ridership declined by 3% from the prior year, compared to Marin Transit's 10% increase over the prior year for fixed route services.

Marin Transit continues to have one of the strongest ridership recoveries in the Bay Area at 113% of pre-COVID for fixed route services, and one of the strongest in the country when comparing to pre-COVID levels (the national average this quarter was 79%). Compared to other North Bay transit agencies, Marin Transit fixed route services continue to perform well. In the third quarter of FY 2024/25, Golden Gate Transit carried 360,285 passengers on its fixed route bus service, representing just under half of Marin Transit's fixed route ridership (753,153), while SMART carried 270,323 passengers. Golden Gate Transit experienced a 5% increase in fixed route bus ridership in this quarter compared to the third quarter of FY2023/24, maintaining overall recovery at 49% of pre-COVID ridership. SMART experienced a 38% increase in ridership compared to the third quarter of last year, bringing overall recovery to 162% of pre-COVID ridership.

Other Bay Area transit agencies that provide local bus service experienced comparable ridership growth trends in the third quarter of FY 2024/25. Comparing to other Countywide peer agencies, the Central Contra Costa Transit Authority (County Connection), SamTrans, and Solano County Transit (SolTrans) experienced a 6%, 7%, and 9% increase in ridership, respectively, relative to the third quarter of FY 2023/24, bringing their ridership relative to pre-COVID to 87%, 100%, and 74%, respectively.

Demand for Marin Access mobility management and demand response programs was 10% higher during the third quarter of FY 2024/25 than the third quarter of the prior year. This is the fifth consecutive quarter where ridership on demand response services was higher than the same quarter of the prior year. However, ridership on Marin Access services remains low relative to pre-COVID (50%). Staff conducted a robust assessment of Marin Access programs and ridership in August 2024 to explore reasons for these trends. The assessment concluded that a significant portion of former ridership has switched to alternative programs that better meet their needs. One of these programs is the new Catch-A-Ride 2.0 pilot, which is experiencing very strong growth (78% increase compared to the prior year).



More changes are coming to these programs with the recently adopted change from Catch-a-Ride to the Mobility Wallet. Staff will continue to monitor these programs closely to ensure our suite of programs is meeting the needs of the community.

Table 2 below compares several other factors and qualitatively evaluates their potential impact on ridership.

Table 2: Factors Impacting Ridership Comparison

Factor		FY 2023/24 Q3	FY 2024/25 Q3	Impact
Days Operated	Weekdays	63	62	▼
	School Days	52	55	▲▲
	Weekends & Holidays	28	28	--
	Muir Woods Shuttle	2	0	▼
Service Disruptions (cancelled/missed service)		387	42	▲▲▲
Rainfall (inches)		13.3	5.0	▲▲
Average Gas Prices		\$4.62	\$4.50	▼

Attachment A

Quarterly Report - Summary

05/21/2025

QUARTER

Q3 FY 2024/25

Systemwide Performance Statistics

Typology	Route	Passengers	%Δ Passengers*	Revenue Hours	Operating Cost	Passengers per Revenue Hou	Subsidy per Passenger	Farebox Recovery
1. Local	17	53,661	▲8.3%	4,097	\$681,189	13.1	\$11.92	6.1%
	22	45,089	▲2.0%	3,326	\$546,169	13.6	\$11.28	6.9%
	23	78,255	▲27.6%	3,529	\$671,177	22.2	\$7.85	8.5%
	35	144,757	▲4.9%	4,853	\$917,298	29.8	\$5.64	11.1%
	36	78,125	▲11.1%	3,759	\$724,303	20.8	\$8.54	7.9%
	49	94,957	▲11.5%	5,083	\$853,588	18.7	\$8.34	7.2%
	71	114,273	▲8.3%	5,888	\$1,158,940	19.4	\$9.33	8.0%
	Rollup	609,117	▲9.9%	30,536	\$5,552,663	19.9	\$8.38	8.1%
2. Community	219	8,607	▼10.6%	1,265	\$209,107	6.8	\$23.58	3.0%
	228	20,720	▲3.1%	2,330	\$381,766	8.9	\$17.70	3.9%
	233	11,057	▲11.9%	1,059	\$174,208	10.4	\$15.10	4.2%
	245	10,624	▼13.0%	1,074	\$179,129	9.9	\$16.31	3.3%
	29	3,605	▲2.2%	442	\$74,948	8.2	\$20.28	2.4%
	57	44,970	▲7.5%	3,789	\$630,933	11.9	\$13.47	4.0%
	Rollup	99,583	▲2.5%	9,957	\$1,650,092	10.0	\$15.95	3.7%
4. Supplemental	613	4,935	▲19.0%	126	\$24,511	39.3	\$4.95	0.4%
	619	7,273	▲146.1%	173	\$36,320	42.0	\$4.88	2.4%
	625	2,271	▼8.4%	86	\$16,516	26.5	\$7.08	2.6%
	654	2,497	▲146.7%	57	\$9,930	44.1	\$3.86	2.9%
	Rollup	16,976	▲60.2%	441	\$87,276	38.5	\$5.04	1.9%
5. Rural	61	8,466	▲41.0%	1,560	\$265,942	5.4	\$30.79	2.0%
	68	19,011	▲9.6%	2,399	\$404,148	7.9	\$20.56	3.3%
	Rollup	27,477	▲17.7%	3,959	\$670,090	6.9	\$23.71	2.8%
7. Yellow Bus	Hdn Valley	5,035	▲12.1%	133	\$94,526	38.0	\$15.30	18.5%
	White Hill	27,295	▲7.4%	841	\$599,923	32.5	\$18.51	15.8%
	Rollup	32,330	▲8.1%	973	\$694,449	33.2	\$18.01	16.2%
8. Recreational	66	0	▼100.0%		\$12,420			0.0%
	Rollup	0	▼100.0%		\$12,420			0.0%
9. Demand Response	Local Para	12,078	▼4.6%	6,638	\$1,377,091	1.8	\$111.14	2.5%
	MA Shuttle	247	▲17.1%	171	\$47,897	1.4	\$192.22	0.9%
	Rollup	12,325	▼4.2%	6,809	\$1,424,988	1.8	\$112.77	2.5%
Catch-A-Ride	CAR_Taxi	3,691	▲46.6%		\$112,175		\$30.39	0.0%
	CAR_TNC	2,644	▲154.7%		\$56,540		\$21.38	0.0%
	Rollup	6,335	▲78.1%		\$168,715		\$26.63	0.0%
Volunteer Driver	VolDrvr	1,781	▼12.3%		\$10,853		\$6.09	0.0%
	VolDvrWM	299	▼35.0%		\$3,818		\$12.77	0.0%
	Rollup	2,080	▼16.5%		\$14,672		\$7.05	0.0%
Rollup		806,223	▲9.7%		\$10,275,365		\$11.90	6.6%

* Change in passengers compared to same quarter of prior year

FY 2025 Q3 (January - March) Marin Transit Community Engagement

Reporting Month: January 2025

Date(s)	Event	Description	Contacts
1/3/2025	Travel Navigator Satellite Hours – Vivalon Brown Bag Food Pantry	Travel Navigator Satellite Hours held at the Vivalon Brown Bag Food Pantry. Community members were able to drop in to ask questions and sign up for programs and services.	50
1/10/2025	Navigating Transit Presentation	Virtual presentation to Sausalito Villages with general overview of Marin Transit and Marin Access programs and services.	15
1/15/2025	Travel Navigator Satellite Hours – Bolinas Community Health Center	Travel Navigator Satellite Hours held at the Bolinas Community Health Center. Participants were able to visit the table for information about transit options available to them.	0
1/22/2025	Travel Navigator Satellite Hours – West Marin Health & Human Services	Travel Navigator Satellite Hours held at the West Marin Health & Human Services. Participants were able to visit the table for information about transit options available to them.	2
1/27/2025	Travel Navigator Satellite Hours - Senior Congregate Luncheon	Travel Navigator Satellite Hours held at San Geronimo Valley Community Center during the Senior Congregate Luncheon. Participants were able to visit the table for information about transit options available to them.	20

Reporting Month: February 2025

FY 2025 Q3 (January - March) Marin Transit Community Engagement

Date(s)	Event	Description	Contacts
2/5/2025	Marin City Library Open House	Open house at Marin City Library sponsored by Supervisor Moulton-Peters. Community members had the opportunity to drop in and talk with various county departments.	50
2/18/2025	Travel Navigator Satellite Hours – West Marin Health & Human Services Center	Travel Navigator Satellite hours held at the West Marin Health & Human Services Center. Participants were able to visit the table for information about transit options available to them.	1
2/19/2025	Travel Navigator Satellite Hours – Bolinas Community Health Center	Travel Navigator Satellite hours held at the Bolinas Community Health Center. Participants were able to visit the table for information about transit options available to them.	3
2/20/2025	Travel Navigator Satellite Hours – Margaret Todd Senior Center	Travel Navigator Satellite Hours held at the Margaret Todd Senior Center during the Senior Congregate Luncheon. Participants were able to visit the table for information about transit options available to them.	6
2/24/2025	Travel Navigator Satellite Hours – Senior Congregate Luncheon	Travel Navigator Satellite Hours held at San Geronimo Valley Community Center during the Senior Congregate Luncheon. Participants were able to visit the table for information about transit options available to them.	29

FY 2025 Q3 (January - March) Marin Transit Community Engagement

Reporting Month: March 2025

Date(s)	Event	Description	Contacts
3/06/2025	Travel Navigator Satellite Hours – Bolinas Community Center Food Bank	Travel Navigator Satellite hours held at Bolinas Community Center Food Bank. Participants were able to visit the table for information about transit options available to them.	30
3/12/2025	Presentation to Bolinas Civic Group	Presentation to Bolinas Civic Group with information about Marin Transit and Marin Access focusing on Stagecoach Service, the West Marin Connector Shuttle, and Travel Navigator Satellite Hours.	29
3/19/2025	Travel Navigator Satellite Hours – Bolinas Community Health Center	Travel Navigator Satellite Hours held at the Bolinas Community Health Center. Participants were able to visit the table for information about transit options available to them.	5
3/25/2025	Presentation to Canal Alliance's CHW Team	Presentation to Canal Alliance's CHW Team with information about Marin Transit and Marin Access programs and services.	11
3/28/2025	West Marin Stagecoach Route 68 Focus Group	Hosted a focus group over zoom to get feedback from riders to inform possible changes to the West Marin Stagecoach Route 68.	8
3/31/2025	Travel Navigator Satellite Hours – Senior Congregate Luncheon	Travel Navigator Satellite Hours held at San Geronimo Valley Community Center during the Senior Congregate Luncheon. Participants were able to visit the table for information about transit options available to them.	23



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Alternate
City of San Rafael

June 2, 2025

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

Subject: Award Contract for Fixed Route Scheduling Software to Optibus for an Amount not to Exceed \$299,190

Dear Board Members:

Recommendation

Award contract to Optibus and authorize the General Manager to authorize annual maintenance fees to support ongoing license fees for an initial five-year term with up to five additional one-year option years.

Summary

Marin Transit staff develops and manages all scheduling information for fixed route bus service within the Operations Department. This data is used to communicate scheduled bus service information to the public through print and digital media and to help coordinate service with its contractors and bus operators. To manage this data, the District relies on software to organize and optimize the schedules with the vehicle and operator assignments.

Background

The District currently utilizes a scheduling software tool from a vendor called "Optibus". This software was originally selected through a competitive procurement in 2019 and awarded a five-year agreement that expired last year. To allow additional time for the development and issuance of a new procurement, the District extended the current agreement by fifteen months, which will now end on September 30, 2025.

On February 19, 2025 the District issued an RFP for fixed route scheduling software. A pre-proposal meeting was held on February 26, which was attended by three potential vendors. Over twenty questions were received before the deadline for follow up questions, March 7, which the District responded to. After extending the RFP response deadline to April 8, the District received five proposals for the requested software services.

The evaluation panel reviewed the five proposals and determined that four met the requirements of the RFP and were worthy of inviting to participate in an interview. Virtual interviews were held the week of April 21 and District staff



were able to view live demonstrations of the software and ask clarifying questions.

Following the interviews, reference checks were conducted with the top two firms and final scores were developed. Proposals were scored on five main criteria; functional and technical requirements, vendor experience and qualifications, implementation and approach, support and maintenance plan, and total cost effectiveness.

The table below shows the results of the final scoring out of the 100 possible points.

Firm	Score	Rank
Optibus	88.33	1
Via Transportation Inc.	86.22	2
Clever Devices Ltd.	68.44	3
Courval Scheduling inc.	67.44	4
INIT Innovations in Transportation, Inc.	63.78	5

The final scores isolated two vendors, Optibus and Via Transportation Inc., that performed significantly better than the other three. Since the top two scores were so close, the evaluation team met again to compare and contrast each category of scoring to ensure appropriate points were allocated. The results confirmed the top scoring vendor, Optibus, as the preferred choice for the award.

Optibus has been a vendor and partner of the District since 2019 and their product has proven successful for all areas of the operation. They have demonstrated a high degree of customer service and support throughout the contract. In addition to managing the daily schedule data for the District, the Optibus software will also support in other areas of Planning and Operations including:

- Spatial demographic analysis, including Title VI impact analysis
- Ridership and crowding analysis
- Route transfer optimization
- Actual and predictive runtime analysis
- Vehicle scheduling/blocking
- Crew/driver scheduling and rostering
- Relief vehicle scheduling
- Driver work rule compliance validation
- KPI dashboards for performance monitoring
- Electric vehicle scheduling and charge management
- Integrations and exports, including:
 - CAD AVL Integration (Equans)
 - Driver Bid Sheet exports
 - GTFS, GTFS+
 - Passenger loading data import
 - Contractor Expense Summary (Revenue Time)

**Fiscal/Staffing Impact**

The annual license fee for the scheduling software is \$59,838 for each of the first five years for a total contract award of \$299,190. There are no charges for implementation or onboarding. This pricing is based on an operation of 70 vehicles. If additional years are executed after the fifth year, a 3% annual escalation will be applied annually to the initial cost during the first five years.

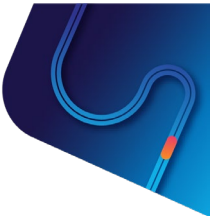
Costs associated with this software are included in the FY2025/26 Operations Budget for software and will be paid with local funding sources.

Respectfully Submitted,

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

Robert Betts
Director of Operations & Service Development

Attachment A: DRAFT Agreement with Optibus



Service Order

This Software as a Service Agreement service order (“**Service Order**”) is made and entered into as of [] 2024, by and between Optibus Inc., having its principal offices at 12 E 49th St. 18th Floor New York, NY 10017 (“**Optibus**”), and [] having its principal offices at [] (the “**Customer**”) (each may also be referred to as a “**Party**” and collectively the “**Parties**”).

Optibus Platform Pricing

Annual License Fees (recurring)

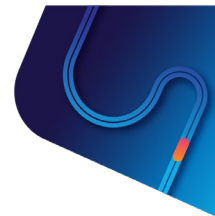
Description	Price (USD)	Quantity	Annual Price (USD)	Term	Total
Optibus core modules. <ul style="list-style-type: none">Route PlanningTimetable PlanningVehicle SchedulingDuty SchedulingRelief Vehicle OptimizationRoster MainRoster Cycle Optimization	[]	[]	[]	[]	[]
Sub Total			[]		[]

Service Plus Subscription

Description	Price (USD)	Quantity	Annual Price (USD)	Term	Total
Service Plus	[]	[]	[]	[]	[]
Total			[]		[]

Payment and billing schedule

DD/MM/YY	DD/MM/YY	DD/MM/YY	DD/MM/YY	DD/MM/YY
[]	[]	[]	[]	[]

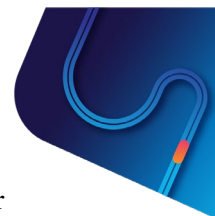


Invoice Address. All invoices shall reference this Service Order and shall be sent to Customer at the following addresses: [****]; [****@**] (via email).

DRAFT

OPTIBUS TERMS OF USE

These Optibus Terms of Use (these “**Terms**”) are made by and between you (“**Customer**” or “**you**”) and the Optibus entity specified on the applicable service order (“**Service Order**”) executed by you (“**Optibus**”). Optibus provides a proprietary software as a service which uses unique algorithms designed to analyze and generate optimized arrangements for vehicles and drivers for transportation agencies that operate fixed-route transportation service vehicles (the “**Platform**”), including proprietary application



programming interfaces and other services and documentation provided by Optibus, as further detailed in the relevant Service Order (collectively, the “**Services**”). You may use the Services (or any part thereof) in accordance with your specific applicable Service Order duly executed with Optibus and strictly subject to the terms and conditions provided hereunder.

1. Acceptance of these Terms

1.1. Please read carefully these Terms before executing the Service Order and/or other ordering document that references or incorporates these Terms. By accepting these Terms through the execution of a Service Order, you agree to comply with and be bound by the following terms and conditions. If you are agreeing to these Terms not as an individual but on behalf of your company, government, or other entity for which you are acting (for example, as an employee or governmental official) you represent that you have the authority to bind such entity to these Terms, to use the Services on behalf of such entity and, in such event, “you” and “your” as used in these Terms shall refer to such entity. If you do not have such authority, or if you do not agree to these Terms, you may not access the Platform or use the Services. Each of Optibus and you may also be referred to herein as a “**Party**” and collectively as the “**Parties**.”

The “**Effective Date**” of these Terms is the date which is the earlier of (a) your initial access to or use of the Platform or Services or (b) the effective date of the first executed Service Order referencing these Terms.

2. Scope of Services

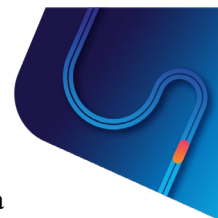
2.1. The scope of Services shall consist of performing the Services as stipulated and agreed in an applicable Service Order. The Service Order (and any additional Service Order mutually executed by the Parties) is hereby incorporated by reference into these Terms. Unless otherwise expressly set forth in a Service Order, the Parties agree that these Terms shall apply to and govern each Service Order. In the event of any conflict between these Terms and the terms of a Service Order, the specific conflicting terms of the Service Order shall prevail.

3. Use of Services

3.1. Upon Optibus’ acceptance of your Service Order and for the duration of the Term (as defined below), Optibus grants you subject to these Terms the nonexclusive, revocable, non-assignable, non-transferable, royalty-free and limited right to use the Platform and any standard published documentation provided by Optibus (“**Documentation**”) to receive the Services solely for your internal business operations. You may access the Platform via individuals who are authorized by you, in accordance with these Terms, to access and use the Platform on your behalf (“**Authorized Users**”). You are solely responsible for maintaining the confidentiality of your account information and for anything that happens through the use of your account information, including via your Authorized Users.

3A. Use of Services in Bidding (Tenders)

Notwithstanding anything to the contrary contained herein, including with respect to the Use Restrictions contained in Section 4(f) below, you may make use of the Services for purposes of bidding on a Tender (as defined below) subject to strict compliance with these Terms and the following specific conditions:



- i) You clearly indicate to Optibus your intent to use the Services for purposes of a Tender offer at the time you place your Service Order;
- ii) You do not, without the prior written consent of Optibus, bind Optibus to any obligation or undertaking that is in any way inconsistent with the express conditions of these Terms;
- iii) You promptly notify Optibus in writing of the results of the Tender;
- iv) If your Tender offer is accepted, you hereby agree to exclusively use the Services of Optibus for purposes of your performance pursuant to the Tender for a period of **three (3) years** from the date your Tender offer was accepted (“**Tender Term**”) on the same commercial terms as were agreed by you and Optibus prior to the submission of the Tender offer, or as shall be otherwise agreed between the Parties in writing;
- v) If you terminate use of the Services prior to the end of the Tender Term, you shall pay to Optibus the remainder of any Fees (as defined below) due and owing for the remainder of the Tender Term.

“**Tender**” shall mean any invitation to suppliers to submit competitive bids or offers to supply products or services, whether to public or private institutions, whether in open or sealed bids, and whether in the form of a Request for Tender (RFT), Request for Proposal (RFP), or other similar solicitation.

4. Use Restrictions

4.1. There is certain conduct which is strictly prohibited when using the Platform and Services. Please read the following restrictions carefully.

Unless prior written authorization is obtained from Optibus and/or otherwise specified in the applicable Service Order, you shall not, and shall not authorize others, to: (a) modify, alter, create derivative works from, reverse engineer, decompile, or disassemble any part of the Platform or Services, nor attempt in any other manner to obtain the source code or otherwise reduce to human-perceivable form any part of the Platform or Services; (b) frame, mirror, republish, download, display, transmit, or distribute all or any portion of the Platform or Services (including any Documentation which accompanies the Services) in any form or media or by any means; (c) create a database by systematically downloading and storing all or any of the content made available through the Services; (d) remove or obscure any proprietary notices, labels, or marks on or in any part of the Platform or Services, including without limitation any trademark or copyright notices; (e) disclose the results of testing or benchmarking of the Services to any third party, or access or use the Services or any part thereof in order to build or support, or assist a third party in building or supporting, products or services which are competitive to Optibus’ Platform or Services; (f) sublicense, rent, lease, host, outsource, display, or commercially exploit any part of the Services, or use the Services to provide services to third parties; (g) attempt to obtain, or assist third parties in obtaining, unauthorized access to the Platform, Services and/or associated Documentation; (h) use the Platform or Services in any manner not expressly authorized by these Terms; or (i) take any actions which (1) would disable the Platform or Services or impair in any way their operation based on the elapsing of a period of time, the exceeding of an authorized number of copies, or the advancement to a particular date or other numeral (referred to as “time bombs”, “time locks”, or “drop dead” devices); (2) would prevent Optibus from accessing the Platform or Services for the purposes of their operations; or (3) infringe or violate any of the Terms or allow and/or enable a third party to do any of the aforementioned.

5. Platform Acceptance

Upon completing the delivery, installation, and testing of any new features of the Platform, Optibus will notify Marin Transit that the system is ready for acceptance testing. Marin Transit will have five business



days in which to conduct acceptance tests in order to ensure that the Platform operates in all material respects as specified in the Scope of Work. At the end of this period, Marin Transit will be deemed to accept the Platform unless Optibus receives prior written notice outline the nature of the perceived defects in the Platform. Notwithstanding the above, the Platform will be deemed to be in operational and functional use when Marin Transit first use the Platform to support its then current operations in any capacity beyond acceptance testing. Upon the deemed acceptance of the Platform in accordance with this paragraph, Marin Transit will provide Optibus with a written acknowledgement to confirm such acceptance.

6. Fees

6.1. In consideration for the Services, you shall pay Optibus the amounts set forth on each Service Order (the “Fees”). Optibus will issue an invoice to you referencing the applicable 12-month period at the beginning of each 12-month period, commencing upon the signing a respective Service Order.

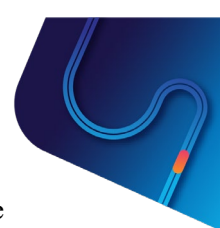
6.2. Payment Terms. Optibus will invoice Fees to the billing address provided by you in the Service Order, including via electronic invoicing. Unless otherwise provided in a Service Order, within thirty (30) days from the issue date of the invoice, you shall pay to Optibus all amounts for Fees referenced in such invoice. Any payment not received by Optibus within such period shall accrue interest at a rate of one percent (1%) per month, or the highest rate allowed by applicable law. All Fees are non-cancellable and non-refundable. All Fees are stated and payable in US Dollars, and are exclusive of VAT, which shall be added to Optibus’ invoice(s) at the appropriate rate.

6.3. You will be responsible for, and will promptly pay, all taxes and duties of any kind (including but not limited to sales, use and withholding taxes) associated with these Terms or your receipt or use of the Services, except for taxes based on Optibus’ income. Notwithstanding the foregoing, in the event you claim an exemption from the payment of such applicable taxes or duties, you will provide to Optibus any such exemption information at the time of payment.

6.4. You agree to make all payments under each Service Order and these Terms without set-off or counterclaim and free and clear of any withholding or deduction (save as required by law) for any present or future taxes and/or duties. All payment of amounts referenced in such invoice shall be made in readily available funds, directed to Optibus' bank account which details are:

Account name:	Optibus Inc.
Bank Name:	HSBC Bank USA NA
Branch Address:	452 5th Avenue, New York, NY 10018
Account number:	914026607
Swift code:	MRMDUS33
Routing Number:	022000020

6.5. On-site and additional services fees. The Fees are exclusive of any on-site and additional services that are outside the scope of the commercial proposal to Customer, including (without limitation) any customization of report and integrations. To the extent you request Optibus to perform any such services, such services will be provided for a fee under a separately signed Service Order, including proper reimbursable expenses in the areas of travel and accommodation. Optibus will issue an invoice to you



referencing the applicable fee in addition to reimbursable expense documentation (expense reports, receipts, etc.) within 30 days of being incurred.

6.6. Inflation Rates. The foregoing Fee rates are related to the **Consumer Price Index** as reported by the U.S. Bureau of Labor Statistics and will be adjusted at Optibus' sole discretion for each year during the Term in proportion to annual changes in such Index. Optibus shall notify Customer ninety (90) days prior to any such change.

6.7. Exchange Rates. You shall pay the Fees to Optibus in U.S. dollars. For payments made in a foreign currency other than the aforementioned currency, or EUR or GBP, Optibus will convert the payment amount stated on the applicable invoice in accordance with the rate of exchange to U.S. dollars prevailing on the date of such conversion, provided that the rate is not lower than the prevailing exchange rate to U.S. dollars as of the date of the invoice.

7. Intellectual Property

7.1. You retain all ownership and intellectual property rights in and to all data you provide to or make available to Optibus, or which is generated by you during your use of the Services (collectively, "**Customer Data**"). You hereby grant Optibus and its authorized business partners the right to use your Customer Data (a) in order to provide the Services to you; and (b) in aggregate, anonymized form for Optibus' (and its authorized business partners') internal business purposes in order to conduct assessments, performance comparisons, and analyses aimed at enhancing service quality, including (but not limited to) Optibus existing and future models, for the benefit of Optibus customers.

7.2. You acknowledge and agree that Optibus or its licensors own the Platform, the Services, Optibus' Confidential Information (as defined below) and/or any part of the foregoing, including any related Documentation, updates, upgrades, copies, emulations, modifications, adaptations, enhancements, or derivative works thereof and all intellectual property rights in the aforementioned. Except as expressly stated herein, these Terms do not grant you or your Authorized Users any rights or licenses in respect of the Platform or Services or any other intellectual property of Optibus or its licensors. All rights not expressly granted herein are reserved by Optibus.

7.3. In the event that you decide to provide to Optibus any suggestions, ideas, comments, questions or other feedback relating to the Platform and/or Services ("**Feedback**"), you hereby grant Optibus and its authorized business partners the irrevocable right to freely use such Feedback and, accordingly, all rights to any improvements and enhancements to the Platform and/or Services, howsoever arising, including as a result of any ideas, input or information provided by you as aforesaid, shall vest solely with Optibus. Optibus may, in connection with any of its products or services, freely use, copy, disclose, license, distribute, and exploit any Feedback in any manner without any obligation, royalty, or restriction based on intellectual property rights or otherwise. No Feedback will be considered your Confidential Information, and nothing in these Terms limits Optibus' right to independently use, develop, evaluate, or market products or services, whether incorporating Feedback or otherwise.

7.4. In order to improve Optibus Services to Customer, to extent Optibus requests Customer to provide access to one of its senior management team members, the Customer agrees to periodically provide the Company with access to such senior management for in-depth interviews, at the reasonable request of Optibus but at least once per calendar year. These interviews, if conducted, aim to gain a comprehensive understanding of the organization's evolving needs and to collect essential information for Optibus internal business use, that will support ongoing product development, ultimately enhancing the value the product delivers to the Customer. The Customer commits to facilitating such access to relevant senior management representatives from time to time, as reasonably requested by the Company.



8. Your Obligations

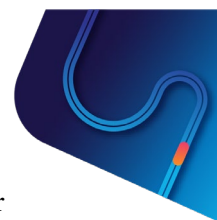
8.1. You represent that during the Term and at all relevant times, you shall: (a) hold and maintain any necessary rights, licenses, consents, and permissions required to allow Optibus and its third party service providers to perform their obligations under these Terms, including without limitation, the disclosure to and use of your Customer Data by Optibus, its authorized business partners, and its service providers as required under applicable law and as contemplated hereunder, including, without limitation, complying with all applicable laws in all of your activities related to your use of the Services, and for all communications sent by you through the Platform; (b) comply with all applicable laws and regulations with respect to your activities under these Terms; (c) ensure that your network and systems, including any security systems, comply with the relevant specifications provided by Optibus from time to time; (d) be solely and fully responsible for any decision made or action taken or not taken in reliance on the use of the Services and/or any data output; (e) be solely responsible for regularly tracking, reviewing, and verifying that the Platform and Services are duly performing in accordance with your requirements, specifications, expectations, and goals.

9. Privacy and Data Protection

9.1. Optibus may collect certain data and information from you and your Authorized Users in connection with your and your Authorized Users' use of the Platform and Services and otherwise in connection with these Terms. Optibus is the owner and controller of such data, which will be collected and used by Optibus in accordance with Optibus' [Privacy Policy](#), which you acknowledge and agree to, and all applicable law or regulation.

9.2. **Customer Data.** You represent and warrant that with respect to any such Customer Data containing personal information, as provided by you or your Authorized Users to Optibus in connection with the use of the Services, you shall be solely responsible to provide all necessary disclosures and to have obtained and to maintain the informed consent, approval, or license needed from any and all third parties, including but not limited from your customers, employees, drivers, subcontractors, agents, or other personnel, to the extent applicable, such that Optibus can obtain, access, collect, use, disclose to Optibus' third party service providers and authorized business partners, process, analyze, have processed, have analyzed, store and have stored the Customer Data for the following purposes: (i) to provide and operate the Services (including via third party service providers and authorized business partners); (ii) to develop, improve and customize any and all services and offering available through any Optibus services, including such services' accuracy and interface; (iii) allow Optibus, its third party service providers, and its authorized business partners, to the extent permitted by law, to use, transact in, and disclose aggregate, non-personally identifiable Customer Data; and (iv) to comply with any applicable law or regulation.

9.3. In the course of providing the Services pursuant to these Terms, Optibus may process certain Customer Data provided by you, including personal data related to your Authorized Users, customers, or agents. Solely to the extent that such Customer Data contains personally identifiable information, Optibus will process such Customer Data in accordance with applicable laws, including but not limited to the CCPA, GDPR, or other applicable data protection or privacy laws and regulations to which you or Optibus are subject ("**Data Protection Laws**"). The Parties agree that with regard to the processing of such Customer Data, as between the Parties, you are the data controller and Optibus is merely a data processor. You acknowledge and agree that Optibus may maintain, use, and distribute aggregated and anonymous data derived from such Customer Data for its own internal purposes. You shall comply with and shall be responsible for each Authorized User's or subcontractor's compliance with all applicable Data Protection



Laws with respect to the data and information that is provided to or by, or made available to or by, you and/or is under your control.

9.4. You shall have sole responsibility for the accuracy, quality, integrity, legality, and reliability in your Customer Data, as provided by you, and the means by which you acquired such data, as well as intellectual property ownership in such data. Optibus shall only process Customer Data on your behalf in accordance with your reasonable instructions and shall treat Customer Data for which it is a processor as your Confidential Information. You hereby instruct Optibus to process Customer Data for the following purposes: (a) in accordance with these Terms; and (b) as necessary for the provision of the Services.

10. Indemnification

10.1. Optibus shall defend, indemnify, and hold you harmless from and against any damages, liabilities, costs, and expenses (including reasonable attorney's fees) finally awarded by a court of competent jurisdiction to a third party arising from your violation or alleged violation of any of your representations and/or obligations under these Terms or claiming that the Services, when used in accordance with these Terms and any Documentation, infringe such third party's intellectual property rights ("**Infringement Claim**"), provided you do the following: (a) notify Optibus promptly in writing, not later than 30 days after you have knowledge of the claim (or sooner if required by applicable law); (b) give Optibus sole control of the defense and any settlement negotiations; and (c) give Optibus the information, authority, and assistance Optibus needs to defend against or settle the Infringement Claim. Optibus shall have the sole right to control the defense of such Infringement Claim and all related settlement negotiations.

10.2. If Optibus believes, or it is determined, that the Services may be subject to an Infringement Claim, Optibus may at its discretion choose to either modify the Services to be non-infringing (while substantially preserving their utility or functionality) or obtain a license to allow for your continued use thereof, or, if in Optibus' sole discretion these alternatives are not commercially practicable, Optibus may terminate these Terms and refund any unused, prepaid Fees paid by you for the Services. Notwithstanding anything to the contrary contained hereunder, Optibus will not indemnify or defend you for any Infringement Claim that is based on: (a) any modification to the Services by anyone apart from Optibus, without the prior written consent of Optibus; (b) use of the Service not in accordance with these Terms, any Documentation or other instructions provided by Optibus; (c) use of the Services with hardware or software that does not meet the minimum requirements set forth in the Documentation, and/or that has not been preapproved by Optibus; or (d) any information, design, specification, instruction, software, data, or material not furnished by Optibus.

10.3. You shall indemnify, defend, and hold Optibus (including its officers, employees, agents, affiliates, and authorized business partners) harmless from and against any claims, damages, liabilities, costs, and expenses (including reasonable attorney's fees) resulting from any third-party claims: (a) alleging that Customer Data, or its use by Optibus in accordance with these Terms, violates any third party rights, including without limitation infringement or violation of intellectual property rights, privacy rights or applicable Data Protection Laws; or (b) arising from your violation or alleged violation of any of your representations and/or obligations under these Terms.



11. Confidentiality

11.1. By virtue of these Terms and/or provision of the Services, the Parties may have access to information that is proprietary or confidential to one another (“**Confidential Information**”). A Party’s Confidential Information shall not include information that: (a) is or becomes a part of the public domain through no act or omission of the other Party; (b) was in the other Party’s lawful possession prior to the disclosure and had not been obtained by the other Party, either directly or indirectly, from the disclosing Party; (c) is lawfully disclosed to the other Party by a third party without restriction on the disclosure; (d) is independently developed by the other Party without use of or reference to the Confidential Information; or (e) is required to be disclosed by a court of competent jurisdiction or other governmental authority or otherwise as required by law.

11.2. The Parties agree to hold each other’s Confidential Information in strict confidence using no less than reasonable care for a period of five years from the date of disclosure and to only use such Confidential Information as necessary for performance under these Terms. The Parties further agree to disclose Confidential Information only to those employees or agents who have a need to know such information and are required to protect it against unauthorized disclosure in a manner no less protective than under these Terms. Optibus will protect the confidentiality of your Customer Data in accordance with its published [Privacy Policy](#).

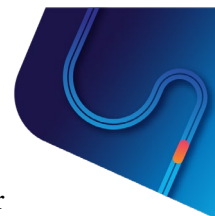
11.3. The Parties each acknowledge and agree that a violation of the confidentiality undertakings in these Terms may cause significant harm to the disclosing Party. In addition to any other rights and remedies disclosing Party may have, receiving Party agrees that an injunction (whether temporary, preliminary, or final) may be sought in a court of competent jurisdiction against it upon the request of disclosing Party, without the requirement of posting a bond.

Despite any language, above, to the contrary, Optibus acknowledges and agrees that the Customer has a legal duty to disclose all non-exempt records that Customer has constructive access to by virtue of this contract, in response to California Public Records Act requests.

Optibus shall not respond to subpoenas, service of process, Public Records Act requests, and other legal requests directed at Customer regarding this Contract without first notifying Customer, unless prohibited by law from providing such notification. Optibus will provide its intended responses to Customer with adequate time for County to review, revise, and, if necessary, seek a protective order in a court of competent jurisdiction. Optibus shall not respond to legal requests directed at Customer unless authorized in writing to do so by Customer.

12. Disclaimer and Warranties

12.1. Optibus warrants and represents that, when used in accordance with these Terms and the Documentation: (a) the Platform does not infringe upon the intellectual property rights of any third party and (b) the Services will substantially conform to the Documentation. If the Services does not substantially conform to the Documentation, Optibus will use all reasonable commercial endeavors to promptly correct any such non-conformance or provide you with an alternative means of accomplishing the desired performance. Such correction or substitution constitutes your sole and exclusive remedy for any breach of the warranty set out above. The aforementioned warranty shall not apply to any problem caused by: (i) any modification or provision of the Services by anyone apart from Optibus, without the prior written consent of Optibus; (ii) use of the Services not in accordance with the Documentation or other instructions provided by Optibus; (iii) use of the Services with hardware or software that does not meet the minimum requirements set forth in the Documentation or that has not been preapproved by Optibus; (iv) any computer



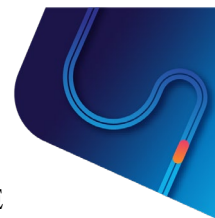
virus or similar malicious code in the Services which is introduced into the Services by you, your Authorized Users, or any other third party; or (v) any errors caused by you or users on your behalf and/or errors due to requests or specifications provided by you that are inconsistent with the Documentation, including problems caused by incorrect configuring or a failure to perform the required administrative obligations contained in the Documentation or instructions provided to you by Optibus.

12.2. EXCEPT FOR THE WARRANTIES SET FORTH ABOVE, YOU UNDERSTAND AND AGREE THAT THE PLATFORM, DOCUMENTATION, AND THE SERVICES ARE PROVIDED BY OPTIBUS ON AN “AS IS” AND “AS AVAILABLE” BASIS, WITHOUT ANY OTHER WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, NON-INFRINGEMENT, ACCURACY, OR RELIABILITY, TO THE EXTENT PERMITTED UNDER APPLICABLE LAW. WITHOUT DEROGATING FROM THE GENERALITY OF THE FOREGOING, YOU ACKNOWLEDGE THAT OPTIBUS DOES NOT GUARANTEE THAT THE PLATFORM OR THE PERFORMANCE OF THE SERVICES WILL BE SECURE, ACCURATE, COMPLETE, UNINTERRUPTED, WITHOUT ERROR, OR FREE OF ANY PROGRAM LIMITATIONS OR FAILURES, OR THAT THE PLATFORM OR ANY FEATURE AVAILABLE THEREIN (WHETHER OR NOT CONFIGURABLE BY YOU) OR ANY INFORMATION OBTAINED BY YOU THROUGH THE USE OF THE PLATFORM OR SERVICES WILL MEET OR PERFORM IN ACCORDANCE WITH YOUR REQUIREMENTS, SPECIFICATIONS, EXPECTATIONS, CONFIGURATIONS, OR GOALS, OR THAT OPTIBUS WILL CORRECT ANY OR ALL PRODUCT ERRORS, DEFICIENCIES, OR NON-PERFORMANCES. YOU ACKNOWLEDGE THAT OPTIBUS DOES NOT CONTROL THE TRANSFER OF DATA OVER TELECOMMUNICATIONS INFRASTRUCTURE, INCLUDING THE INTERNET, AND THAT THE SERVICES MAY BE SUBJECT TO LIMITATIONS, DELAYS, OR OTHER PROBLEMS INHERENT IN THE USE OF SUCH INFRASTRUCTURE AND TECHNOLOGIES. OPTIBUS IS NOT RESPONSIBLE FOR ANY DELAYS, DELIVERY FAILURES, OR OTHER DAMAGE RESULTING FROM SUCH PROBLEMS.

12.3. You acknowledge that the Platform will enable or assist you in accessing the website content of, correspond with, or use of the services of certain third-party websites/providers, and you do so solely at its own risk. Optibus makes no representation or commitment and shall have no liability or obligation whatsoever in relation to the content or use of, or correspondence with, any such third-party website, or any transactions completed, or any contract entered into by you, with any such third party. Any contract entered into and any transaction completed via any third-party website or service is between you and the relevant third party, and not Optibus. Optibus recommends that you refer to the third party’s website terms and conditions and privacy policy prior to using the relevant third-party service.

13. Limitation of Liability

13.1. UNDER NO CIRCUMSTANCES WILL EITHER PARTY BE LIABLE FOR INDIRECT, SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, FOR ANY LOST PROFIT OR LOSS RESULTING FROM BUSINESS INTERRUPTION OR LOSS OF DATA, EVEN IF A PARTY HAS BEEN ADVISED OF THE POSSIBILITY OR LIKELIHOOD OF SUCH DAMAGES. EXCEPT IN CASES OF GROSS NEGLIGENCE AND WILLFUL MISCONDUCT, IN NO EVENT WILL OPTIBUS’ AGGREGATE LIABILITY FOR ANY AND ALL CLAIMS, LOSSES, OR DAMAGES ARISING OUT OF OR RELATING TO THESE TERMS OR ANY SERVICES (WHETHER IN CONTRACT, EQUITY, NEGLIGENCE, TORT, OR OTHERWISE) EXCEED THE AGGREGATE FEES PAID BY YOU TO OPTIBUS UNDER THE RELEVANT SERVICE ORDER DURING THE TWELVE (12) MONTH PERIOD IMMEDIATELY PRECEDING THE DATE UPON WHICH THE APPLICABLE CAUSE OF ACTION ARISES. THE



FOREGOING SHALL NOT LIMIT YOUR PAYMENT OBLIGATIONS UNDER THE SECTION 6 ABOVE.

14. Government Customers

14.1. Any United States federal, state, or local government customers are subject to the Agency Amendment attached below, in addition to these Terms.

15. Term and Termination

15.1. The Services provided under these Terms shall commence on the Effective Date and shall be provided for the subscription period defined in the Service Order (the “**Initial Term**”). This Agreement shall automatically renew for successive terms equivalent to the Initial Term (“**Renewed Term**”), unless either Party provides written notice, by its authorized representative, of its intent to terminate the Agreement at least ninety (90) days prior to the end of the then-current term. Upon each renewal, the subscription fees under the applicable Service Order, shall automatically increase by an amount equal to five percent (5%) multiplied by the number of years in the Agreement term (i.e., 5% for each year of the Initial Term or Renewed Term, as applicable). Notwithstanding the foregoing, Optibus reserves the right to negotiate different pricing levels or models at the time of renewal, which shall be mutually agreed upon in writing by both Parties.

15.2. Either Party may terminate a Service Order for cause: (a) upon 30 days’ prior written notice to the other Party of a material breach of these Terms (including breach of any terms stated in the relevant Service Order), if such breach remains uncured at the expiration of such period; or (b) if the other Party becomes the subject of a petition in bankruptcy or any other proceeding relating to insolvency, receivership, liquidation or assignment for the benefit of creditors.

15.3. Upon expiration or termination of these Terms for any reason, any and all licenses and rights granted to you shall cease and you shall immediately cease all use of the Platform and Services and shall delete and purge all traces of the Services from your systems and custody. Each Party shall return or destroy all copies of the Confidential Information of the other Party in its possession, custody or control, and, in the case of destruction, upon receipt of written request from the disclosing Party, certify such destruction in a written notice to the disclosing Party.

Sections 4-6, 10-13, and 16 shall survive the termination or expiration of these Terms.

16. Appropriations

Customer’s performance and obligation to pay under this Software as a Service Agreement is contingent upon an annual appropriation by the Marin County Transit District Board of Directors, the State of California and/or other third parties. Should the funds not be appropriated, Customer may terminate this Software as a Service Agreement with respect to those payments for which such funds are not appropriated. Customer will give Optibus thirty (30) days’ written notice of such termination. All obligations of Customer to make payments after the termination date will then cease.

Where the funding source for this Software as a Service Agreement is contingent upon an annual appropriation or grant from the Marin County Transit District Board of Directors, the State of California or other third parties, Customer’s performance and obligation to pay under this Software as a Service



Agreement is limited by the availability of those funds. Should the funding source for this Software as a Service Agreement be eliminated or reduced, upon written notice to Optibus, Customer may reduce the Maximum Cost to it identified in Section 5: Fees to reflect that elimination or reduction.

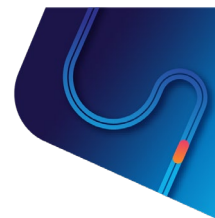
17. Support and Training

17.1. During the Term, you will be entitled to receive Optibus' standard customer support services ("Support Services") 9:00 a.m. to 5:00 p.m. ET, Monday-Friday during standard business days, in connection with the Services, as well as emergency technical support on a 24/7 basis, all in accordance with the Service Level Agreement ("SLA") attached to these Terms as **Annex A**. You may be entitled to receive enhanced Support Services in the event such are included under an applicable Service Order.

17.2. During the Term, Optibus shall make available to you, upon written request, such on-site (at your premises) training services as generally made available by Optibus to its customers, for a separate training service fee stated in the Service Order. You undertake that you will provide Optibus with all necessary cooperation and access to information in relation to these Terms as may be required by Optibus in order to render the Support Services, including with respect to Customer Data, security access information, and configuration services. In the event of any delays in your provision of such assistance as agreed by the Parties, Optibus may adjust any agreed timetable or delivery schedule as reasonably necessary.

18. Miscellaneous

18.1. Any notice provided pursuant to these Terms shall be in writing and shall be sent to the addresses of the Parties set forth in the Service Order, by registered mail, or facsimile with telephone confirmation, or e-mail with notice of receipt requested. Nothing in these Terms shall in any way be construed to constitute you or Optibus as an agent, partner, joint-venturer, employee, or representative of the other, and both you and Optibus shall remain independent contractors. Nothing in this Agreement shall be construed as creating any exclusive arrangement between the Parties and Optibus will be free, during and after the Term, to engage or contract with any third parties for the provision of services similar to, or the same as, the Services. You may not assign these Terms or any Service Order or an interest in them to another individual or entity without the prior written consent of Optibus. Subject to the foregoing, these Terms shall bind and inure solely and exclusively to the benefit of the Parties hereto and their successors and assigns, and not to the benefit of any third party whatsoever. Each of you and Optibus will be excused for delays in performing or from its failure to perform hereunder (other than an obligation to make a payment of money when due) to the extent that the delays or failures result from causes beyond the reasonable control of such Party; provided that, in order to be excused from delay or failure to perform, such Party must inform the other Party of the reason for such delay or failure and act diligently to remedy the cause of the delay or failure. No waiver by either you or Optibus of any breach of these Terms will constitute a waiver of any other breach of the same or other provisions of these Terms. No waiver by either You or Optibus will be effective unless made in writing and signed by an authorized representative of that Party. These Terms (including reference to information contained in a URL or referenced policy), together with any outstanding Service Order executed pursuant thereto, constitutes the entire agreement and understanding of you and Optibus relating to the subject matter hereof. These Terms supersedes all prior written and oral agreements and all other communications between you and Optibus. If any provision in these Terms is found by a competent court to be invalid or unenforceable under any circumstance, its application in any other circumstance and the remaining provisions of these Terms will not be affected thereby. Unless designated as replacing a specific outstanding Service Order, a new Service Order will be considered to be in addition to a then-outstanding Service Order.



18.2. Left blank.

18.3. These Terms and any relevant Service Order and any claim arising from these Terms or any relevant Service Order will be governed by and interpreted in accordance with the laws of the State of California, without regard to the conflicts of laws provisions thereof, and the Parties agree that the state and federal courts located in Marin County, California, shall have exclusive jurisdiction to determine all disputes arising out of or relating to these Terms.

For information, questions, or notification of errors, please contact Optibus:

If you have any questions (or comments) concerning the Terms, you are most welcomed to send Optibus an e-mail at: info@optibus.com, and we will make an effort to reply within a reasonable timeframe.

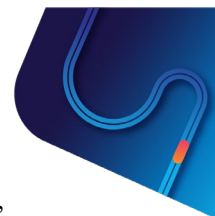
DRAFT

_____	Optibus Inc.
By: _____	By: _____

AGENCY AMENDMENT

This Agency Amendment (“**Amendment**”) modifies the Optibus Terms of Use (the “**Terms**”) and applies to Optibus’ United States federal, state, and local government customers (hereinafter “**Agency**”) only. Agency and Optibus agree to modify the Terms only to the extent required to accommodate any statutory restrictions or obligations that apply, without exception, to the Terms. Accordingly, the Terms are hereby modified as set forth below as it pertains to use of the Platform and Services by Agency.

All capitalized terms not defined in this Amendment have the meanings given to them in the Terms. Except as expressly set forth herein, all of the terms and conditions of the Terms shall remain in full force and effect.



1. **Commercial Items.** The Optibus Platform and Services (together, “**Products**”), Documentation, and related services are commercial in nature and available in the open marketplace. The Products, Documentation, and related services are "Commercial Items", as that term is defined at 48 C.F.R. §2.101, and all software provided by Optibus is "Commercial Computer Software" and "Commercial Computer Software Documentation", as such terms are defined at 48 C.F.R. §252.227-7014(a)(5) and 48 C.F.R. §252.227-7014(a)(1), and used in 48 C.F.R. §12.212 and 48 C.F.R. 227.7202, as applicable. All sales to Agency shall be consistent with 48 C.F.R. §12.212, 48 C.F.R. §252.227-7015, 48 C.F.R. §227.7202 through 227.7202-4, 48 C.F.R. §52.227-14, and other relevant sections of the Code of Federal Regulations, as applicable. The Products, Documentation, and related services are licensed to Agency with only those rights as granted to all other customers, according to the terms and conditions contained in the Terms.

2. **Government Purpose.** Agency’s use of the Products, Documentation, and related services under the Terms as amended herein shall only be for a governmental purpose. Any private, personal, or non-governmental purposes shall result in the waiver of this Amendment and the terms and conditions of the Terms shall apply without modification.

3. **Indemnification, Liability, Statute of Limitations.** Any provisions in the Terms imposing indemnification by Agency are hereby waived and shall not apply except to the extent expressly authorized by applicable law. Liability for any breach of the Terms as modified by this Amendment or any claim arising from the Terms as modified by this Amendment, shall be determined under the Contract Disputes Act, the Federal Tort Claims Act, or other governing federal or state authority. Federal Statute of Limitations provisions or, if applicable, state statute of limitations, shall apply to any breach or claim. In the event of a dispute between the Parties, Agency agrees that Optibus shall have standing and direct privity of contract to bring a claim directly against Agency in a court of competent jurisdiction or an agency board of contract appeals.

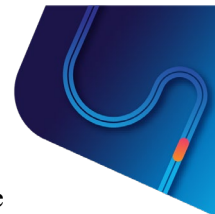
4. **Governing Law.** Any terms regarding choice of law and venue in the Terms are hereby waived. The Terms and this Amendment shall be governed by, and interpreted and enforced in accordance with California law. Any and all actions brought to enforce or resolve any dispute arising out these Terms or any relevant Order must be brought exclusively in courts having jurisdiction in Marin County, California and each party hereby consents to and agrees to submit to the exclusive personal jurisdiction and venue of such courts.

5. **Intellectual Property Ownership.** Except as expressly stated in the Terms, no rights to any derivative works, inventions, products or product modifications, or documentation are conferred to Agency or any other party. All such rights belong exclusively to Optibus.

6. Left blank.

7. **Order of Precedence.** If there is any conflict between this Amendment and the Terms, or between this Amendment and other terms, rules, or policies on the Optibus website or otherwise related to our Products or related services, this Amendment shall prevail.

8. **No Additional Terms.** Agency hereby acknowledges and agrees that other than the Mandatory Provisions expressly set forth in Section 9 below, no other linked, click-acceptance or other terms and conditions presented or otherwise provided with Agency’s Service Order or other ordering document (“**Additional Terms**”) will be binding on Optibus, even if acceptance of the Service Order requires an affirmative “acceptance” of such Additional Terms. Any Additional Terms are hereby deemed rejected by Optibus in their entirety and shall be of no force or effect.



9. **Mandatory Provisions.** Optibus acknowledges that certain public agencies and authorities are bound to contract with their vendors and suppliers under specific terms and conditions mandated by United States federal, state, and local municipal laws and regulations (“**Mandatory Provisions**”). To the extent that any Mandatory Provisions are applicable to Agency and to the engagement of the Parties under the Terms, this Amendment, and applicable law, such Mandatory Provisions will be set forth below:

Agency Mandatory Provisions:

DRAFT



Annex A
Service Level Agreement

This Service Level Agreement (“SLA”) pertains to the service level that you are entitled to receive from Optibus in accordance with Section 15 of the Terms, of which this SLA is a part, with respect to the access and use of the Optibus Platform and related Services as described therein.

1. Definitions

- a) **“Business Day”** means Monday through Friday (other than public holidays in the United States) when banks in the United States are open for business.
- b) **“Business Support Hours”** means 9:00AM to 8:00PM ET, during a Business Day.
- c) **“Fault”** means an error or failure in the Services to operate in all material respects with the then-applicable Services’ Documentation.
- d) **“Helpdesk”** means the point of contact that Optibus makes available to you for resolution of Faults as set out in this SLA.

2. Support Services

- a) Customer may contact the Helpdesk and submit Faults using one of the following communication channels:

- The Support function included within the Platform’s user interface.
- E-mail: support@optibus.com

The Support Services shall be provided only in the English language.

- b) When a new Fault is properly submitted to the Helpdesk, the Helpdesk shall use reasonable commercial efforts to try to identify the origins of the Fault and to respond to you within the time periods specified in the table below, according to the Fault’s severity level. A Fault’s severity level may be re-evaluated upon submission of a workaround.

Severity Level	Description	Examples	Coverage	Response Time	Workaround/ Resolution Time
1 - Urgent	The Optibus Platform is down, preventing the Customer from accessing and using the Services.	<ul style="list-style-type: none"> • A failure of connecting the system • Substantial data loss 	24/7	Within 1 Business Support Hour	1 Business Day



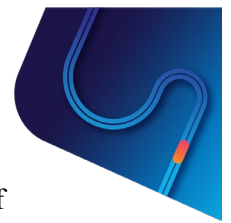
2 - High	A critical functionality in the Platform is not working, preventing the Customer from working	<ul style="list-style-type: none"> • Can't access a specific schedule • Some loss of data 	During Business Support Hours	Within 1 Business Day	7 Business Days
3 - Medium	A product functionality is not working, but work can still be done	<ul style="list-style-type: none"> • Critical errors which have a workaround • Repeated errors in manual editing • Integrations/export/Import issues 	During Business Support Hours	Within 1 Business Day	N/A
4 - Low	Issues that aren't related to the main workflow (e.g. KPIs not correct, colour issues etc.)	<ul style="list-style-type: none"> • Non-critical features which do not work properly • Cosmetic issues • New feature request 	During Business Support Hours	Within 1 Business Day	N/A

c) For the purposes of the table above:

- i) **Response time:** duration between the time from the Fault being reported by Customer or detected by Optibus, until the time that the on-call engineer has begun to work on the Fault.
- ii) **Resolution time:** duration from ticket creation to deployment of a fix or workaround (or availability of the Service to Customer). A Fault is considered as "resolved" once the Services substantially performing in conformity with the then-current Services Documentation.

3. Availability. The Services will be available 99% of the time measured monthly, excluding periods of regularly scheduled maintenance ("**Scheduled Downtime**"). If Optibus requests maintenance during these hours, any uptime or downtime calculation will exclude periods affected by such maintenance. Any downtime resulting from outages of third-party connections or utilities or other reasons beyond Optibus' control will also be excluded from any such calculation.

4. SLA Exclusions. Optibus' obligations hereunder are based on and subject to the Customer: (i) complying with Optibus' instructions, if any, for performing any corrective action; and (ii) maintaining the connectivity (with acceptable bandwidth) of the Customer's workstations to the main internet source, as well as creating and maintaining firewall definitions and opening required ports that permit access to the Services. The following shall not be considered within the definition or calculation of downtime: (i) Scheduled Downtime; (ii) Services unavailability that is attributable to: (a) causes beyond Optibus' reasonable control or the performance of any third party hosting provider or communications or internet service provider; (b) any actions or omissions of the Customer or any third party acting on its behalf; (c) Customer's or any third party's equipment or software; and/or (d) the suspension and termination of



Customer's right to use the Services in accordance with the Terms; and (iii) separate instances of Services unavailability of less than five (5) minutes duration each.

5. General Support Terms. Optibus' obligations under this SLA do not include on-site services or training. On-site implementation services and/or training services shall be provided to Customer by Optibus subject to an additional fee.

DRAFT



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City of San Rafael

June 2, 2025

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

Subject: Revised Resolution 2025-04 for Application for Low Carbon Transit Operations Program (LCTOP)

Dear Board Members:

Recommendation

Adopt resolution with updated allocation for application to Caltrans for Senate Bill 862 LCTOP funds.

Summary

On April 7, 2025 staff brought a resolution for FY 2024/25 Low Carbon Transit Operations Program (LCTOP) funds (2025-02) to your Board for approval. The original allocation amount was \$794,086. We have since received an updated allocation amount and are requesting that your Board approve the attached updated LCTOP resolution (2025-04) for FY 2024/25 in the amount of \$805,910.

LCTOP is one of several programs established under Senate Bill (SB) 862 and provides transit agencies funding for projects that reduce greenhouse gas emissions and provide mobility, with emphasis on benefiting disadvantaged communities. Marin Transit will request \$805,910 from Caltrans in LCTOP funds in FY 2024/25. This request includes revenue-based funds directly allocated to the District and Marin County population-based funds shared with the Golden Gate Bridge Highway & Transportation District and Sonoma-Marín Area Rail Transit (SMART). The three agencies divide the population-based funds based on their proportional shares of ridership and service levels in Marin County. For FY2024/25 funding, Marin Transit will receive 55% of the population-based funds.

Estimated FY2024/25 Marin Transit Apportionments

FY2023/24 LCTOP	Amount
Revenue Based LCTOP	\$421,235
Population Based LCTOP	\$384,675
Total LCTOP	\$805,910



Marin Transit will request that Caltrans add \$700,017 of the FY2024/25 LCTOP allocation to the District's construction project at 3010/3020 Kerner Blvd in San Rafael. The project includes the construction of charging infrastructure for ZEB vehicles and solar canopy at the District's new parking facility. Marin Transit previously programmed \$809,815 in FY 2022/23 LCTOP funds to this project. Marin Transit bought property at 3010/3020 Kerner Blvd in San Rafael in 2022, adjacent to the new paratransit maintenance facility. These funds will be used for the construction of EV infrastructure and an associated solar canopy on the site and part of a larger construction project for the site that includes paving, fencing, and lighting of the property. Electrification of the property will help meet the District's zero-emission fleet transition plan and the solar capacity will improve the District's resiliency. Marin Transit awarded the construction contract in December 2024.

Marin Transit will also request that Caltrans add \$105,893 of FY2024/25 LCTOP allocation to the project (EB) for purchase of four 35ft zero emission electric buses to replace four 2015 30ft diesel hybrid buses when they are beyond their useful lives. Marin Transit previously programmed \$850,107 of the FY2023/24 LCTOP allocation towards the local match for this project. This vehicle replacement will ensure a state of good repair of the local transit system and help meet the District's Zero-Emission Fleet Transition Plan, with vehicles expected to be delivered in FY2027/28. Marin Transit anticipates having funding in the federal Section 5307 to fund 80% of the project costs. These state funds will cover the local match.

Fiscal/Staffing Impact

For the 3010/3020 Kerner project, \$700,017 in FY2024/25 LCTOP funds will be combined with the \$809,815 in FY 2022/23 LCTOP funds, which fund 33% of the total project budget of \$4,635,937. The project is also funded with \$2,079,552 in FTA Section 5307 funds and additional capital reserve (property tax) funding. These funds will be added to the FY2025/26 Capital budget.

The project to purchase four zero emission buses is in the District's capital plan and funds will be held, in accordance to the grant guidelines, until anticipated expenditure in FY2027/28. This programming will add \$105,893 in FY 2024/25 LCTOP funds to the \$850,107 in FY2023/24 LCTOP funds to provide the local match for the project. All interest associated with the funds will be tracked and available to the project. FTA Section 5307 funding is anticipated to be available for the remaining 80% of the project cost.

Respectfully Submitted,

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

Grisel Martinez Brennan
Senior Accounting Analyst

Attachment A: 2025-04 LCTOP Resolution

RESOLUTION #2025-04

**AUTHORIZATION FOR THE EXECUTION OF THE
THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) PROJECT:**

Purchase Four Zero-Emission Electric Buses

\$105,893 Revenue-Based Funds

AND

Installation of Solar Panels and Charging Infrastructure

\$384,675 Population-Based Funds and \$315,342 Revenue-Based Funds

WHEREAS, the Marin County Transit District (the District) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the District wishes to implement the LCTOP project(s) listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations, and guidelines for all LCTOP funded transit projects.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY 2024-25 LCTOP funds:

*Project Name: **Purchase Four Zero Emission Electric Buses***

*Short description of project: **Provide local matching funds for the purchase of four 35ft Zero Emission Electric Buses***

*Amount of LCTOP funds requested: **\$105,893***

*Benefit to a Priority Population: **Project purchases zero emission vehicles that reduce criteria air pollutant or toxic air contaminant emissions on regular scheduled fixed route that are primarily within local income communities.***

*Amount to benefit a Priority Population: **\$105,893***

*Contributing Sponsors (if applicable): **Metropolitan Transportation Commission (MTC) for population-based funds only.***

*Project Name: **Installation of solar panels and charging infrastructure***

*Short description of project: **Installation of solar panels and construction of parking and charging infrastructure for ZEB vehicles at District's facility at 3010/3020 Kerner Blvd. San Rafael, CA 94901.***

*Amount of LCTOP funds requested: **\$700,017***

*Benefit to a Priority Population: **Project creates and improves infrastructure or equipment that reduces criteria air pollutant and toxic air contaminant emissions on service provided primarily within local income communities.***

*Amount to benefit a Priority Population: **\$700,017***

*Contributing Sponsors (if applicable): **Metropolitan Transportation Commission (MTC) for population-based funds only.***

APPROVED AND PASSED this 2nd day of June 2025

Agency Board Designee:

BY: _____



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San Rafael, CA 94901
ph: 415.226.0855
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Director
City of San Rafael

Maika Llorens Gulati

Alternate
City of San Rafael

June 2, 2025

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

Subject: Authorizing Resolution and Project List for California's State of Good Repair Program

Dear Board Members:

Recommendation

Adopt Resolution #2025-05 Approving the Project List for FY2025/26 for the California State of Good Repair Funds.

Summary

Staff requests that your Board adopt Resolution #2025-05 (Attachment A) approving the project list and authorizing the General Manager to submit a request for Scheduled Allocation of the SB1 State of Good Repair (SGR) FY2025/26 funds.

The SGR Program is funded with a portion of the California Transportation Improvement Fee on vehicle registrations created under State Senate Bill (SB) 1. The SB1 SGR program provides approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation, and capital projects. These funds are allocated to eligible agencies under the State Transit Assistance (STA) Program formula pursuant to Public Utilities Code (PUC) section 99312.1. Under the STA formula, half of the funds are allocated based on population and half based on transit operator revenues.

This is the seventh year of funding under the SB1 SGR program. For FY2025/26, the State Controller has indicated that \$299,783 will be available to Marin Transit according to our revenue share. Marin Transit does not receive funds from the population share.

Marin Transit Project List

Consistent with prior years, Marin Transit staff recommend programming the FY2025/26 SGR funds towards vehicle purchases to ensure the state of good repair of the District's revenue vehicle fleet. As shown in Table 1, the SGR fund will contribute local match funds to the federal Section 5307 project funding for the replacement of twenty-two Paratransit Cutaway transit vehicles. Staff anticipate ordering these vehicles in FY2025/26 after the programming and approval of the associated federal funding.



Table 1: Marin Transit SGR Project List

Project Title	Project Description	SB1 SGR (FY26)	Measure AA/ Property Tax	Federal Funds	Total
Purchase 22 Paratransit Cutaway Vehicles (PG)	Replace 22 Cutaway vehicles that are beyond their useful lives, (5-year life)	\$299,783	\$289,817	\$2,358,400	\$2,948,000

Fiscal Impact

With this action, Marin Transit will have the requisite Board approvals to apply for the \$299,783 in FY2025/26 SGR funding. The listed project is included in the FY2025/26 Capital Budget.

Respectfully Submitted,

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

Grisel Martinez
Senior Accounting Analyst

Attachment A: Resolution 2025-05

RESOLUTION NO. 2025-05

**APPROVING THE PROJECT LIST FOR FY 2025/26
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, SGR funds are allocated by the *Metropolitan Transportation Commission*; and

WHEREAS, the *Marin County Transit District* share of SGR funds for fiscal year 2025/26 is estimated to be \$299,783; and

WHEREAS, these funds will be used towards the purchase of twenty-two Paratransit Cutaway vehicles to replace transit vehicles beyond their useful lives; and

WHEREAS, in order to qualify for these funds, the *Marin County Transit District* is required to submit a proposed project list to California Department of Transportation (Caltrans) on an annual basis;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors for the Marin County Transit District hereby approves the SB1 State of Good Repair Project List for FY 2025/26; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the *Marin County Transit District* that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations, and guidelines for all SGR funded transit capital projects; and

NOW THEREFORE, BE IT FURTHER RESOLVED that the *General Manager* is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair Funds and to execute the related grant applications, forms, and agreements.

APPROVED AND PASSED this 2nd day of June 2025.

Eric Lucan, President

ATTEST:

Nancy Whelan, General Manager



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

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City of San Rafael

Maika Llorens Gulati

Alternate
City of San Rafael

June 2, 2025

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

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

Dear Board Members:

Recommendation

Adopt FY 2025/26 budget.

Summary

Marin Transit's draft budget for July 1, 2025 to June 30, 2026 was presented at your Board's May 5, 2025 meeting. Staff is requesting that your Board adopt the final FY2025/26 budget today. The final budget document is attached to this board letter and changes from the draft budget are described below.

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. District staff is just starting the next full SRTP process which will include updated 10-year financial projections. Additional information about the 10-year outlook and options that will be evaluated in the SRTP process is included in the attached presentation.

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 experienced 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 operating expense budget of \$46.6 million is a three percent increase over the FY 2024/25 budget. This increase is comparable to inflation and is mostly a reflection of increased purchased transportation expenses.

The budget includes increasing staff salary ranges by CPI, 2.7%, in accordance with District's adopted employment framework. 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. The budget includes the same number of full-time staff as the current budget, 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 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

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 early FY 2025/26. The District is also in the construction phase for a parking facility, solar canopy and initial electrification project at Marin Transit's 3010/3020 Kerner property in San Rafael.



Final Budget Compared to Draft Budget

The proposed final operations and capital budget for FY 2025/26 includes the following changes from the draft budget:

- Corrected total project budgets for multiple capital projects: Purchase four 30ft and five 40ft buses (#LF), Infrastructure Support (#IF), and Fixed Route Maintenance Facility (#FG); and
- Removed Golden Gate Capital Costs (#GG) from Capital Budget table and moved expenditures to Operations.

These changes have no fiscal impact on the final FY2025/26 budget compared to the draft budget.

FISCAL IMPACT

Board action will authorize FY2025/26 operations and capital expenditure levels.

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 Operating and Capital Budget for FY 2025/26

Attachment B: FY 2025/26 Budget PowerPoint Presentation



MARIN TRANSIT BUDGET FY 2025/26

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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 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>

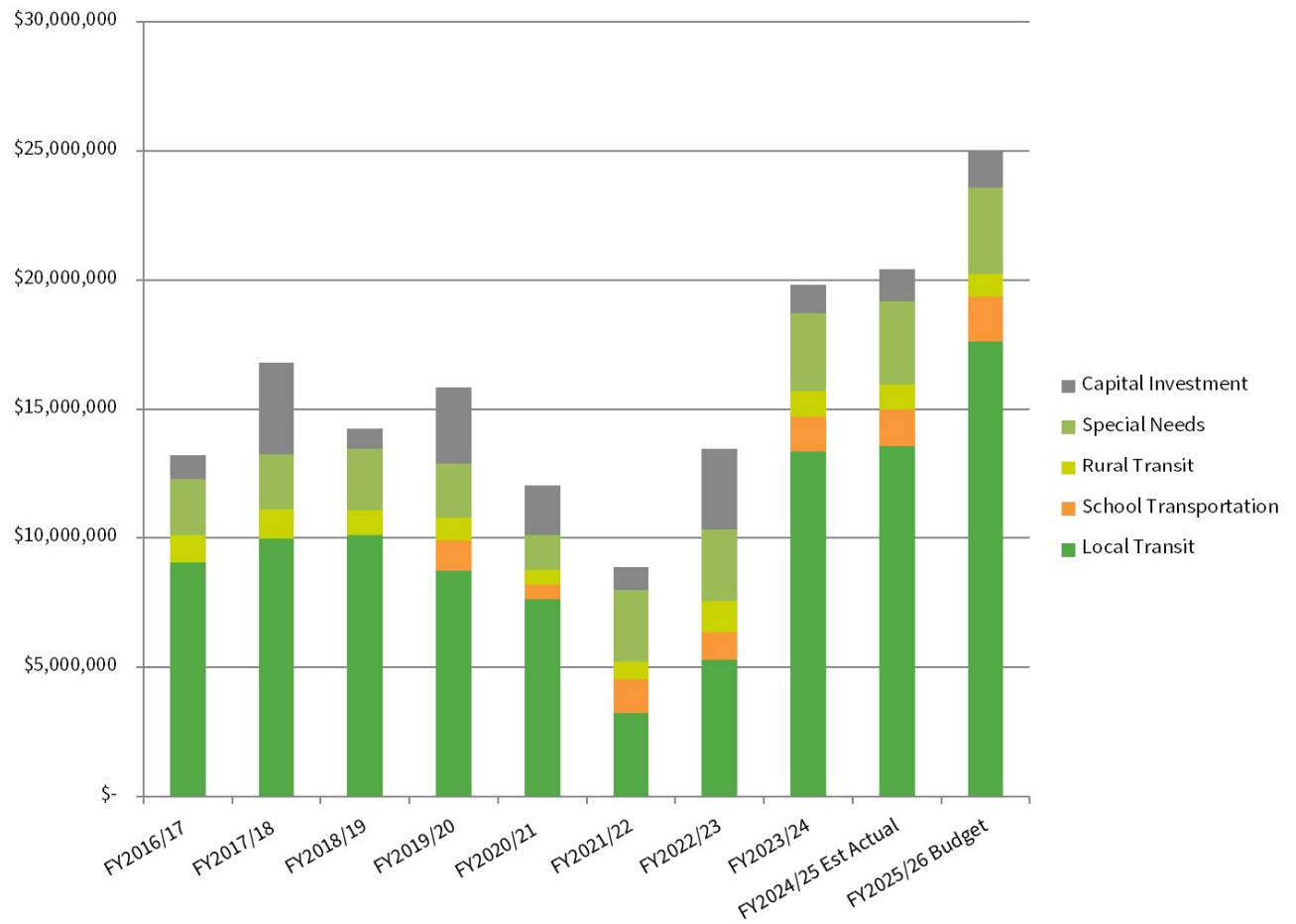
Figure 1: Ten-Year Measure A/AA Transit Funds by Fiscal Year (TAM Projection & Actual Receipts)



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

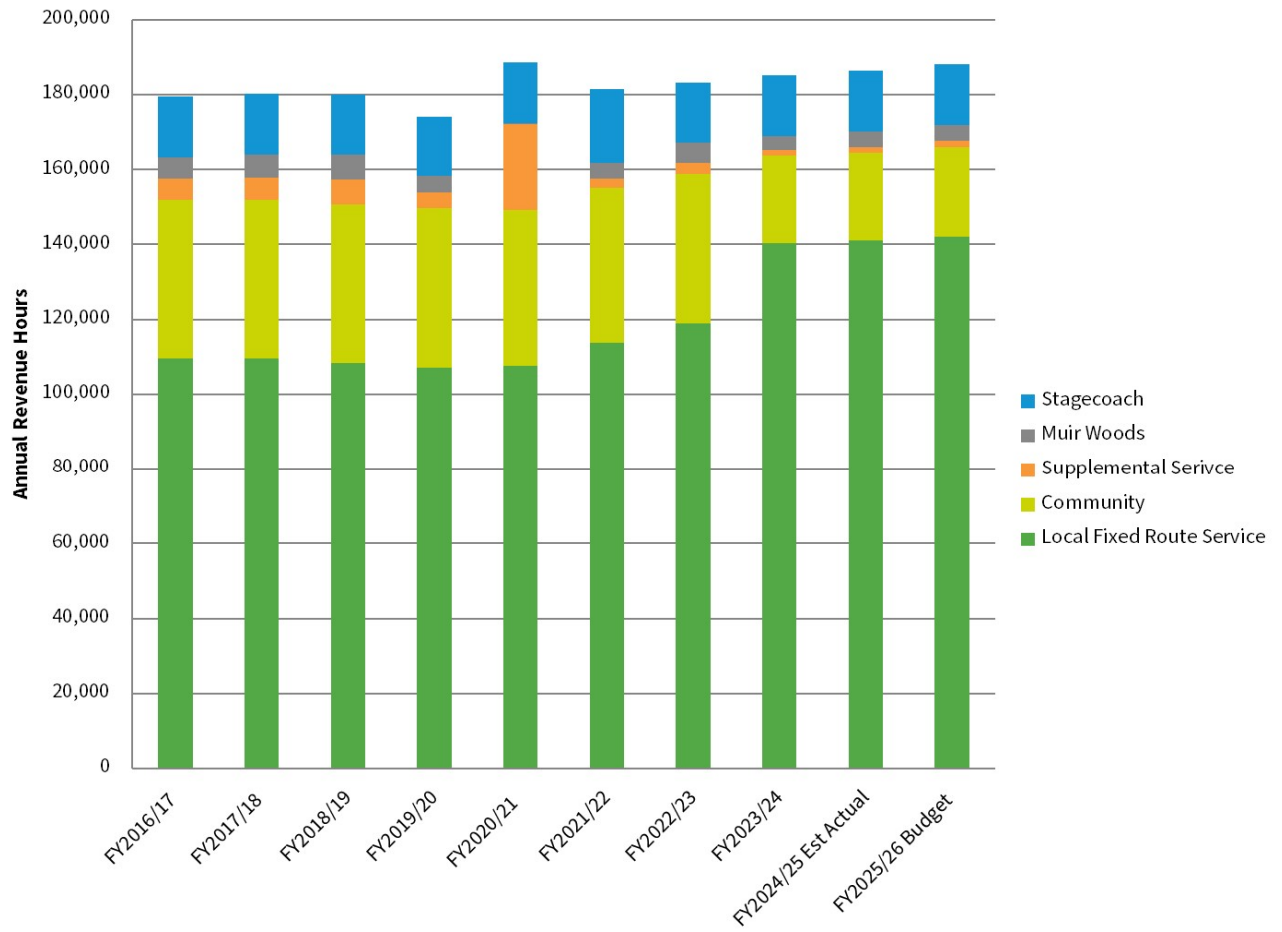


Figure 4: Fixed Route Passengers by Fiscal Year

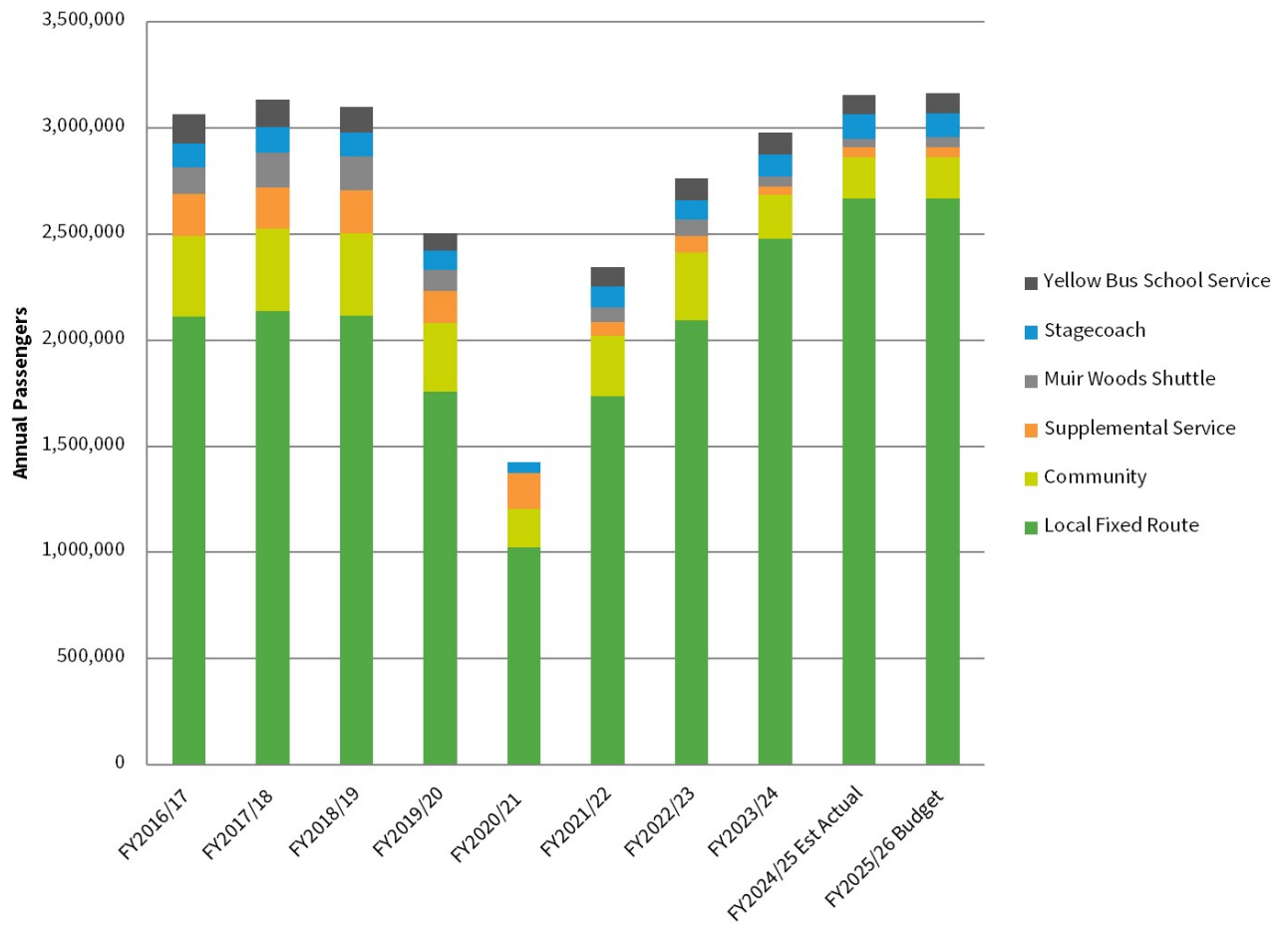


Table 2: Operations Budget (Admin, Local, Yellow Bus, Rural, & Marin Access)

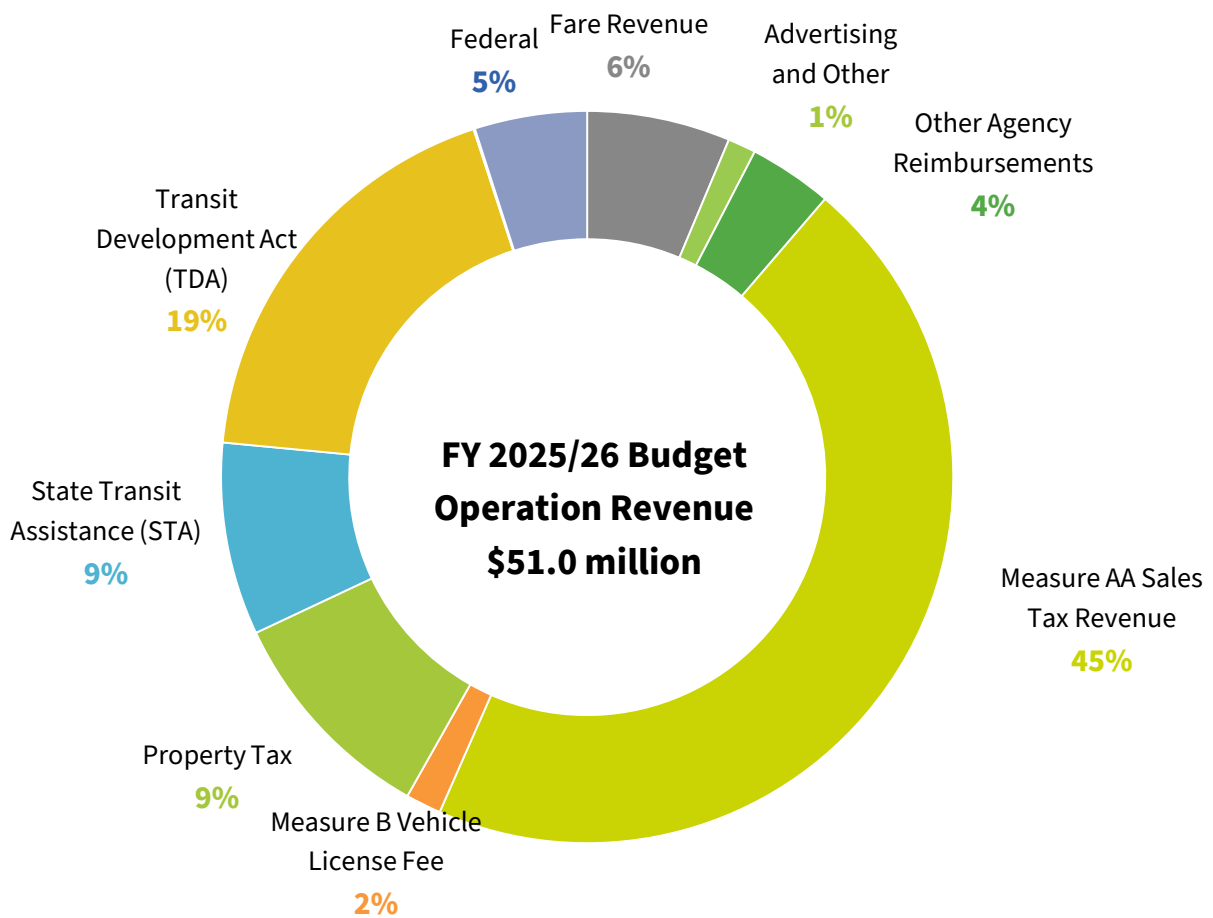
	FY2023/24 Actual	FY2024/25 Revised Budget	FY 2024/25 Estimated Actual	FY 2025/26 Budget	% Δ From FY2025 Budget
Revenue					
Fare Revenue	3,489,555	3,434,005	3,209,380	3,229,767	-6%
Advertising & Other Revenue	48,325	50,000	48,324	51,500	3%
Reimbursements (GGBHTD)	1,493,935	1,521,924	1,684,247	1,888,626	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

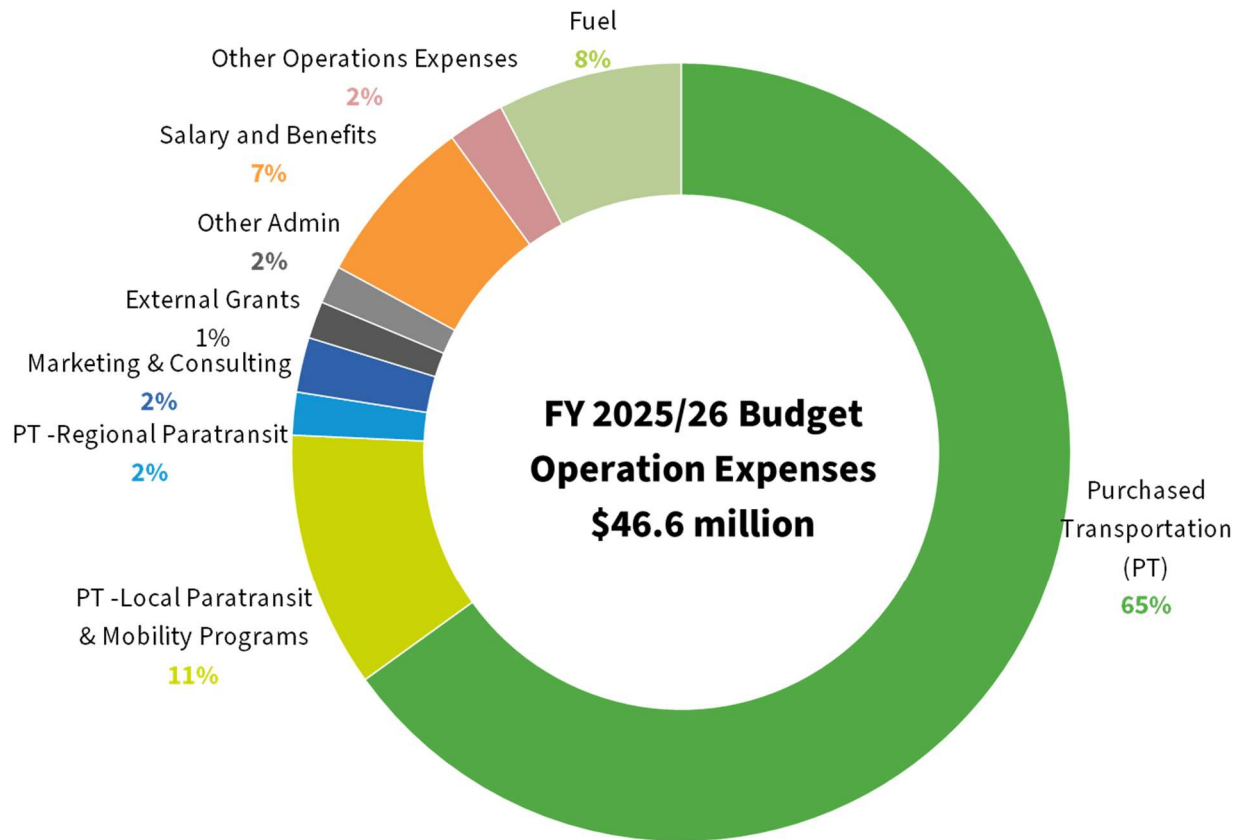
Marin Transit provides local transit service through purchased transportation contracts. Under this structure, the majority of District operations expenses (Figure 6) are for contract service operations (76%) and associated fuel (8%) and other operations expenses (2%). The contract service operations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

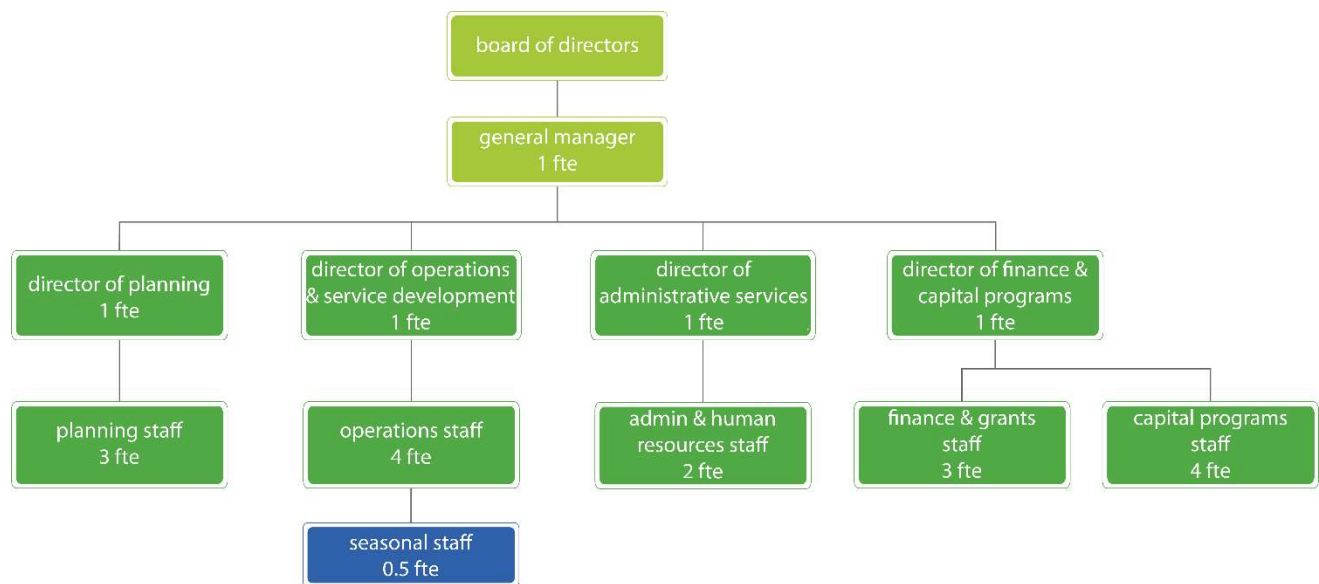
Table 5: Personnel Counts (FTE)

	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

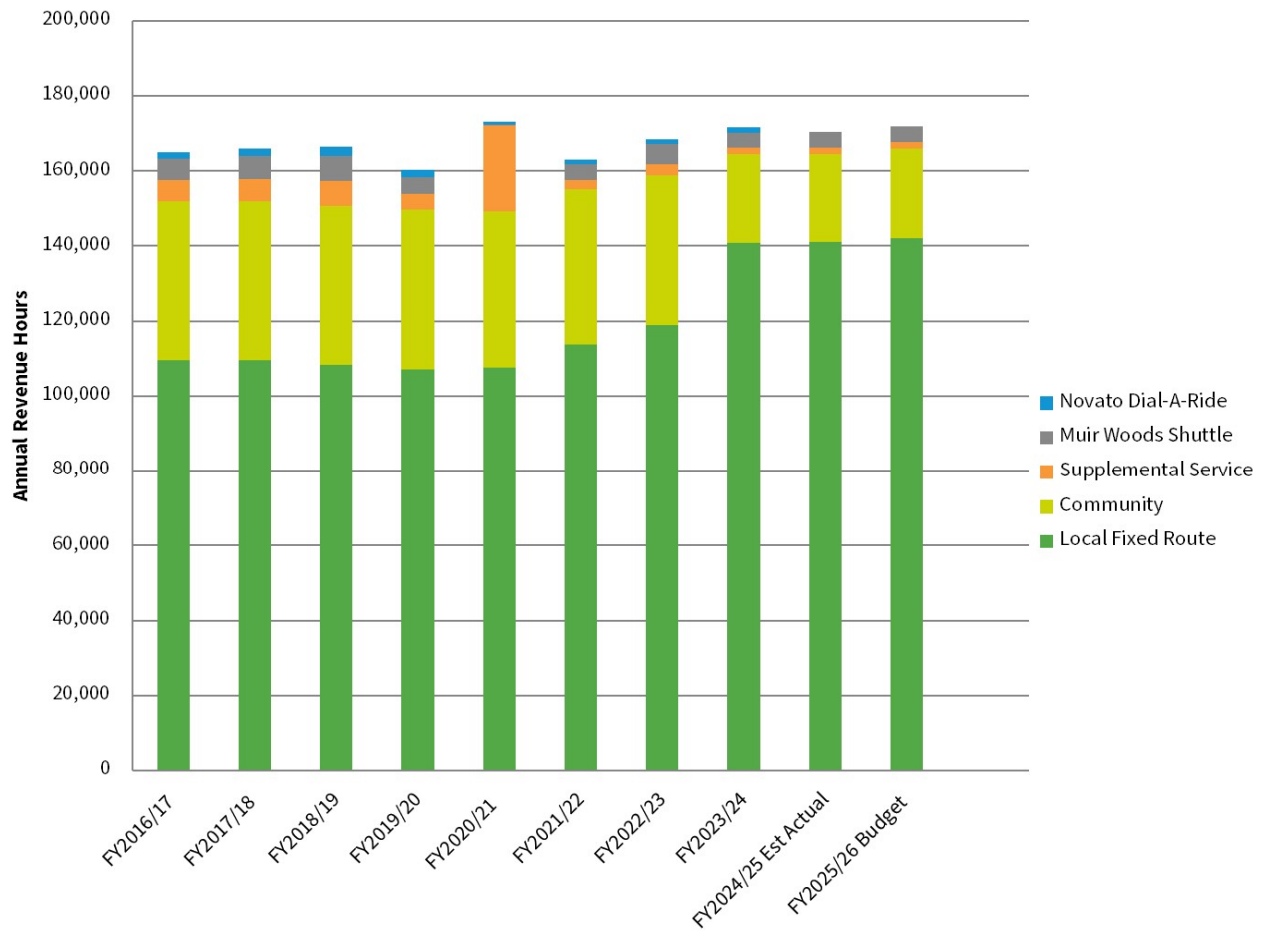
Local service is funded with a combination of fare revenue, advertising revenue, Measure AA local sales tax funds, Transportation Development Act (TDA), State Transit Assistance (STA), and federal grants. Measure AA sales tax funds in the local budget include both sub-strategy 4.1 - *Local Bus* funding 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

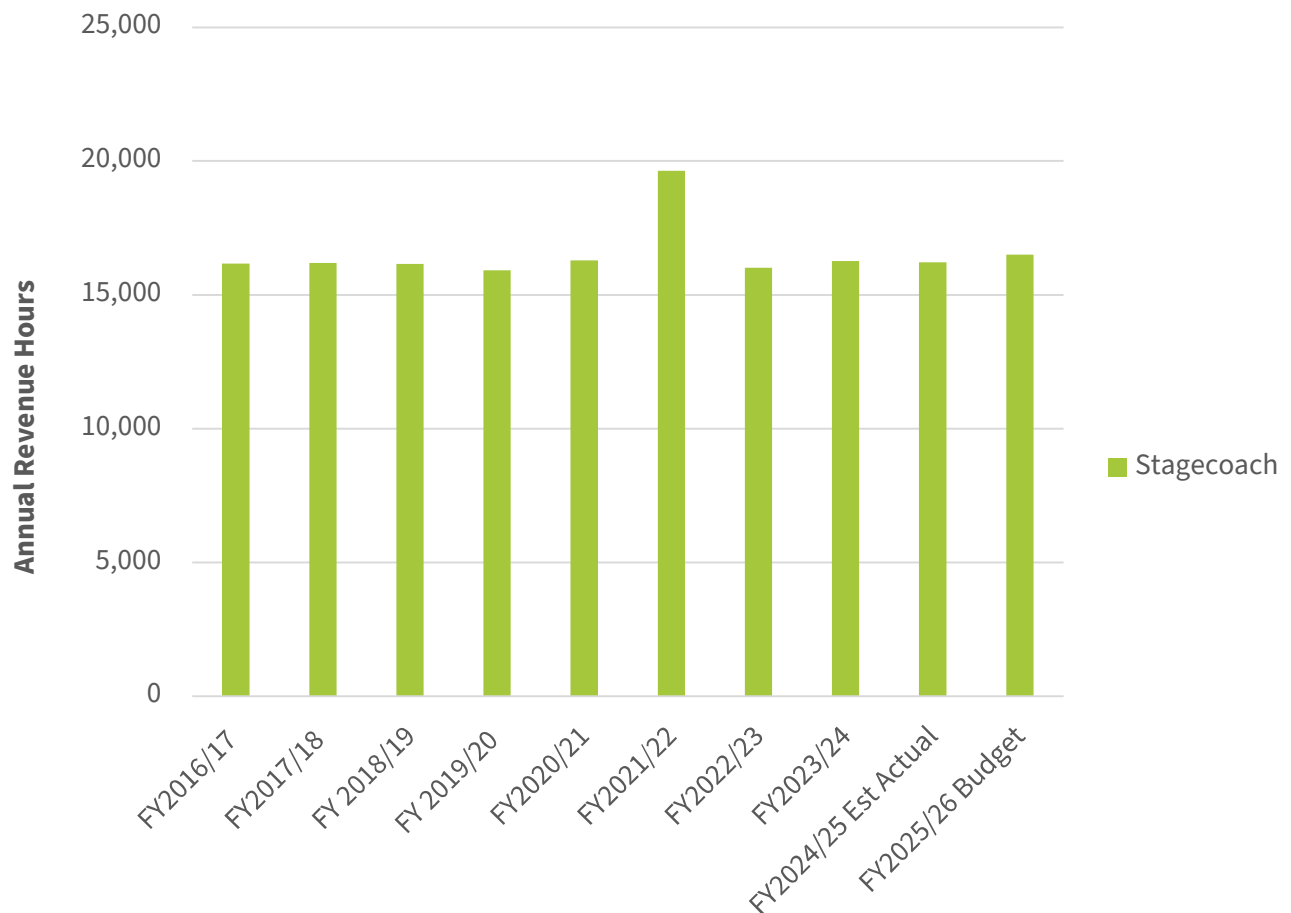


Figure 10: Rural Service Ridership by Fiscal Year

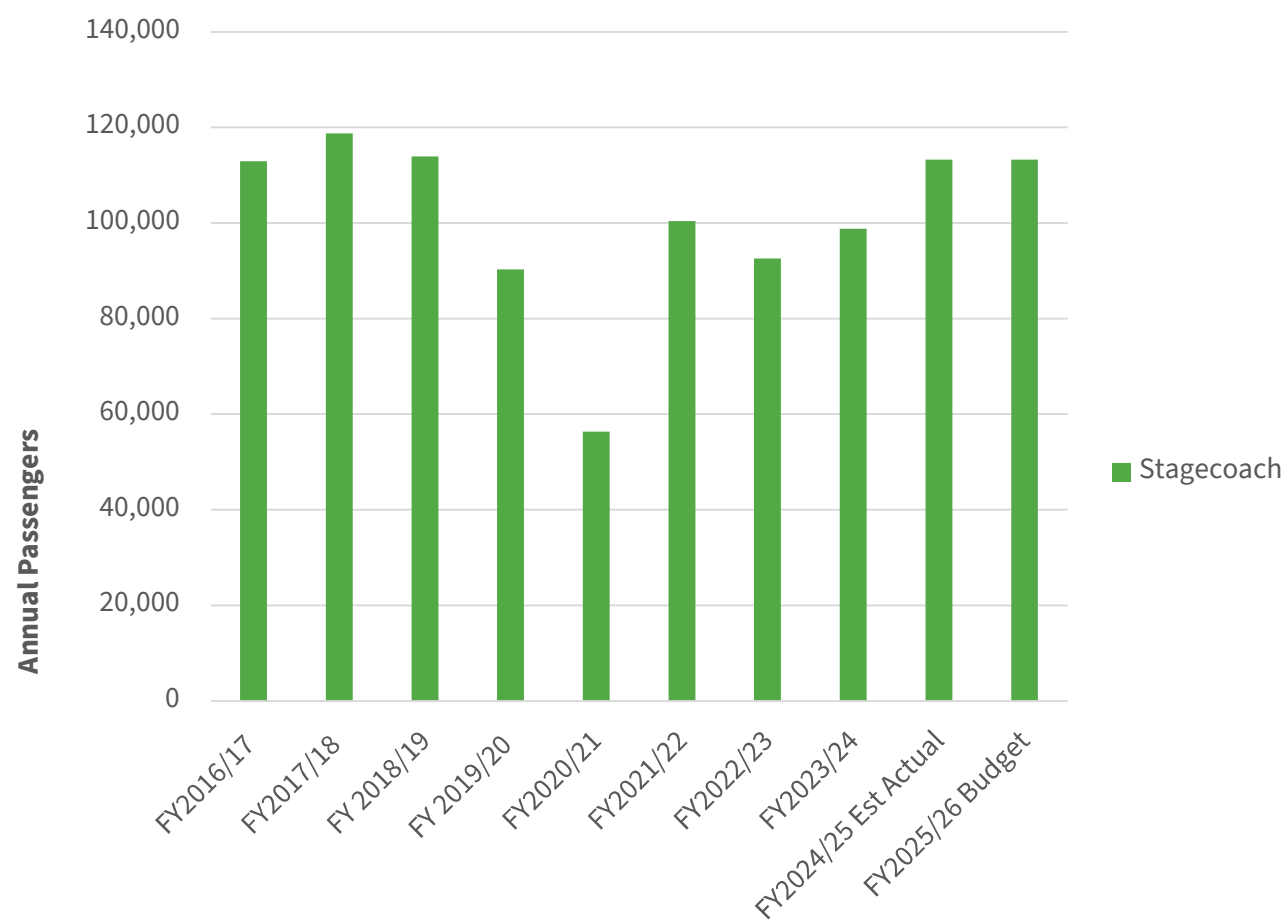


Table 10: Rural Budget Service Levels

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.

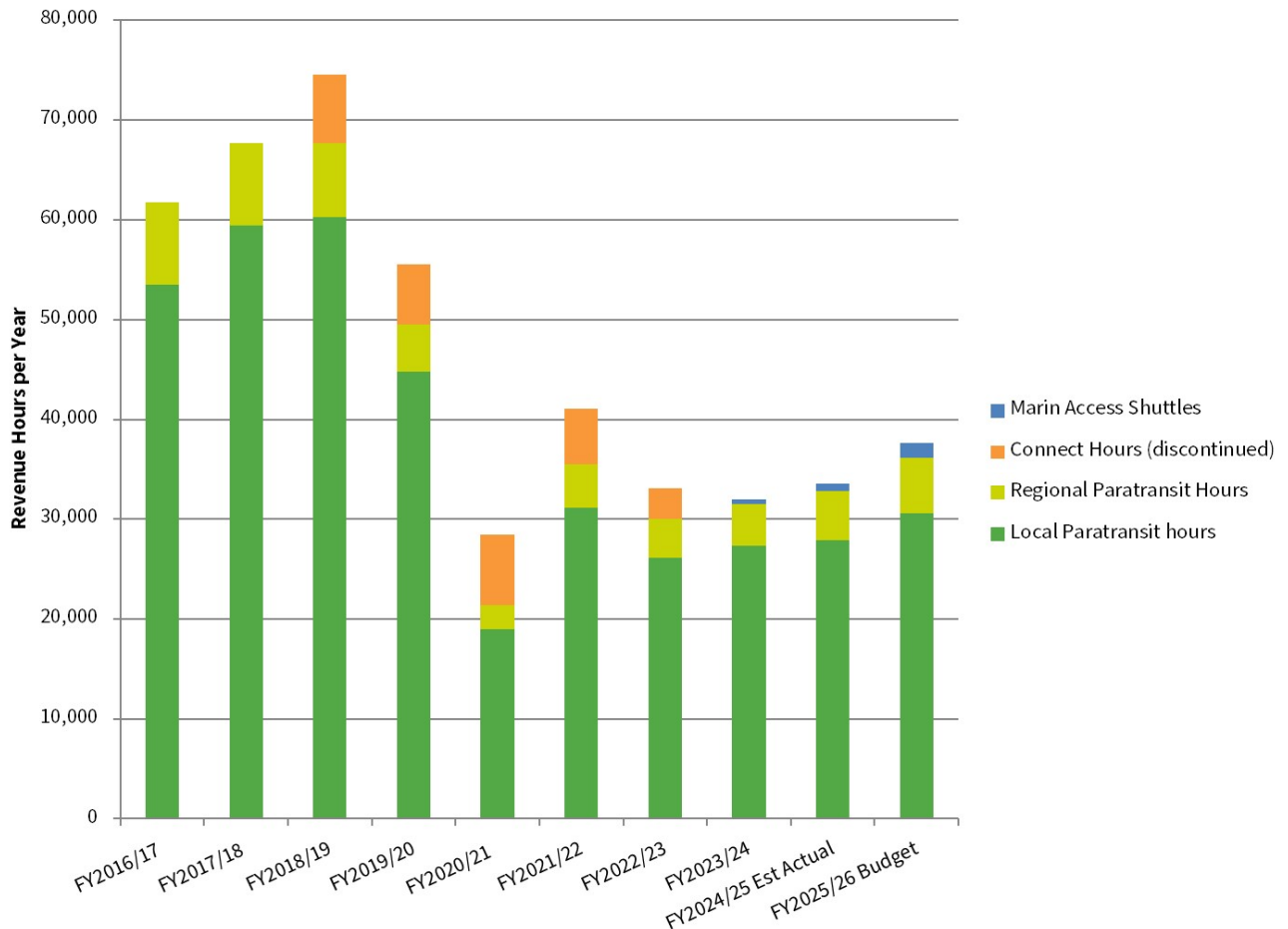
The Marin Access Mobility Management Center supports the Marin Access program by providing enrollment and eligibility determinations, program referral, travel training, and fare assistance for riders with income barriers.

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

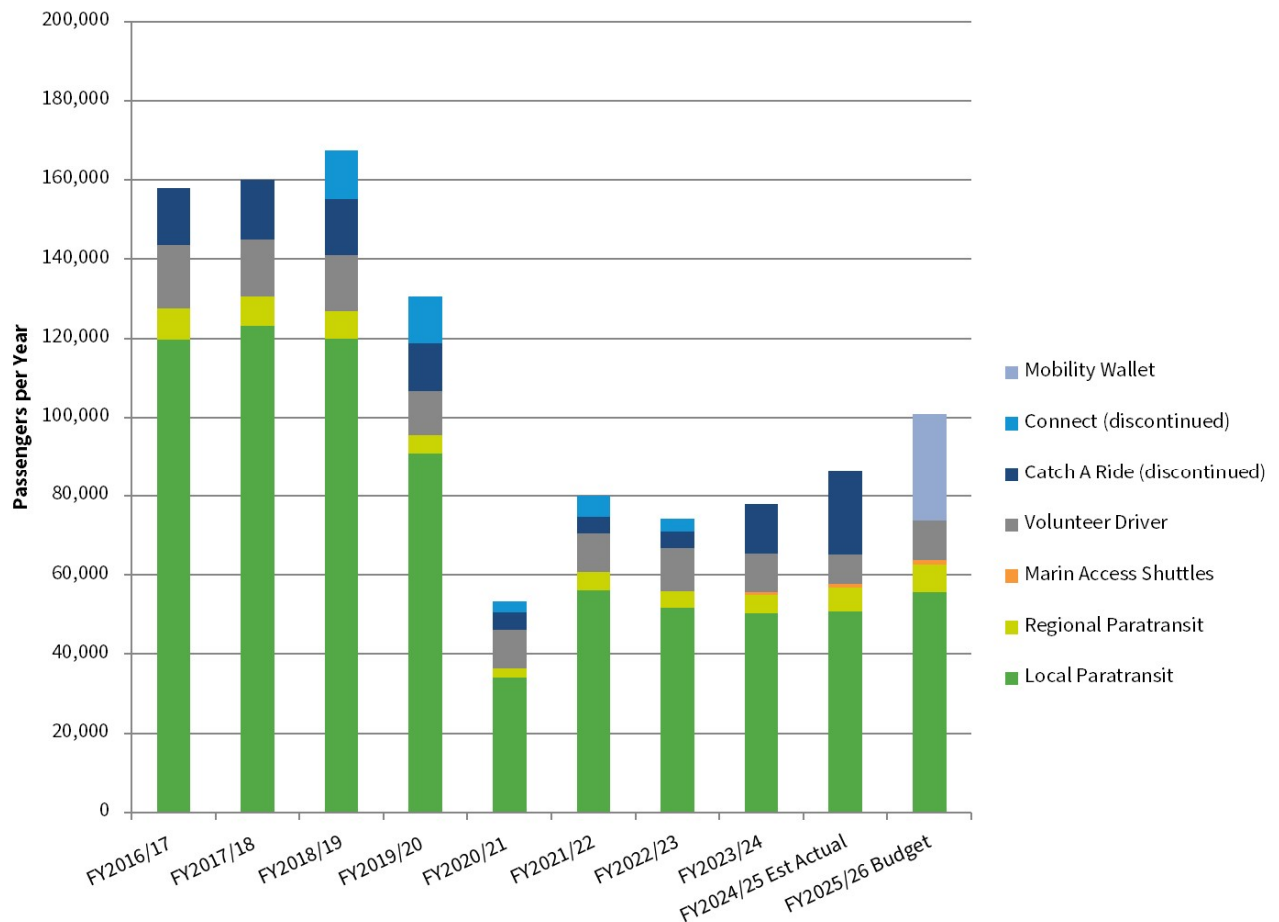


Table 14: Marin Access Budget

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

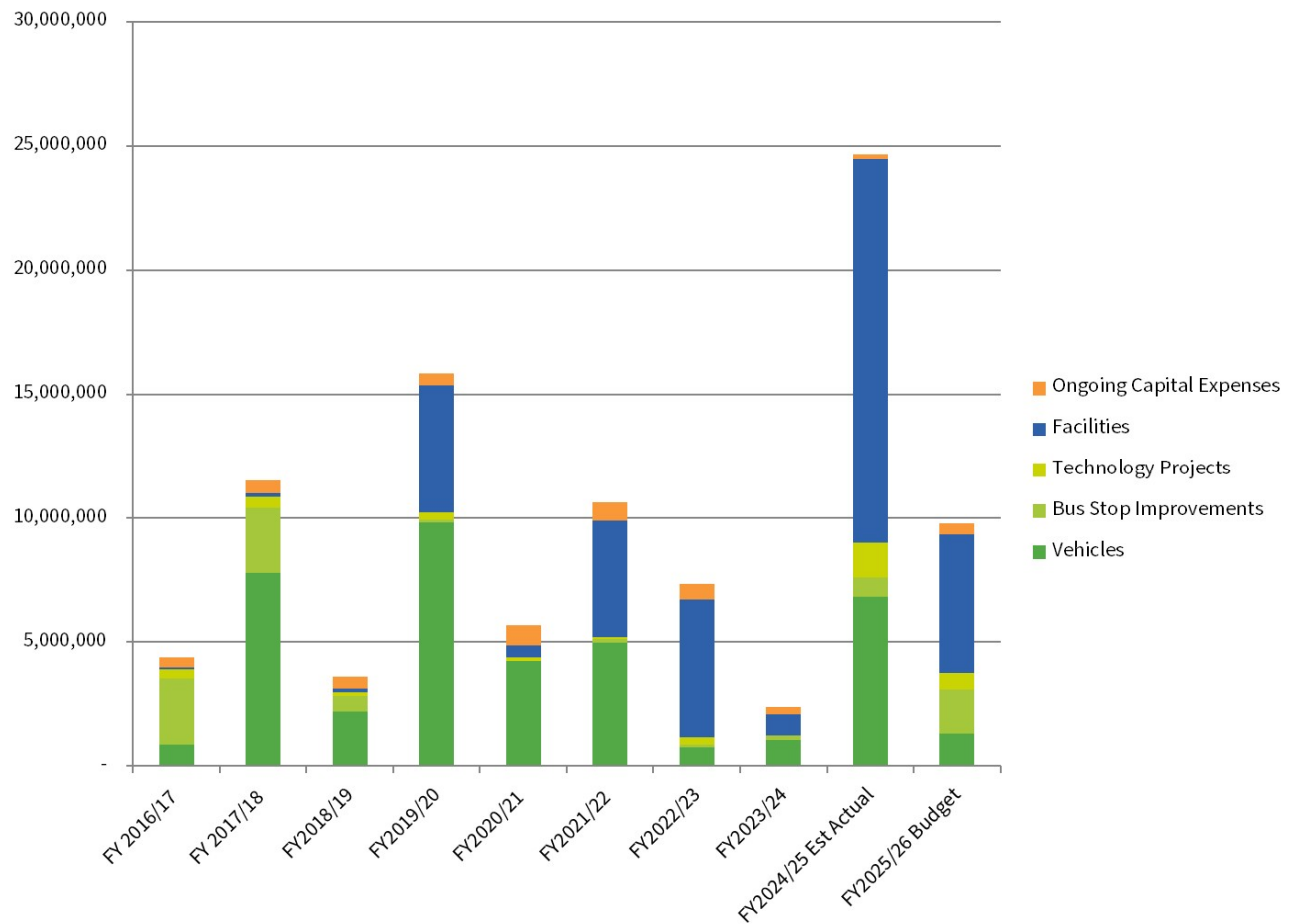
Purchase Four 30ft and Five 40ft Buses (LF) – Marin Transit will purchase four 30-foot buses and five 40-foot buses to replace three shuttles, eight narrow XHF vehicles, and a 40ft hybrid that was retired early due to an accident. These vehicles are not programmed as zero-emission vehicles in the District's 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	8,186,912	1,250	1,000	7,808,145	20%	0%	80%
PE	Purchase 2 electric paratransit	677,208	10,185	667,023	0	0%	100%	0%
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		13,112,120	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	46,678,000	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		55,343,967	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%
VR	Major Vehicle Repairs (VR)	200,000	80,000	200,000	0	100%	0%	0%
IF	Infrastructure Support (IF)	250,000	108,000	250,000	0	100%	0%	0%
Subtotal Ongoing Capital Expenses		450,000	188,000	450,000	0	100%	0%	0%
Total Expenditures		77,509,087	19,584,127	10,040,838	47,695,608	35%	2%	63%



Final Budget

JULY 1, 2025- JUNE 30, 2026



May 5, 2025

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

Final Budget

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



MARIN TRANSIT BUDGET
FY 2025/26

Overview – Budget Summary

	FY2023/24 Actual	FY2024/25 Revised Budget	FY 2024/25 Estimated Actual	FY 2025/26 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

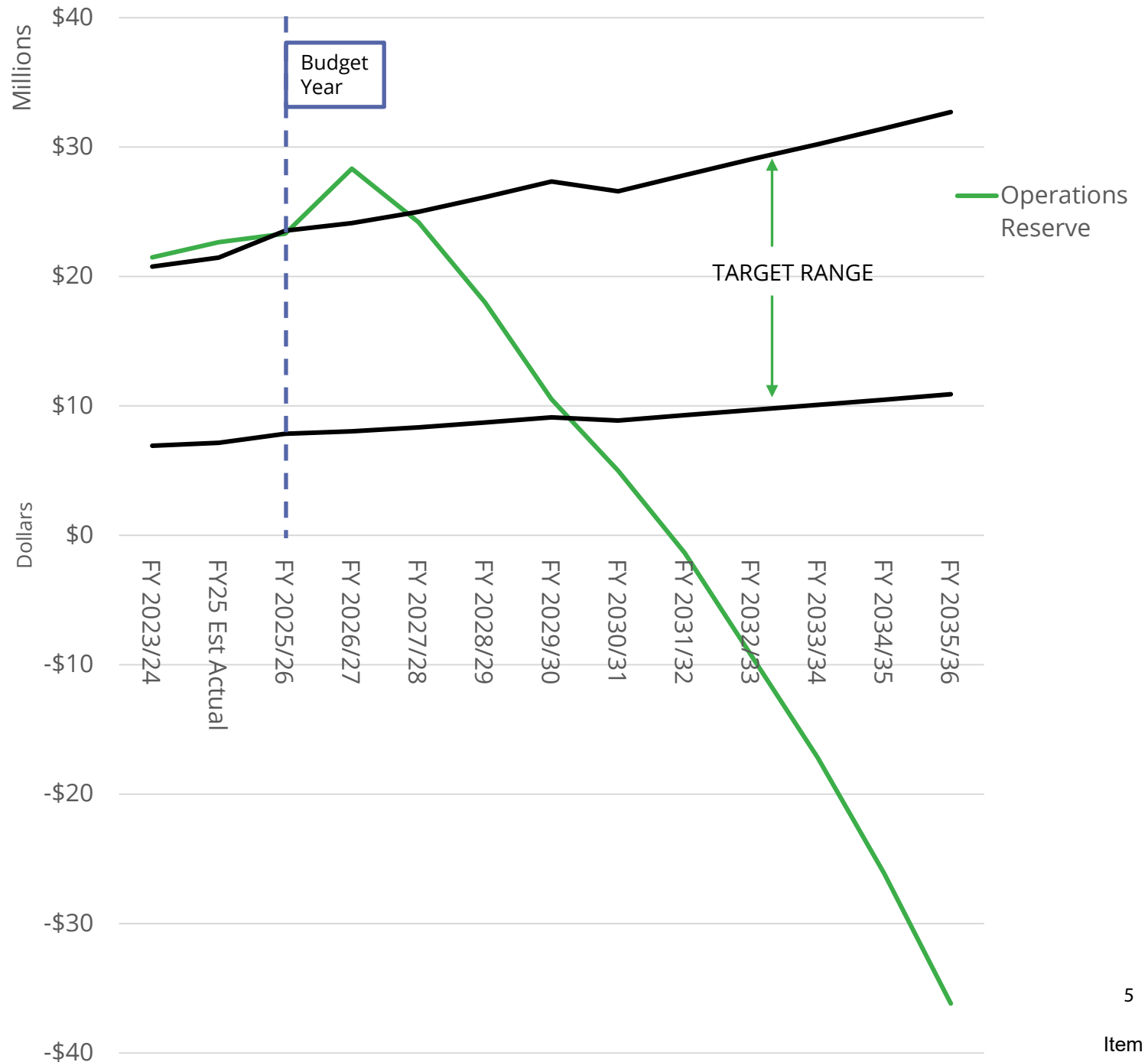
Overview- Budget Summary

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
- Fully funds operational reserves and increases capital reserve

MCTD DRAFT Fund Balance

- DRAFT 10 year projections with **NO** mitigations
- Projections in years 6-10 have a HIGH level of uncertainty
- Board and community process in STRP evaluate options



Draft Guiding Principles for Financial Realignment

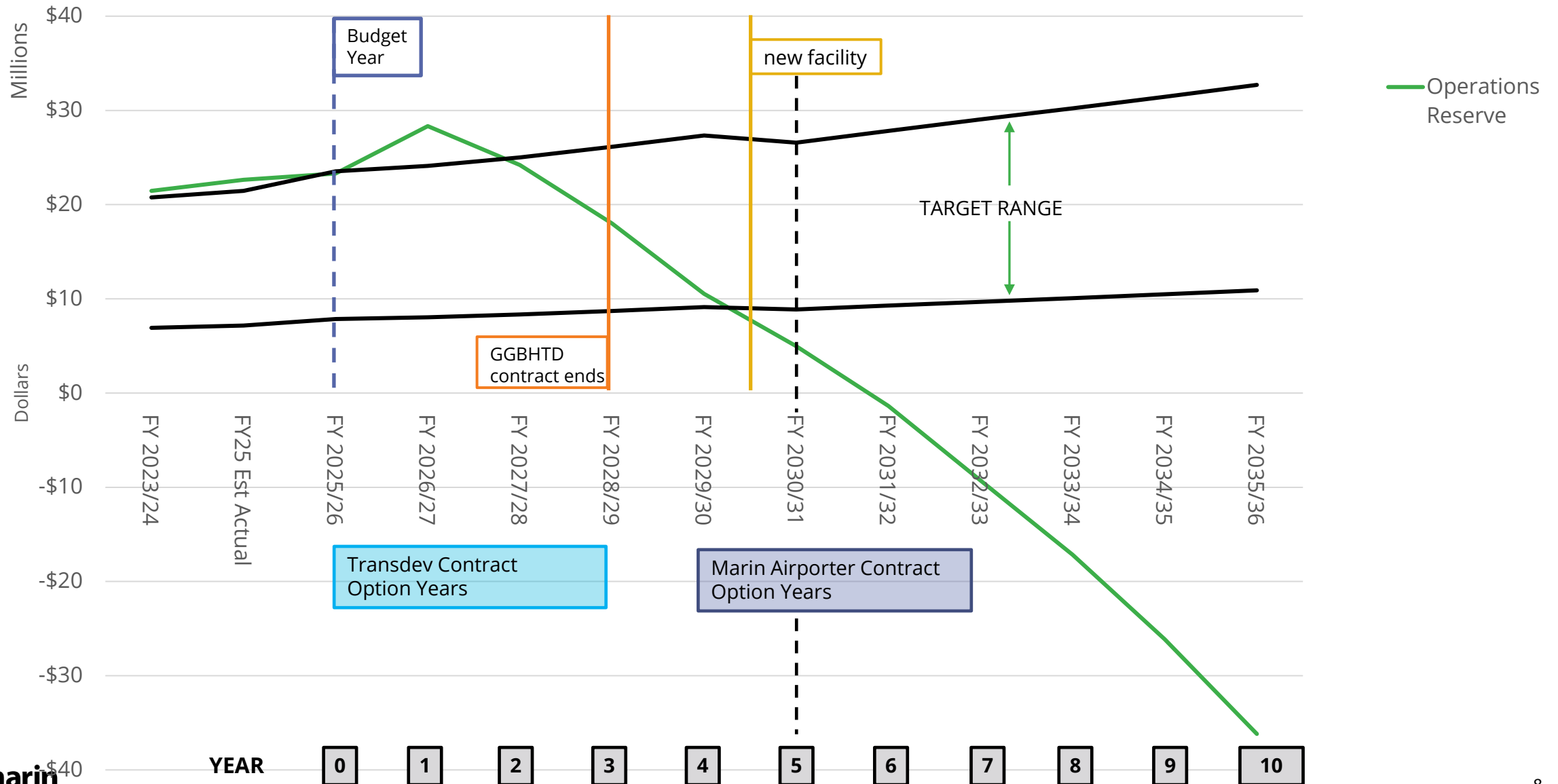
For Discussion at SRTP Board Workshop

- Maintain service levels for as long as possible
- Make targeted service reductions accounting for:
 - Service coverage
 - Service frequency (can't cut one trip in the middle of the day)
 - Service productivity
- Strive to keep fares low for those who can least afford them
- Others.....

MCTD DRAFT Fund Balance



MCTD DRAFT Fund Balance



Example Actions to Maintain Fiscal Stability

For discussion at SRTP workshop

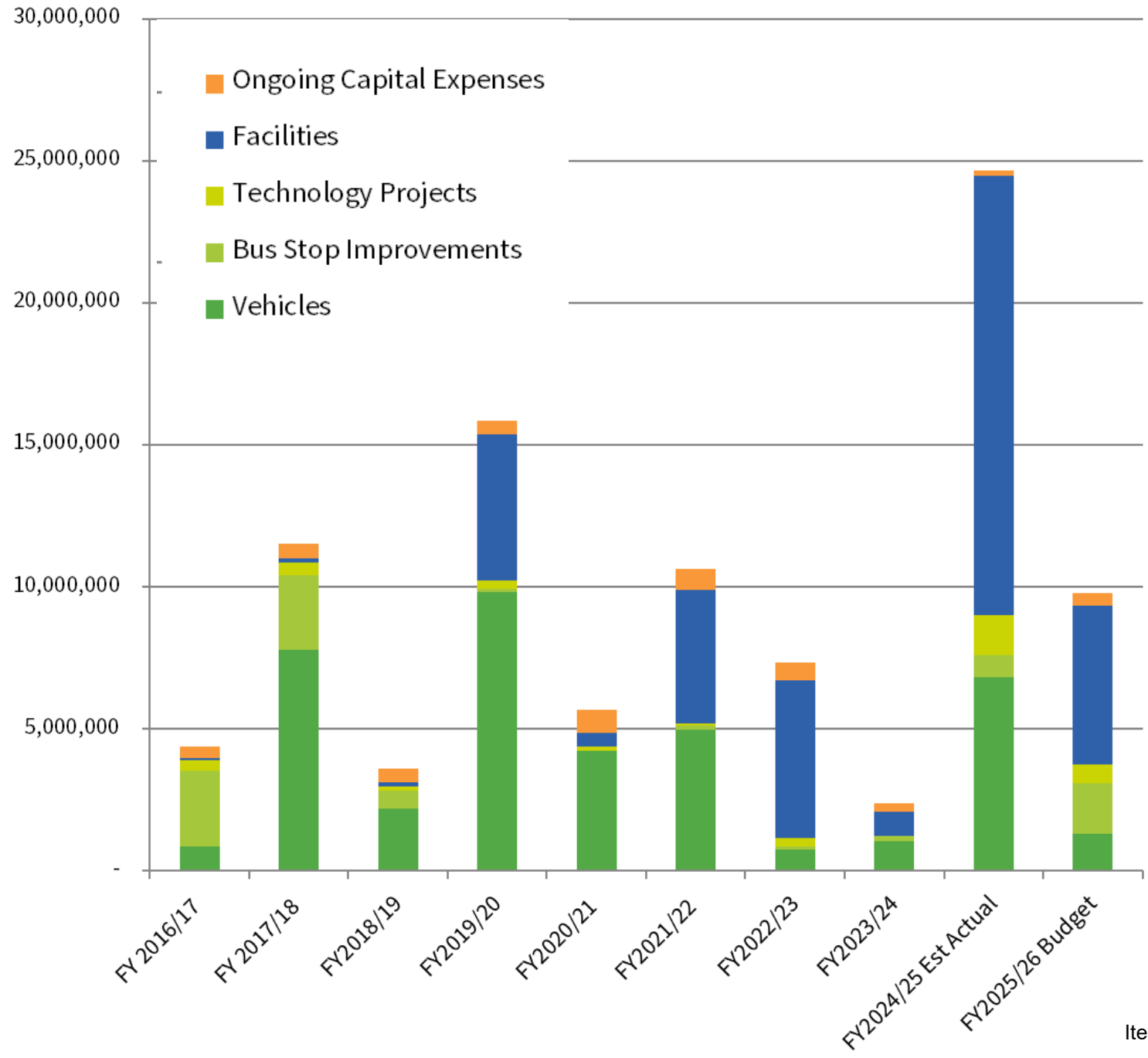
10 year reserve level with no changes: *-36.1 million*

Example Actions	Estimated 10-Year Impact	Minimum time for Implementation
Adopt more optimistic revenue forecasts	\$20 million*	N/A
Reduce fixed route hours by 12,000 in FY2029 (6.5%)	\$20 million	1.5 to 2 years
Increase Fixed Route Fare Revenues	\$6.6 - \$13 million	2 years
Reduce financial assistance for Muir Woods Shuttle	\$4 million	1-2 years
Reduce Paratransit Growth Assumption	\$2 million	N/A

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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Alternate
City of San Rafael

June 2, 2025

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

Subject: Same Day Paratransit Pilot Program

Dear Board Members:

Recommendation

Authorize a pilot program to offer Same Day Paratransit service.

Summary

Staff proposes to initiate a pilot program to offer same day paratransit service to enrolled riders starting July 1, 2025. The goals of this pilot service are to provide an improved service offering for eligible riders and improve service efficiency. The pilot is designed to avoid impacts to mandated paratransit service and to avoid uncontrolled cost increases. The Same Day paratransit service will only be available for local trips, will require that riders pay a premium fare, and all trips will be fulfilled on an as-available basis.

Background

The District offers ADA Paratransit service to ensure that riders with disabilities who are unable to use the fixed route network have access to a public transit option, as mandated by the Americans with Disabilities Act (ADA) of 1990. ADA Paratransit service is a shared ride, door-to-door service and complements the fixed route network. ADA Paratransit service is available during the same days and hours as local bus service, within 3/4 mile of the routes. This service is considered a demand-response service where passenger trips are generated by calls from passengers or their agents to the transit operator, who then dispatch a vehicle to pick the passengers up and transport them to their destinations. ADA Paratransit is currently only available on a pre-scheduled basis, with trip reservations made one to seven days in advance.

To enroll, riders must demonstrate that they are unable to independently use Marin Transit local bus service some or all of the time. As part of the enrollment process, riders must complete an intake application, complete a brief phone or virtual interview with Travel Navigator staff, and provide a licensed professional's statement to verify their disability. This service is mandated, and all applicants must qualify for certification under the guidelines established by the ADA.



Riders schedule trips by phone or online through the Marin Access Passenger Portal. Riders pay a local fare of \$4 per trip and may pay the fare by cash at the time of boarding or in advance either from value added to their account using the Marin Access Passenger Portal or from value available to them via the Marin Access Fare Assistance program. Currently, there are 861 active enrolled riders¹ and ridership averages approximately 4,000 trips per month.

ADA Paratransit service is highly regulated to ensure that it provides equivalent service to riders with disabilities and adheres to the Americans with Disabilities Act. The District closely monitors ADA Paratransit service to ensure compliance with regulations and to provide a high-quality experience for riders. The nature of the service, particularly the requirement of scheduling trips in advance, limits the flexibility with which riders can travel. Anecdotal feedback suggests that riders eligible for ADA Paratransit service desire more flexible service that does not require advance scheduling. In addition, the ADA paratransit evaluation that staff conducted in August 2024 indicated that preference for a same-day/more flexible ride is a key reason for lower ridership recovery post-pandemic (compared to fixed route). Riders have not returned to ADA Paratransit because they have sought out and found alternatives that give them more flexibility.

Same Day Paratransit Pilot Program

To respond to rider feedback, staff researched the feasibility of offering a same day service for eligible paratransit riders through the demand response contract operated by Transdev. Staff conducted interviews with peer agencies offering a same day paratransit option to understand best practices for offering this type of service and requested input from Transdev. Key findings from research were incorporated into a proposed pilot program for same day paratransit service.

Staff propose to initiate a pilot program to offer same day paratransit service to enrolled riders starting July 1, 2025. The goals of this pilot service are to offer improved service to riders and improve service efficiency by utilizing the available time we are already paying for to offer more trips. For example, a driver may have time between mandated trips or be able to take an additional (Same Day) passenger on a pre-scheduled, mandated trip. Given that this same day service exceeds the requirements for mandated ADA paratransit service, it is not subject to the same regulations; agencies offering this type of service have more flexibility with service parameters, including setting fares and the ability to deny trips if necessary.

The pilot is designed to avoid impacts to mandated ADA Paratransit service and to avoid uncontrolled increases in costs. The service will only be available for local trips (e.g. those that have both an origin and destination in Marin County) and will be offered at a premium fare of \$15 per one-way trip. The fare is designed to reflect the premium nature of the service and align with the cost of a comparable trip on a taxi or transportation network company (TNC) such as Uber or Lyft. All trips will be fulfilled on an as-available basis meaning they will be slotted into an existing driver shift made up of mandated trips scheduled in advance where there may be a gap in service or service productivity could be improved. It is important to note that not all Same Day trips will be able to be fulfilled based on the requested trip times. Staff will work with riders requesting trips to find ways to complete the request if it cannot be completed as originally requested; this could include booking the trip for a different time that day or referring the rider to an alternative service or provider.

¹ The number of active enrolled riders includes all enrolled riders that have taken a trip on Marin Access ADA Paratransit between July 2024 and April 2025.



The limitations below will be implemented to ensure that the program does not negatively impact mandated service and does not increase service hours operated. Trips fulfilled that do not align with the service limitations will require manager level approval.

- If trips are accepted – the trip cannot trigger opening of new driver shift, extend route end time / pull-in time, or impact other riders' mandated service schedule.
- Same day service is not allowed for regional² trips.
- Same day service is not the same as a will call trip (e.g. rider out in community and not ready for return trip scheduled in advance that requires second vehicle sent **or** rider notifying in advance that they need to reschedule a return trip that has been scheduled in advance due to reasons out of their control).

The table below compares mandated ADA Paratransit service with the proposed Same Day Paratransit Pilot program.

² Marin Transit partners with Golden Gate Bridge Highway and Transportation District (GGBHTD) to offer regional service through a single point of contact for all paratransit trips that begin or end in Marin County or pass through Marin from one neighboring county to another. This allows for seamless travel within Marin County. GGBHTD has elected to not participate in the pilot program; the pilot will not be available for riders traveling regionally.

Table 1: Marin Access Paratransit Service Comparison

	ADA Paratransit Mandated Service	Same Day Paratransit Pilot Program
Enrollment	Required	Required
Service Area	Local, Extended Local, Regional	Local, Extended Local
Hours & Days of Service	Matches Local Bus Service	Matches Local Bus Service
Reservations	Advance reservations required (1-7 days in advance)	Trips can be scheduled on the same day of service, preferably with 2 hours advance notice
Fare	\$4 / trip for Local Service 200% of GGT Fixed Route Fare for Regional Service	\$15 / trip for Local Service
Fare Payment	Cash, Marin Access Passenger Portal, Marin Access Fare Assistance, Check (Regional Service Only)	Cash, Marin Access Passenger Portal, Marin Access Fare Assistance
Trip Fulfillment	All trips scheduled within regulations will be fulfilled	Trips are fulfilled on an as-available basis; some trips may be denied
Subject to Complementary Paratransit Regulations Under the ADA	Yes	No

The pilot program will be offered for six months and is subject to cancellation at any time after this period should it negatively impact mandated service and/or result in unbudgeted costs to the District. Given that demand is largely unknown, staff will monitor the pilot program on an ongoing basis and make adjustments as needed. Staff anticipate monitoring performance metrics on a monthly basis, incorporating staff and rider feedback on a quarterly basis, and expect to return to your Board with a formal evaluation of the pilot program in 2026.

Key performance indicators include the number of trips fulfilled, the number of trip requests denied, impacts to monthly revenue hours and other costs to the District, impacts to the performance of the call center, impacts to mandated service, and the rider experience. The pilot will be evaluated against performance metrics to determine whether to permanently adopt this program. Staff are eager to understand whether the pilot program can be effective at improving mobility and the rider experience while remaining cost neutral.



Fiscal/Staffing Impact

There is limited data available to project demand for same day paratransit service so there is uncertainty in the anticipated cost impacts. Based on ridership for peer agencies offering a similar service, staff anticipates about 500 riders per year or 250 riders for the six-month pilot.

The pilot program will be operated under the District's existing purchased transportation contract with Transdev Inc. and is expected to result in nominal cost increases. Staff will monitor the program to ensure scheduling of same day rides does not increase the numbers of hours operated by Transdev. Golden Gate Bridge and Highway Transportation District (GGBHTD) funds a share of local paratransit service based on local fixed route service provided but does share costs for non-mandated service like this new program. Increasing non-mandated rides by 250 in the pilot period is anticipated to reduce GGBHTD payment to Marin Transit by \$28,500. Marin Transit will receive additional fare revenue from the pilot program which will offset the revenue loss for a net reduction in revenue to Marin Transit of \$27,000.

	Additional Non - Mandated Trips	
Estimated Non-Mandated Same Day Paratransit Tirps	500	250 (6-month Pilot)
Increase MCTD share of Local Paratransit	1%	0.50%
Decrease in GGT Payment	\$57,000	\$28,500
Increase in MCTD retained fares	\$3,000	\$1,500
Net Increased Expense funded by Marin Transit	\$54,000	\$27,000

Respectfully Submitted,

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

Joanna Huitt
Program and Policy Manager

Attachment A: Same Day Paratransit Pilot Program Presentation



Same Day Paratransit Pilot Program

Agenda

- 01** Background
- 02** Proposed Same Day Pilot Service
- 03** Evaluation
- 04** Timeline & Next Steps
- 05** Action Requested

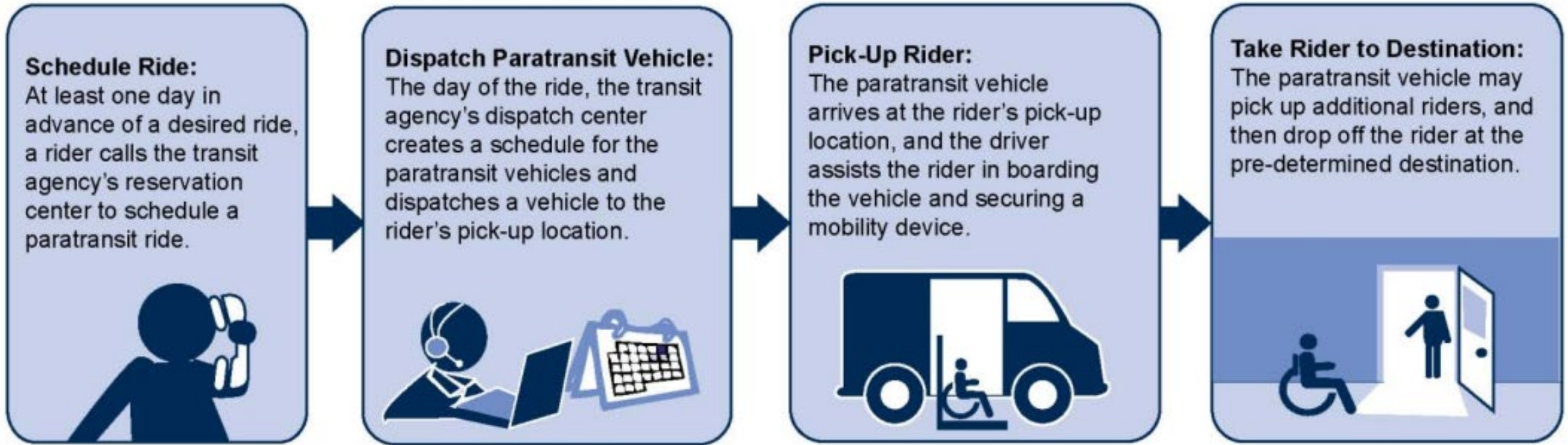
Background

Mandated ADA Paratransit Regulations

- As defined in FTA guidance, mandated ADA paratransit, otherwise known as complementary paratransit service, must be provided by any public entity operating fixed route public transit that is not otherwise exempt from the regulations.
- This service must be “comparable” to the fixed route and meet the following service criteria:
 - Same hours and days of service
 - Same service area – within $\frac{3}{4}$ mile of fixed route
 - Response time (trip reservations) - trips scheduled 1 day in advance must be fulfilled
 - Fares cannot be more than 2x the adult cash fare
 - No limitation on trip purpose
 - Absence of capacity constraints



Mandated ADA Paratransit Service Process



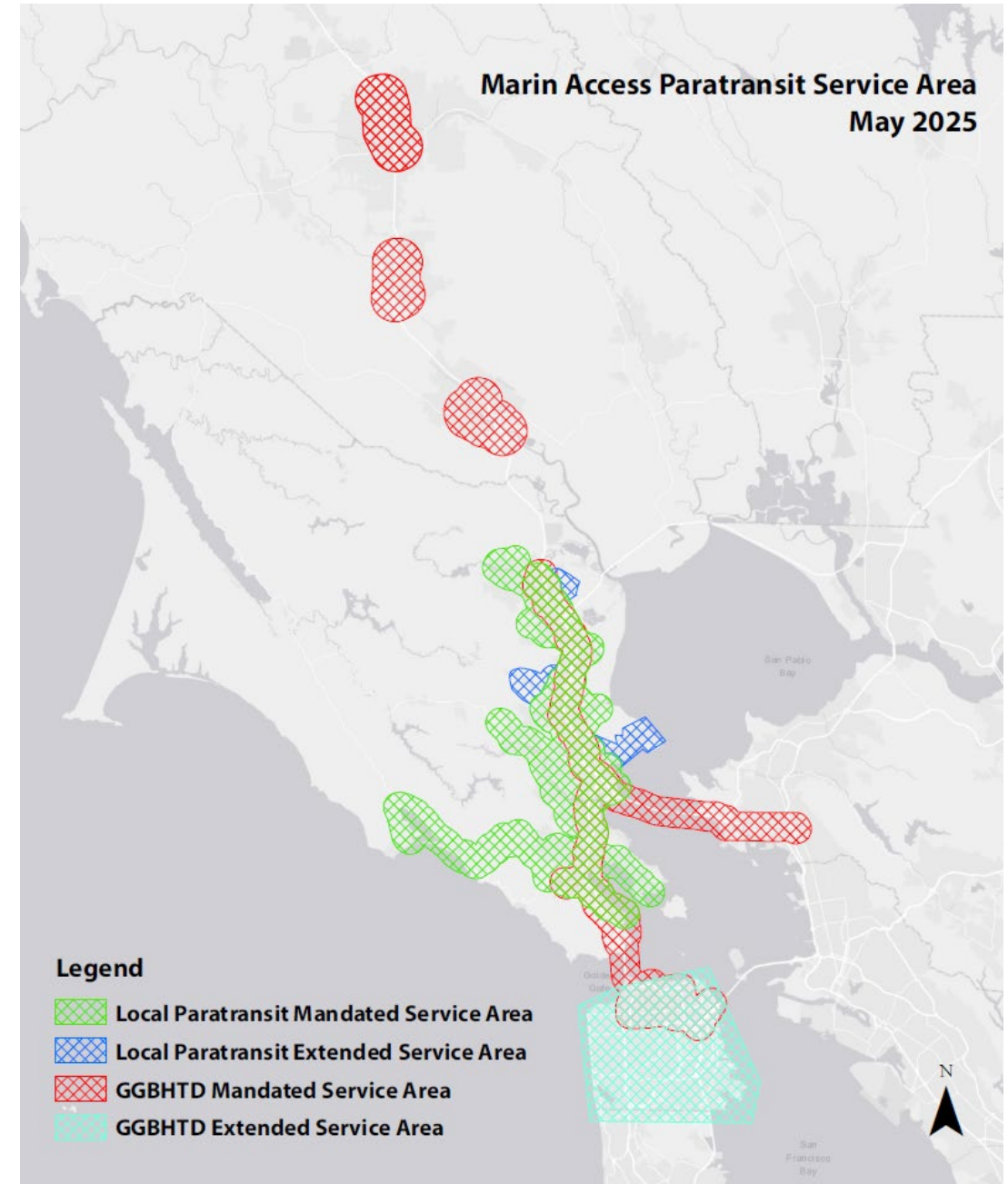
Marin Access Paratransit

861

**Active
Riders**

4,000

**Avg. Trips
per Month**



Proposed Same Day Pilot Service

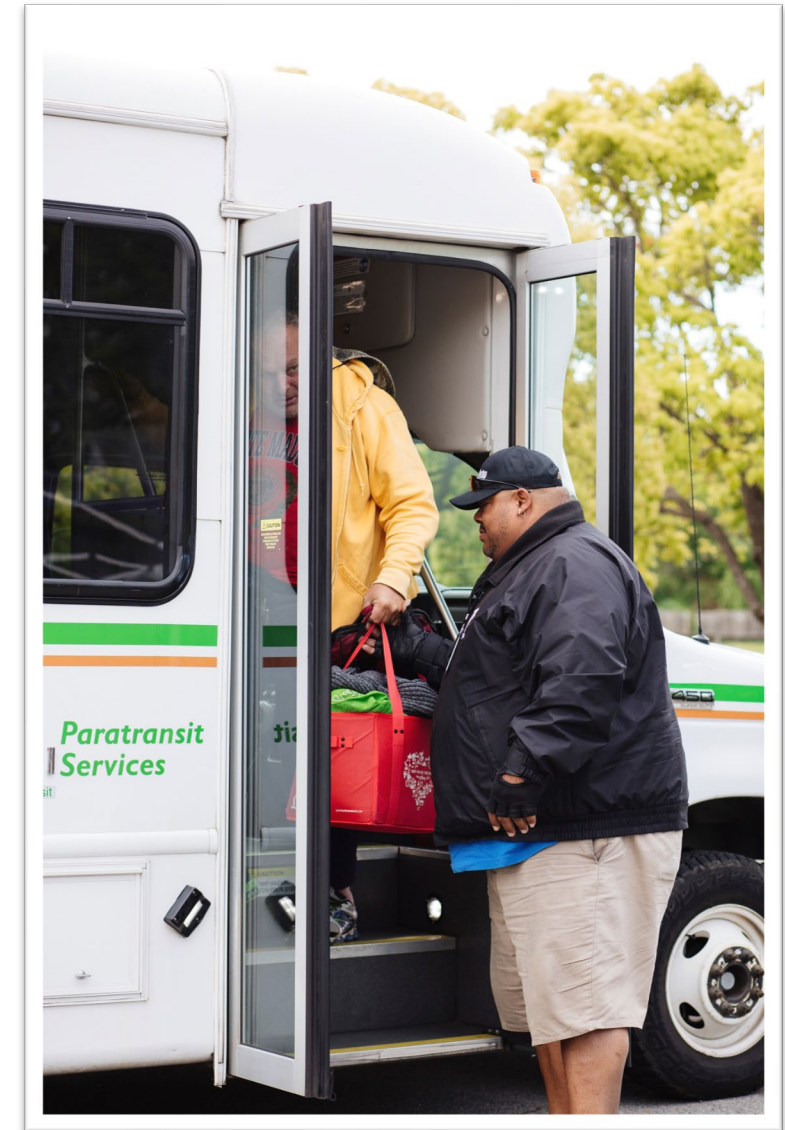
Pilot Program Objectives



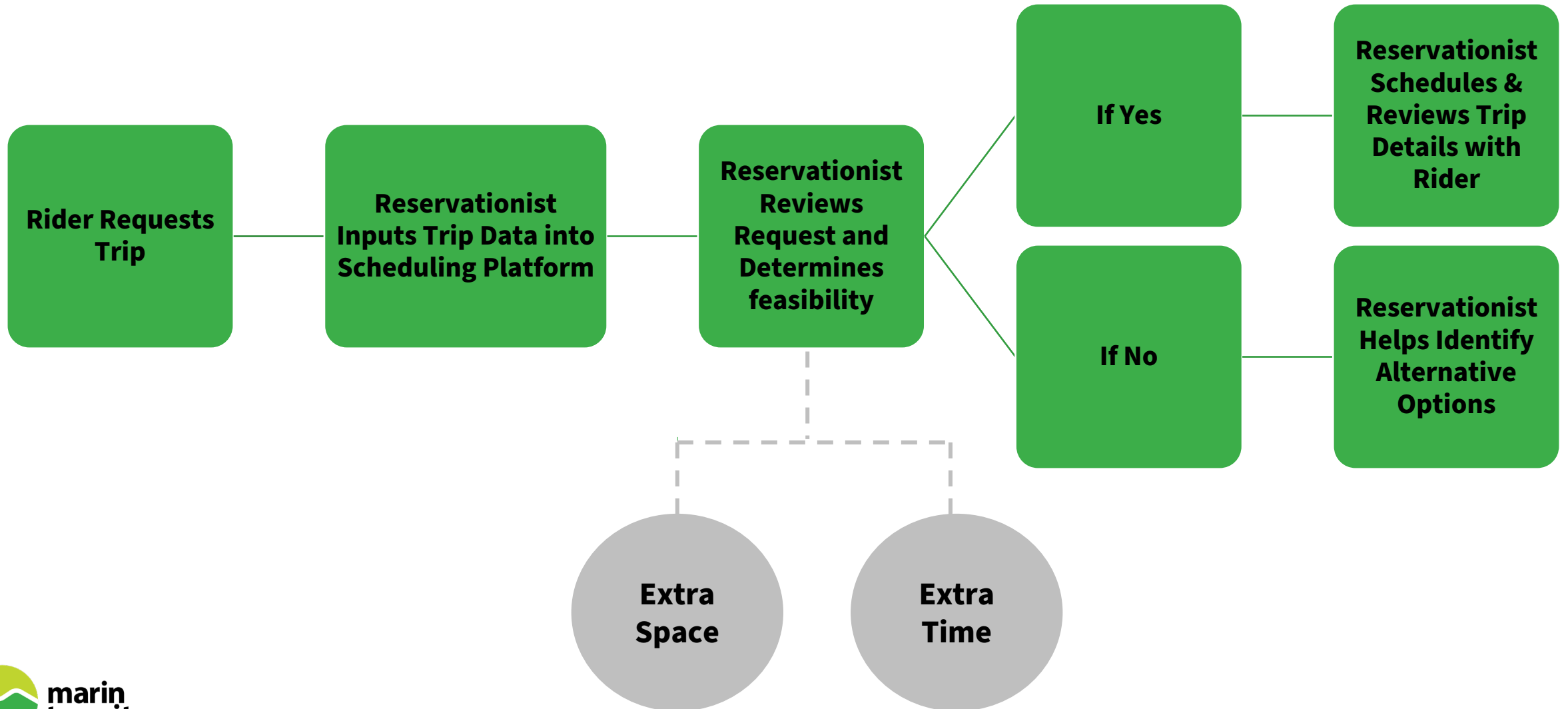
1. Offer same day, door-to-door service to ADA eligible riders on an **as-available** basis
2. Use **existing capacity** within paratransit program
3. **Maintain service quality** for ADA mandated trips
4. Design program to **limit budget impacts**

Service Parameters

- Local paratransit service area only; no regional trips
- Trips can be scheduled on the same day of service, preferably with 2 hours advance notice
- \$15 / trip for Same Day Service (compared to \$4 for existing ADA ride)
- Trips are fulfilled on an as available basis; some trips may be denied
- Not subject to ADA regulations



Same Day Paratransit Scheduling



Evaluation

Evaluation

- The pilot program will be evaluated on an ongoing basis; formal evaluation in 2026
- Key Performance Metrics
 - ✓ Trips Fulfilled
 - ✓ Trips Denied
 - ✓ Financial Implications
 - ✓ Impacts to Call Center
 - ✓ Impacts to Mandated Service
 - ✓ Rider Experience

Timeline & Next Steps

Timeline

June 2025

- Coordinate with contractor to update operational & call center policies & practices
- Announce new offering via rider email / web page

July – December 2025

- Launch pilot program
- Monitor service & make adjustments as needed

January 2026

- Begin evaluation

April 2026

- Complete formal pilot program evaluation

Action Requested

- Authorize a six-month pilot program to offer Same Day Paratransit service for local paratransit trips.

Thank you

CONTACT

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