

Marin County Transit District Board of Directors

Monday, December 1, 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 <u>info@marintransit.org</u> or use the comment form at <u>www.marintransit.org/meetings</u>. Submit your comments no later than 5:00 p.m. Sunday, November 30, 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 held in accessible locations. Documents are available
 in additional languages and accessible formats by request. Requests for translation and
 disability-related accommodations or modifications for this meeting may be made to the
 District Secretary at 415-226-0855 or 711 (California Relay Service) no less than five business
 days before the meeting.
- Si usted requiere una traducción u otra adaptación, llame al (415) 226-0855 or 711. Para acceder a estas instrucciones en español, <u>haga clic aquí</u>.
- 如果您需要翻译或其他辅助服务,请致电(415) 226-0855 或711。如需查看这些说明的简体中文版本,请点击此处。
- Nếu bạn cần thông dịch hoặc các hỗ trợ khác, hãy gọi (415) 226-0855 hoặc 711. Để truy cập các hướng dẫn này bằng tiếng Việt, <u>hãy nhấp vào đây</u>.



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: September 2025
- 5. Consent Calendar
 - a. Minutes for November 3, 2025 Board Meeting
 - b. Minutes for November 3, 2025 Special Board Meeting
 - c. Federal Legislative Report
 - d. Marin County Transit District First Quarter FY 2025/26 Financial Report
 - e. Marin Transit Quarterly Performance Report for the First Quarter of FY 2025/26
 - f. 2025/26 Annual School Transportation Services Report
 - g. Same Day Paratransit Pilot Program Extension
 - h. <u>Extend Fixed Route Service Agreement with Golden Gate Bridge, Highway &</u>
 Transportation District for the First and Second Option Years

Recommended Action: Approve.

6. Marin Transit Annual Comprehensive Financial Report for Fiscal Year 2024/25

Recommended Action: Accept report.

7. Canal Neighborhood Community Engagement Efforts

Recommended Action: Discussion item.

8. <u>Fixed Route Maintenance Facility CEQA Report Opportunity for Comment and Project Update</u>

Recommended Action: Discussion item.



9. Approve Marin Transit's MASCOTS Service Changes and Title VI Equity Analysis
Report

Recommended Action: Approve the MASCOTS service changes for local fixed route service and the associated Title VI Equity Analysis Report.

10. Marin Transit FY 2024/25 System Performance Report

Recommended Action: Discussion item.

11. Marin Transit FY 2024/25 Year End Financial Report

Recommended Action: Discussion item.

Adjourn



711 Grand Ave, #110 San Rafael, CA 94901 ph: 415.226.0855 marintransit.org December 1, 2025

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

Board of Directors

Eric Lucan

President
Supervisor District 5

Mary Sackett

Vice President
Supervisor District 1

Fred Casissa

Second Vice President Town of Corte Madera

Brian Colbert

Director Supervisor District 2

Stephanie Moulton-Peters

Director Supervisor District 3

Dennis Rodoni

Director Supervisor District 4

Maribeth Bushey

Director City of San Rafael

Maika Llorens Gulati

Alternate City of San Rafael Subject: General Manager Report - Monthly Report: September 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 September 30, 2025. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced moderate systemwide ridership in September 2025. Total ridership was 3% higher than the previous year (September 2024) and 2% higher than pre-COVID (September 2019).

Matching the systemwide trend, fixed route ridership was moderate this month, with ridership being 3% higher than the previous year (September 2024) and 8% higher than pre-COVID (September 2019).

Ridership on the Muir Woods Shuttle was low compared to the prior year, coming in 19% lower than September 2024. Due to reduced service levels, ridership on the Shuttle is still significantly lower (-70%) than pre-COVID (September 2019).

Yellow Bus ridership was strong this month, with ridership 7% higher than the previous year (September 2024) and 8% lower than pre-COVID (September 2019).

Marin Access ridership was steady this month, with ridership being roughly equal (4% lower) to the previous year (September 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,

Char Butilo

Asher Butnik

Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments



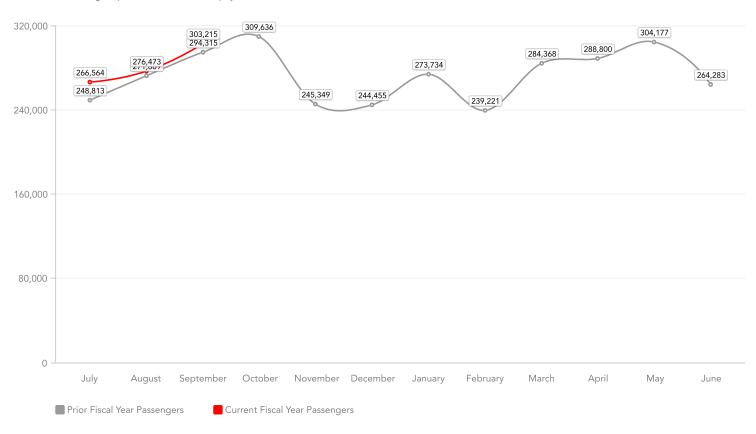
| Month: | September 20 | 25 | 1 | | | | | |
|-----------------------------------|--------------|-------------|--------------|----------------|----------|------------|------------|---------|
| | Program | | | | | | | |
| | Fixed-Route | Fixed-Route | Stagecoach & | Supplemental & | Demand | Mobility | | |
| Category | Local | Shuttle | Muir Woods | Yellow Bus | Response | Management | Systemwide | Total |
| Commendation | 1 | 1 | 0 | 0 | 10 | 0 | 2 | 14 |
| Service Delivery Complaint | 61 | 6 | 4 | 0 | 6 | 0 | 0 | 77 |
| Accessibility | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Driver Conduct Complaint | 17 | 2 | 2 | 0 | 2 | 0 | 0 | 23 |
| Driving Complaint | 11 | 0 | 1 | 0 | 1 | 0 | 0 | 13 |
| Early Trip | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Equipment Issue | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Farebox | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Late Trip | 13 | 2 | 1 | 0 | 1 | 0 | 0 | 17 |
| Missed Connection | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Missed Trip | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| No-Show | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| Off-Route | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pass-Up Complaint | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| Service Structure Complaint | 13 | 2 | 4 | 1 | 1 | 0 | 0 | 21 |
| Bus Stop Improvement Request | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Fares | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Complaint | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Scheduling Complaint | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| Service Improvement Suggestion | 9 | 0 | 4 | 1 | 0 | 0 | 0 | 14 |
| Safety Complaint | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Service Hours | 10,168 | 3,288 | 1,300 | 226 | 2,296 | 0 | 17,279 | 17,279 |
| Commendations per 1,000 Hours | 0.1 | 0.3 | 0.0 | 0.0 | 4.4 | - | 0.1 | 0.8 |
| Complaints per 1,000 Hours | 7.3 | 2.4 | 6.2 | 4.4 | 3.0 | - | 0.0 | 5.7 |
| Total Passengers | 229,058 | 39,742 | 10,011 | 7,814 | 3,935 | 2,812 | 309,962 | 309,962 |
| Commendations per 1,000 Passenger | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 |
| Complaints per 1,000 Passengers | 0.3 | 0.2 | 0.8 | 0.1 | 1.8 | 0.0 | 0.0 | 0.3 |

Monthly Monitoring Report

FISCAL YEAR MONTH 2026 All

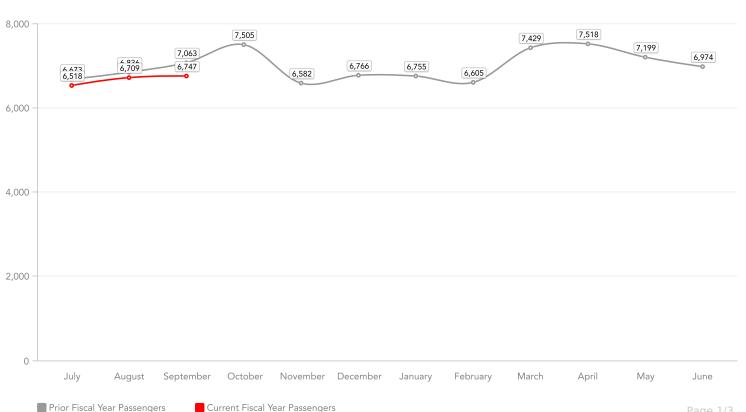
Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

Prior Fiscal Year Passengers



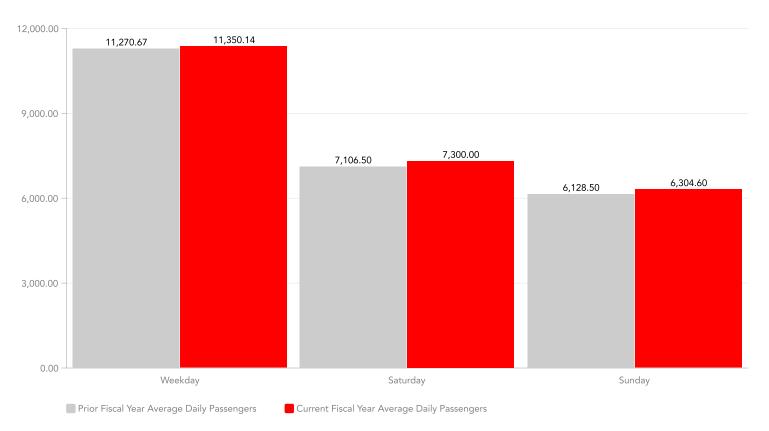
Attachment A

Monthly Comparison

MONTH

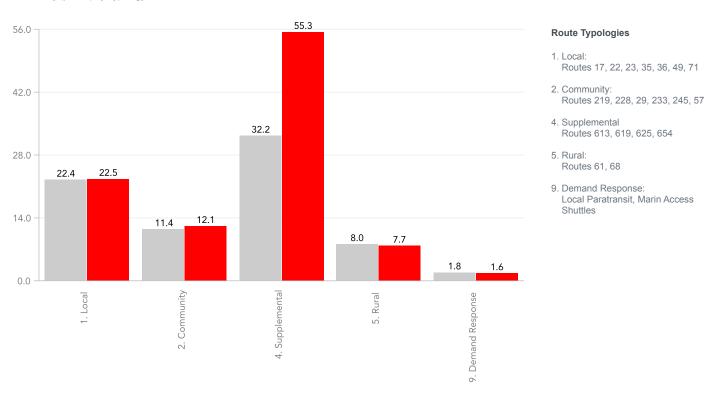
Sep

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology

Prior Fiscal Year Productivity



Current Fiscal Year Productivity

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS Held Monday, November 3, 2025 at 9:30 A.M.

Roll Call

Present: President Lucan, Vice President Sackett, Second Vice President Casissa,

Director Rodoni, Director Colbert, Director Bushey, Director Llorens

Gulati

Absent: Director Moulton-Peters

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

Board President Lucan opened the meeting at 9:33 A.M.

 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. <u>Board of Directors' Matters</u>

President Lucan commemorated Director of Finance & Capital Programs Lauren Gradia's 20th work anniversary with the District.

- 4. <u>General Manager's Report</u>
 - a. General Manager's Oral Report
 - b. Monthly Monitoring Report: August 2025
 - i. <u>Item 4b Staff Report</u>

General Manager Nancy Whelan commended the work of Director of Finance & Capital Programs Lauren Gradia. Ms. Whelan reported on the California Environmental Quality Act (CEQA) Draft Initial Study/Mitigated Negative Declaration that was released for the District's Zero Emissions Bus Operations and Maintenance Facility project. Ms. Whelan reported on fixed route and demand response ridership from August 2025.

Director Bushey asked if the CEQA document included the previously identified community benefits.

Ms. Whelan responded that the CEQA document included the requested community benefits, except for those that were determined to be not feasible or not impactful on the project. As the project's design phase progresses, community benefits and environmental impacts will be revisited as needed.

Director Bushey asked if the closing of the CEQA document's public review period will also bring the closure of the comment period regarding community benefits.

Ms. Whelan confirmed it will not. Outreach will continue, including outreach regarding the architectural design of the proposed facility. The architectural design is not anticipated to have any environmental impact.

Director Colbert encouraged authentic community engagement during the facility project.

Director Llorens Gulati asked if the project's plan could still be changed after the CEQA document's public review period closes. She suggested engagement should increase during November 2025, as much community outreach was conducted during the summer of 2025.

Ms. Whelan responded that staff created a community engagement plan in collaboration with consultants and City of San Rafael staff. The draft plan was presented to the Board in March 2025. The plan calls for additional community engagement as well as outreach work in partnership with Canal Alliance. The engagement plan also relates to proposed service changes and upcoming updates to Clipper.

Director Llorens Gulati requested a copy of the community engagement plan so that she can promote it.

Consent Calendar

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

Recommended Action: Approve.

M/s: Vice President Sackett – Second Vice President Casissa

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

Noes: None

Absent: Director Moulton-Peters

Abstain: None

6. Request for Additional Full Time Staff to Support the Travel Navigator Program

Staff Report

General Manager Nancy Whelan highlighted the Travel Navigator program's functions. She reported on the restructuring that would occur to facilitate funding for the proposed full time Program Enrollment Coordinator position. Ms. Whelan explained the proposed position's responsibilities and what benefits it would produce. She summarized the proposed budget amendment.

Vice President Sackett expressed appreciation for how the proposed position would meet riders' needs.

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

M/s: Vice President Sackett - Director Rodoni

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

Noes: None

Absent: Director Moulton-Peters

Abstain: None

7. <u>Update on the Marin Transit MASCOTS Service Change Proposal</u>

Staff Report

Director of Operations & Service Development Robert Betts reported on the District's service change proposal for local bus service that was released in October 2025. The

proposal was released in response to the regional changes recommended through the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) effort. Mr. Betts summarized outreach and community engagement efforts since the October 6, 2025, Board of Directors meeting. He highlighted feedback received regarding proposed changes to Routes 17 and 36. Mr. Betts explained that the proposed changes to Routes 17 and 36 were largely based on ridership data evaluated prior to conducting outreach. The changes were proposed to support transit connections and provide support in response to service reductions. Routes 17 and 36 will continue to be evaluated. Mr. Betts reported that the service change proposal required a Title VI service equity analysis to determine if there will be a disparate impact or disproportionate burden on minorities or low-income riders, respectively. The Title VI service equity analysis shows that the proposed change will not create a disparate impact on minority riders, nor will it create a disproportionate burden on low-income riders.

Director Bushey asked if the Golden Gate Transit Ferry shuttles could be revived.

Mr. Betts explained cost and scheduling challenges surrounding the Golden Gate Transit Ferry shuttles. He stated that local bus service is timed to the San Rafael Transit Center. The proposed replacement of Route 36 with Route 26 would allow for better timing with regional transit connections. Mr. Betts noted that less than five passengers transfer between Route 17 and the Sausalito Ferry every day.

Director Rodoni commented that the Golden Gate Bridge Highway and Transportation District (GGBHTD) Board of Directors postponed their approval of the MASCOTS plan and requested the development of a solution to reduce the plan's impact on riders.

Recommended Action: Discussion item.

Adjourn President Lucan adjourned the meeting at 10:02 A M

| r resident Edean dajoe | arried the meeting de 10.027 time |
|------------------------|-----------------------------------|
| SINE DIE | |
| | |
| ATTEST: | PRESIDENT |
| CLERK | |

SPECIAL MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS
Held Thursday, November 3, 2025 at 10:00 A.M.

Roll Call

Present: President Lucan, Vice President Sackett, Second Vice President Casissa,

Director Rodoni, Director Colbert, Director Bushey, Director Llorens

Gulati

Absent: Director Moulton-Peters

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

Board President Lucan opened the meeting at 10:16 A.M.

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 the third agenda item.

3. Short Range Transit Plan Board Workshop

Staff Report

Director of Planning Cathleen Sullivan and Director of Finance and Capital Programs Lauren Gradia presented information regarding the upcoming Short Range Transit Plan (SRTP). Staff summarized the SRTP's background and timeline. Staff reported on the SRTP's financial and capital components.

Staff and the Board of Directors discussed technology innovations, micro transit options, revenue sources, the Muir Woods Shuttle, and the District's Yellow Bus Program.

{President Lucan excused himself from the meeting at 11:45 AM}

Recommended Action: Discussion item.

| Adjourn Vice President Sackett adjourned the meeting at 11:59 A.M. | | | | |
|---|-----------|--|--|--|
| SINE DIE | | | | |
| ATTEST: | PRESIDENT | | | |
| CLERK | | | | |



711 Grand Ave, #110 San Rafael, CA 94901 ph: 415.226.0855 marintransit.org December 1, 2025

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

Board of Directors

Subject: Federal Legislative Report

Eric Lucan

President
Supervisor District 5

Mary Sackett

Vice President
Supervisor District 1

Fred Casissa

Second Vice President Town of Corte Madera

Brian Colbert

Director Supervisor District 2

Stephanie Moulton-Peters

Director Supervisor District 3

Dennis Rodoni

Director Supervisor District 4

Maribeth Bushey

Director City of San Rafael

Maika Llorens Gulati

Alternate City of San Rafael 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 October 2025 provides an appropriations update, legislative activity, federal funding opportunities, and federal agency actions and personnel changes.

Respectfully Submitted,

Hana E. Whelan

Nancy Whelan General Manager

Attachment A: Federal Update October 2025

Federal Update

November 3, 2025

Fiscal Year 2026 Appropriations Update

On October 1, federal appropriations lapsed after Congress failed to reach an agreement on Fiscal Year (FY) 2026 legislation. The federal government is now in the midst of the longest full shutdown in U.S. history. The House of Representatives has been in recess since September 19th. Over in the Senate, Senate Republican leadership has continued to have the Senate vote to attempt to pass the House-passed continuing resolution (H.R. 5371), which would fund the government through November 21, but each effort has failed to secure the 60 votes needed to advance. Most Democratic lawmakers have opposed the measure. Meanwhile, Senators from both parties have sought to advance standalone bills to pay federal employees during the shutdown, but none have yet advanced. With no agreement yet on short-term or full-year appropriations, the path to reopening the government remains stalled and uncertain.

| FY26 Appropriations Bill | House Subcommittee Allocation (in Billions) | Passed House Committee | Passed House | Passed Senate Committee | Passed Senate |
|---|--|------------------------------------|-------------------------------------|-------------------------------|-----------------------------|
| Agriculture- Rural Development- FDA | \$25.523 | June 23 by a 35-27 vote | | July 10 by a 27-0 vote | August 1 by an 87-9 vote |
| Commerce- Justice-Science | \$76.824 | September 10 by a 34-28 vote | | July 17 by a 19-10 vote | |
| Defense | \$831.513 | June 12 by a 36-27 vote | July 18 by a 219-202 vote | July 31 by a 26-3 vote | |
| Energy-Water Development | \$57.300 | July 10 by a 35-27 vote | September 4 by a 214-213 vote | | |
| Financial Services- General Government | \$23.198 | September 3 by a 35-28 vote | | | |
| Homeland Security | \$66.361 | June 24 by a 36-27 vote | | | |
| Interior- Environment | \$37.971 | July 22 by a 33-28 vote | | July 24 by a 26-2 vote | |

| Labor-HHS- Education | \$184.491 | September 2 by a 11-7 vote | September 9 by a 35-28 vote | July 31 by a 26-3 vote | |
|-------------------------|----------------------|-------------------------------|-----------------------------------|---------------------------|------------------------------|
| Legislative Branch | \$6.700 | June 26 by a 34-28 vote | | July 10 by a 26-1 vote | August 1 by an 81-15 vote |
| Dianon | | | luna OF hura | | |
| MilCon-VA | \$152.091 | June 10 by a 36-27 vote | June 25 by a 218-206 vote | July 26 by a 26-3 vote | August 1 by an 87-9 vote |
| State-Foreign | ¢46 040 | July 23 by a | | | |
| Operations | \$46.218 | 35-27 vote | | | |
| Transportation- | \$89.910 | July 17 by a | | July 24 by a | |
| HUD | φο υ .910 | 35-28 vote | | 27-1 vote | |

Trump Administration Appointments

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

| Department/Agency | <u>Position</u> | <u>Appointee</u> |
|-------------------------|---------------------------|-------------------|
| Commerce | Under Secretary for | Arvind Raman |
| | Standards and Technology | |
| Consumer Product Safety | Commissioner | William Hewes III |
| Commission | | |
| Defense | Assistant Secretary, | Mark Ditlevson |
| | Homeland Defense and | |
| | Hemispheric Affairs | |
| Defense | Assistant Secretary, | Brian Birdwell |
| | Sustainment | |
| Labor | Assistant Secretary, | Daniel Bonham |
| | Congressional and | |
| | Intergovernmental Affairs | |
| Transportation | Chief Financial Officer | Edward Eppler |

LEGISLATIVE ACTIVITY

Senate Confirms Trump Administration Nominees. On October 7, the Senate <u>approved</u> the following nominations by an en bloc 51-47 vote:

- Derek Barrs to be Administrator of the Federal Motor Carrier Safety Administration
- John Busterud to be Assistant Administrator of the Environmental Protection Agency for Solid Waste
- Michael Boren to be Under Secretary of Agriculture for Natural Resources and Environment
- David Fink to be Administrator of the Federal Railroad Administration
- Neil Jacobs to be Under Secretary of Commerce for Oceans and Atmosphere
- Catherine Jereza to be Assistant Secretary of Energy for Electricity
- Audrey Robertson to be Assistant Secretary of Energy for Energy Efficiency and Renewable Energy

- Michael Rutherford to be Assistant Secretary of Transportation for Multimodal Freight and Infrastructure Policy
- Craig Trainor to be Assistant Secretary of Housing and Urban Development for Fair Housing and Equal Opportunity
- Gregory Zerzan to be General Counsel at the Department of Transportation

Senate Committee Approves Transportation-Related Legislation and Nominations. On October 21, the Commerce, Science, and Transportation Committee approved the following transportation-related legislation:

- The Digital Coast Act (<u>S. 2245</u>), which would reauthorize the National Oceanic and Atmospheric Administration's Digital Coast Program to provide data, tools, and training that help communities manage their coastal resources
- The Rotorcraft Operations Transparency and Oversight Reform (ROTOR) Act (S. 2503), which would close a loophole exempting most military aircraft from Automatic Dependent Surveillance-Broadcast (ADS-B) requirements, mandate full ADS-B In/Out adoption to improve airspace safety, strengthen FAA oversight and coordination with the military through new reporting and audit provisions, and direct updated standards, controller training, and deployment of advanced collision-avoidance technologies
- Harry Kumar to be Assistant Secretary of Commerce for Legislative and Intergovernmental Affairs
- Joyce Meyer to be Under Secretary of Commerce for Economic Affairs
- Seval Oz to be Assistant Secretary of Transportation for Research and Technology

CONGRESSIONAL LETTERS

Senate Democrats Oppose DOE Decision to Cancel \$8 Billion in Energy Projects. On October 9, thirty-seven Democratic senators, led by Energy and Natural Resources Ranking Member Martin Heinrich (D-NM) and Appropriations Committee Vice Chair Patty Murray (D-WA), sent a <u>letter</u> to Energy Secretary Chris Wright and OMB Director Russell Vought opposing the Department of Energy's cancellation of \$8 billion in federal investments across 223 energy projects in 21 states. Lawmakers said the cancellations—many of which affected projects funded under the *Infrastructure Investment and Jobs Act*, the *Inflation Reduction Act*, and other appropriations—would result in job losses, higher energy costs, and setbacks for domestic manufacturing and research. The senators argued that the cancellations lack legal justification under federal grant rules and urged the reinstatement of these awards.

California Democrats Express Opposition to Cancellation of Hydrogen Hub Agreement. California's Democratic congressional delegation, led by Representatives Dave Min, George Whitesides, and Mike Levin, sent a <u>letter</u> to Energy Secretary Chris Wright expressing opposition to the Department of Energy's termination of its \$1.2 billion grant agreement with the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES), California's designated regional hydrogen hub. Lawmakers said the decision violates the finalized agreement and could undermine efforts to expand domestic clean energy production. The members contend the ARCHES project was projected to generate over 200,000 jobs and

support U.S. manufacturing and innovation in multiple states. The letter requests the Department of Energy's legal justification for the termination and analysis of the potential economic impact.

Republican Lawmakers Urge Treasury and OMB to Continue CDFI Fund Operations During Shutdown. On October 23, a group of 105 Republican federal lawmakers, led by Senator Mike Crapo (R-ID) and Rep. Young Kim (R-CA), sent a letter to Treasury Secretary Scott Bessent and OMB Director Russell Vought urging the administration to maintain the operations of the Community Development Financial Institutions (CDFI) Fund amid the ongoing government shutdown. The members emphasized the Fund's role in supporting small businesses, affordable housing, and economic development in rural, tribal, and underserved communities. The letter also highlighted provisions in the *One Big Beautiful Bill Act* that made the New Markets Tax Credit permanent and recent Senate-passed language to increase transparency and liquidity of the Fund. Lawmakers stated that halting CDFI operations could undermine efforts to expand housing supply and small business investment, urging Treasury and OMB to uphold the Fund's statutory obligations despite fiscal constraints.

FEDERAL FUNDING OPPORTUNITIES

NHTSA Announces FY 2026 Traffic Safety Grant Awards. On September 29, the National Highway Traffic Safety Administration (NHTSA) announced \$800 million in traffic safety grants for FY 2026. The grants will go to states, territories, and tribal communities to help support critical highway safety programs and address their unique safety challenges. The funds can be used in many ways, including high-visibility enforcement mobilizations that address risky driving behaviors like speeding, impairment, and distraction. They also help support data collection to improve real-time trend identification and analysis, train experts to inspect and install car seats, strengthen the judicial system's understanding and prosecution of impaired driving, and help enforce move-over laws to protect first responders, law enforcement, and individuals stopped alongside roads.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

President Trump Signs Executive Order to Overhaul Federal Hiring Process. On October 15, President Trump signed an executive order directing agencies to establish "Strategic Hiring Committees" that include senior political appointees to oversee the creation and filling of federal positions. The order requires agencies to submit annual staffing plans—developed with the Office of Personnel Management (OPM) and Office of Management and Budget (OMB)—to align hiring decisions with agency needs and administration priorities. The order follows the expiration of a federal hiring freeze and maintains restrictions on new or vacant positions unless approved by agency leadership. It exempts certain national security, immigration enforcement, and public safety roles.

OMB Revises Shutdown Guidance, Removes Backpay Reference for Furloughed Federal Workers. On October 3, the Office of Management and Budget (OMB) revised shutdown guidance to remove references to the 2019 Government Employee Fair Treatment

Act, which guarantees backpay for federal workers following a lapse in appropriations. The document now specifies that "excepted" employees—those required to work without pay—are entitled to backpay once funding is restored. The update contrasts with Office of Personnel Management (OPM) guidance issued days earlier, which continues to state that furloughed employees will receive retroactive pay after a shutdown ends. The White House has reportedly considered a new legal interpretation limiting the 2019 law's applicability to past shutdowns. Federal employee unions and several key lawmakers have maintained that the law provides backpay to all affected employees following any future lapse in appropriations.

DOJ Establishes New Enforcement and Affirmative Litigation Branch. The Department of Justice (DOJ) has <u>created</u> a new Enforcement & Affirmative Litigation Branch within its Civil Division. The Enforcement Section will pursue cases under major consumer protection and public health laws. The Affirmative Litigation Section will represent the federal government in cases involving the enforcement of federal laws and constitutional provisions, including in lawsuits against state and local governments. According to DOJ, the new branch will focus on priorities such as pursuing cases related to immigration enforcement.

DOT Publishes Workplace Drug and Alcohol Testing Programs SNPRM. On October 1, DOT <u>published</u> a supplemental notice of proposed rulemaking (SNPRM) that updates terminology in DOT's drug and alcohol testing regulations consistent with Executive Order 14168, "Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government." DOT continues to propose a provision to require a directly observed urine collection in situations where oral fluid tests are currently required, but oral fluid testing is not yet available.

DOT Seeking BTIC Nominations. On October 21, DOT <u>announced</u> it is seeking nominations for the Beautifying Transportation Infrastructure Council (BTIC) which will advise the Secretary on enhancing the aesthetic value of the nation's transportation systems. Nominations are due by November 21, 2025.

FMCSA Announces It Will Withhold California MCSAP Funds. On October 16, the Federal Motor Carrier Safety Administration (FMCSA) <u>announced</u> it will withhold \$40.7 million in Motor Carrier Safety Assistance Program (MCSAP) funds from California due to the state's failure to enforce federal English-language proficiency requirements for commercial drivers. The withheld funds would have supported roadside inspections, safety audits of trucking companies, traffic enforcement, and public education programs aimed at improving highway safety. According to FMCSA, to restore the funding, California must adopt and implement regulations consistent with federal standards governing commercial driver qualifications.

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711 Grand Ave, #110 San Rafael, CA 94901 ph: 415.226.0855 marintransit.org December 1, 2025

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

Board of Directors

Subject:

Marin County Transit District First Quarter FY 2025/26

Financial Report

Eric Lucan

President
Supervisor District 5

Dear Board Members:

Mary Sackett

Vice President
Supervisor District 1

Recommendation

Accept report and approve associated budget amendment, 2026-01.

Fred Casissa

Second Vice President Town of Corte Madera

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 first quarter of Fiscal Year 2025/26.

Brian Colbert

Director
Supervisor District 2

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.

Stephanie Moulton-Peters

Director Supervisor District 3

Discussion

First quarter operations and capital expenses and revenues were consistent with the Board-adopted budget (Attachment A). Capital expenditures were 22 percent of the capital budget.

Dennis Rodoni

Director Supervisor District 4

Transit Operating Expenses

FY 2025/26 transit operating expenditures through the first quarter (Attachment A, Page 1) are \$11.6 million, which is 25 percent of the annual budget of \$46.6 million. With these expenditures, Marin Transit delivered 25 percent of budgeted fixed route service hours and 22 percent of budgeted local paratransit service hours as identified in Table 1.

Maribeth Bushey

Director City of San Rafael

Maika Llorens Gulati

Alternate City of San Rafael



Transit Operating Revenues

Marin Transit's FY2025/26 operating revenues through the first quarter (Attachment A, Page 1) are \$12.9 million or 25 percent of the annual budget of \$51.1 million.

Capital Budget

Through the first quarter, Marin Transit's expenditures in the Capital Budget (Attachment A, Page 1) were \$2.57 million or 22 percent of the \$11.85 million budget. Capital revenues tie closely to expenditures as they tend to be on a reimbursement basis. Major expenditures were for the 3010/3020 Kerner Improvements to provide transit vehicle parking and charging. The District is also in construction on an ADA Bus Stop Improvement project and completing an On Board Technology project to improve vehicle location technology and passenger counters.

Table 1: FY2025/26 Year to Date (YTD) thru First Quarter Service Operations

| Service | Budgeted Annual Revenue Hours | YTD thru Q1 Actual Revenue Hours | % of Annual |
|-------------------------------|----------------------------------|-------------------------------------|-------------|
| Regular Fixed Route | 166,000 | 41,398 | 25% |
| School Supplemental Service | 1,700 | 195 | 11% |
| Muir Woods Shuttle | 4,200 | 2,112 | 50% |
| West Marin Stagecoach Service | 16,500 | 4,025 | 24% |
| Fixed Route Subtotal | 188,400 | 47,729 | 25% |
| Marin Access Shuttles | 1,500 | 264 | 18% |
| Local Paratransit Service | 30,500 | 6,755 | 22% |
| Regional Paratransit Service | 5,665 | 1,355 | 24% |
| Yellow School Bus Service | 4 buses | 4 | - |
| Service | Annual Estimated Trips | YTD thru Q1 Actual Trips | % of Annual |
| Mobility Wallet | 25,000 | 5,962 | 24% |
| Volunteer Driver | 10,000 | 1,369 | 14% |

Source: Marin Transit

Fiscal/Staffing Impact

This item includes Board adoption of budget amendment 2026-01. This amendment adjusts the current year capital budgets based on the FY2024/25 actuals to retain the total project budgets. The amendment increases FY2025/26 capital expenses by \$1,800,626. The shift of costs between fiscal years does not change the multi-year capital budgets for the projects.



Respectfully Submitted,

Karina Sawin Accounting Manager

Attachment A: FY2025/26 First Quarter Financial Report

Attachment B: FY2025/26 Budget Amendments

Attachment C: Capital Projects Report

(In Whole Numbers)

| | FY25 Actual | Total Budget - Original | Total Budget - Revised | Current Period Actual | Percent Total Budget Used |
|-------------------------------|-------------|----------------------------|------------------------|-----------------------|------------------------------|
| Revenue | | | | | |
| Vehicle Operations | 45,791,476 | 51,046,004 | 51,046,004 | 12,920,822 | 25% |
| Capital | 23,159,421 | 10,044,837 | 11,856,234 | 2,751,699 | 23% |
| Total Revenue | 68,950,897 | 61,090,841 | 62,902,238 | 15,672,521 | <u>25</u> % |
| Expenses | | | | | |
| Vehicle Operations | 42,930,277 | 46,615,197 | 46,615,197 | 11,597,359 | 25% |
| Capital | 23,070,119 | 10,044,837 | 11,845,462 | 2,565,873 | 22% |
| Total Expenditures | 66,000,396 | 56,660,034 | 58,460,659 | 14,163,232 | <u>24</u> % |
| Expenditures | 66,000,396 | 49,220,186 | 58,460,659 | 14,163,232 | 24% |
| Net Revenue Over Expenditures | 2,950,501 | 4,430,807 | 4,441,579 | 1,509,289 | <u>34</u> % |

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

| | | Total Budget - | Total Budget - | Current Period | Percent Total |
|---------------------------------------|-------------|----------------|----------------|----------------|----------------|
| | FY25 Actual | Original | Revised | Actual | Budget Used |
| | | | | | |
| Fare Revenue | 3,241,874 | 3,229,767 | 3,229,767 | 632,486 | 19.58% |
| Advertising & Other Revenue | 48,324 | 51,500 | 51,500 | 13,516 | 26.24% |
| Fee for Service | 1,641,092 | 1,888,626 | 1,888,626 | 458,199 | 24.26% |
| Interest | 976,962 | 580,700 | 580,700 | 236,318 | 40.70% |
| Measure A | 80,830 | 0 | 0 | 0 | 0.00% |
| Measure AA | 18,166,692 | 23,140,921 | 23,140,921 | 6,476,202 | 27.99% |
| Measure B | 882,180 | 800,000 | 800,000 | 145,681 | 18.21% |
| Property Taxes | 6,159,394 | 6,356,290 | 6,356,290 | 1,469,714 | 23.12% |
| Development Fees | 74,573 | 81,300 | 81,300 | 0 | 0.00% |
| State Transit Assistance (STA) | 4,583,504 | 4,341,027 | 4,341,027 | 584,540 | 13.47% |
| Transit Development Act (TDA) | 10,548,070 | 9,427,686 | 9,427,686 | 2,356,922 | 25.00% |
| Other State | 40,893 | 31,150 | 31,150 | 4,200 | 13.48% |
| FTA Funds | 2,209,993 | 1,946,286 | 1,946,286 | 214,598 | 11.03% |
| National Park Service | 619,854 | 585,299 | 585,299 | 328,446 | 56.12% |
| Cost Center Revenue Transfers | (3,482,759) | (1,414,548) | (1,414,548) | - | 0.00% |
| Total Revenue | 45,791,476 | 51,046,004 | 51,046,004 | 12,920,822 | <u>25.31%</u> |
| Salaries and Benefits | 3,800,227 | 4,224,739 | 4,224,739 | 1,059,528 | 25.08% |
| Consultant Services | 313,857 | 723,291 | 723,291 | 97,727 | 13.51% |
| Professional Service-Legal | 35,347 | 159,135 | 159,135 | 7,718 | 4.85% |
| Security and Maintenance | 190,723 | 160,725 | 160,725 | 60,225 | 37.47% |
| Mobility Management Support Programs | 6,269 | 543,500 | 543,500 | 113,937 | 20.96% |
| Grants to External Agencies | 779,367 | 715,915 | 715,915 | 0 | 0.00% |
| Office Supplies | 378,951 | 476,169 | 476,169 | 175,352 | 36.83% |
| General Insurance | 143,028 | 193,000 | 193,000 | 144,580 | 74.91% |
| Contract Service Operation Membership | 34,295,488 | 36,085,627 | 36,085,627 | 9,130,836 | 25.30% |
| & Prof Development Mileage and Travel | 78,928 | 90,000 | 90,000 | 42,149 | 46.83% |
| Marketing | 15,749 | 26,000 | 26,000 | 3,150 | 12.12% |
| Communication | 163,006 | 175,781 | 175,781 | 30,202 | 17.18% |
| Fuel | 249,985 | 336,295 | 336,295 | 96,155 | 28.59% |
| Utilities | 2,550,108 | 3,324,895 | 3,324,895 | 664,044 | 19.97% |
| Vehicle Leases | 71,758 | 77,416 | 77,416 | 10,026 | 12.95% |
| Office - Rental and Overhead | 24,362 | 27,288 | 27,288 | 4,641 | 17.01% |
| Cost Center Transfers | 190,071 | 192,000 | 192,000 | 48,488 | 25.25% |
| Total Expenses | (356,791) | (919,176) | (919,176) | (91,398) | <u>9.94%</u> |
| | 42,930,433 | 45,290,112 | 45,290,112 | 11,597,359 | <u>25.61%</u> |
| Net Revenue Over Expenditures | | | | | |
| | 2,861,043 | 3,993,291 | 496,639 | 1,323,463 | <u>266.48%</u> |

| Revenue FY25 Actual Original Revised Actual Budget Us Interest 4070400 976,962 580,700 580,700 236,318 40.70 Redevelopment Fees 4079950 45,774 46,300 46,300 0 0.00 Residual ABX 126 4079954 28,799 35,000 35,000 0 0.00 PropTax-CurrntSecured 4080101 5,411,773 5,646,317 5,646,317 1,411,579 25.00 County Fee-SV2557Admin Basic Tax 4080102 (67,143) (71,027) (71,027) 0 0.00 PropEax-Unitary 4080103 58,826 52,000 52,000 0 0 0.00 PropTax-CurrntUn/Secur 4080104 92,890 95,000 95,000 0 0 0.00 |
|--|
| Interest 4070400 976,962 580,700 580,700 236,318 40.70 Redevelopment Fees 4079950 45,774 46,300 46,300 0 0.00 Residual ABX 126 4079954 28,799 35,000 35,000 0 0 0.00 PropTax-CurrntSecured 4080101 5,411,773 5,646,317 5,646,317 1,411,579 25.00 County Fee-SV2557Admin Basic Tax 4080102 (67,143) (71,027) (71,027) 0 0.00 Property Tax-Unitary 4080103 58,826 52,000 52,000 0 0.00 |
| Redevelopment Fees 4079950 45,774 46,300 46,300 0 0.00 Residual ABX 126 4079954 28,799 35,000 35,000 0 0.00 PropTax-CurrntSecured 4080101 5,411,773 5,646,317 5,646,317 1,411,579 25.00 County Fee-SV2557Admin Basic Tax 4080102 (67,143) (71,027) (71,027) 0 0.00 Property Tax-Unitary 4080103 58,826 52,000 52,000 0 0.00 |
| Residual ABX 126 4079954 28,799 35,000 35,000 0 0.00 PropTax-CurrntSecured 4080101 5,411,773 5,646,317 5,646,317 1,411,579 25.00 County Fee-SV2557Admin Basic Tax 4080102 (67,143) (71,027) (71,027) 0 0.00 Property Tax-Unitary 4080103 58,826 52,000 52,000 0 0.00 |
| PropTax-CurrntSecured 4080101 5,411,773 5,646,317 5,646,317 1,411,579 25.00 County Fee-SV2557Admin Basic Tax 4080102 (67,143) (71,027) (71,027) 0 0.00 Property Tax-Unitary 4080103 58,826 52,000 52,000 0 0.00 |
| County Fee-SV2557Admin Basic Tax 4080102 (67,143) (71,027) (71,027) 0 0.00 Property Tax-Unitary 4080103 58,826 52,000 52,000 0 0.00 |
| Property Tax-Unitary 4080103 58,826 52,000 52,000 0 0.00 |
| |
| PropTax-CurrntUnSecur 4080104 92,890 95,000 95,000 0 0.00 |
| |
| Educ Rev Augm Fund-Redist 4080105 558,034 520,000 520,000 56,686 10.90 |
| PropTax-Supp CY SECR 4080106 89,986 100,000 100,000 0 0.00 |
| PropTax-Supp Unsecured 4080107 4,801 5,000 5,000 0 0.00 |
| PropTax-Redemtion 4080108 4,063 3,000 3,000 1,449 48.30 |
| Property Tax-Prior Unsecured 4080109 6,163 6,000 6,000 0 0.00 |
| Other State 4119940 191 150 150 0 0.00 |
| Total Revenue 7,211,119 7,018,440 7,018,440 1,706,032 24.31 |
| Transfers |
| Property Tax Transfer 4700001 (3,974,791) (2,116,476) (2,116,476) (159,612) <u>7.54</u> |
| Total Transfers (3,974,791) (2,116,476) (2,116,476) (159,612) 7.54 |
| Net Revenue 3,236,328 4,901,964 4,901,964 1,546,420 <u>32</u> |
| Expense |
| Salaries 5010200 2,348,198 2,658,607 2,658,607 765,789 28.80 |
| Employee Benefits 5020000 1,452,029 1,566,132 1,566,132 293,740 18.76 |
| Consultant Services 5030301 148,549 248,405 248,405 36,639 14.75 |
| Professional Svcs - Legal 5030303 35,347 159,135 159,135 7,718 4.85 |
| Prof Svcs - Accounting and Audit 5030305 36,239 39,600 39,600 0 0.00 |
| Security Services 5030701 2,778 5,000 5,000 502 10.04 |
| Fuel 5040101 0 0 0 51 0.00 |
| Office Supplies 5049901 6,499 15,000 15,000 989 6.59 |
| Small Furn/Equip 5049902 7,100 10,500 10,500 412 3.92 |
| Software 5049903 115,954 110,000 110,000 69,911 63.56 |
| Copier Suppl & Srvc 5049904 8,587 10,609 10,609 2,284 21.53 |
| Postage 5049905 99 5,000 5,000 1,044 20.88 |
| Computers 5049906 11,613 24,000 24,000 2,663 11.10 |
| Communication - Phone 5050201 35,221 38,000 38,000 8,855 23.30 |
| Insurance - Gen Liability 5060301 143,028 193,000 193,000 144,580 74.91 |
| Membership & Prof Development 5090101 78,928 90,000 90,000 42,149 46.83 |
| Mileage and Travel 5090202 15,749 26,000 26,000 3,150 12.12 |
| Marketing 5090801 13,124 15,450 15,450 1,611 10.43 |
| Office Rental 5121200 189,916 194,596 194,596 48,488 24.92 |
| Total Expense 4,648,958 5,409,034 5,409,034 1,430,575 26.45 |
| Transfers |
| Cost Center Salary/Benefit Transfers 5100100 (3,725,107) (4,217,281) (4,217,281) (1,038,209) 24.62 |
| Cost Center Transfer Overhead 5100101 (559,511) (714,325) (714,325) (176,080) 24.65 |
| Total Transfers (4,284,618) (4,931,606) (4,931,606) (1,214,289) 24.62 |
| Total Expense364,340 |

| Detail- Local | | FY25 Actual | Total Budget - Original | Total Budget - Revised | Current Period Actual | Percent Total Budget Used |
|--|---------|-------------|----------------------------|---------------------------|--------------------------|------------------------------|
| Revenue | | | | | | |
| Special Fares - Paid By Another Agency | 4020000 | 167,204 | 200,022 | 200,022 | 35,909 | 17.95% |
| Advertising Revenue | 4060301 | 48,324 | 51,500 | 51,500 | 13,516 | 26.24% |
| Local Government Payments | 4090101 | 190,276 | 239,889 | 239,889 | 43,407 | 18.09% |
| Measure A Sales Tax | 4092001 | 61,038 | 0 | 0 | 0 | 0.00% |
| Measure AA - Sales Tax | 4092005 | 13,462,315 | 17,950,000 | 17,950,000 | 4,944,101 | 27.54% |
| State Transit Assistance -Population Based | 4110101 | 2,023,504 | 1,781,027 | 1,781,027 | (40,460) | -2.27% |
| Transit Develoment Act (TDA) | 4110102 | 10,548,070 | 9,427,686 | 9,427,686 | 2,356,922 | 25.00% |
| State Transit Assistance - Revenue Based | 4110104 | 1,000,000 | 1,000,000 | 1,000,000 | 250,000 | 25.00% |
| SREC Credits | 4119911 | 22,556 | 15,000 | 15,000 | 4,200 | 28.00% |
| National Park Service | 4139951 | 619,854 | 585,299 | 585,299 | 328,446 | 56.12% |
| Fare Revenue | 4140100 | 2,211,643 | 2,193,300 | 2,193,300 | 494,582 | <u>22.55</u> % |
| Total Revenue | | 30,354,784 | 33,443,723 | 33,443,723 | 8,430,623 | 25.21% |
| Transfers | | | | | | |
| Property Tax Transfer | 4700001 | 384,908.00 | 60,798.00 | 60,798.00 | 60,798 | 100% |
| Program Revenue Transfer | 4700002 | 74,218.00 | 0.00 | 0.00 | 67,183 | 0% |
| Total Transfers | | 459,126 | 60,798 | 60,798 | 127,981 | <u>211%</u> |
| Net Revenue | | 30,813,910 | 33,504,521 | 33,504,521 | 8,558,604 | <u>25.54</u> % |
| Expense | | | | | | |
| Consultant Services | 5030301 | 53,984 | 283,834 | 283,834 | 61,781 | 21.77% |
| Fare Processing Charges | 5030310 | 28,883 | 36,000 | 36,000 | 3,026 | 8.41% |
| Bus Stop Maintanence | 5030501 | 91,249 | 50,000 | 50,000 | 22,356 | 44.71% |
| Custodial Service | 5030602 | 15,433 | 30,246 | 30,246 | 4,131 | 13.66% |
| Facility Maintenance | 5030604 | 38,181 | 42,436 | 42,436 | 9,610 | 22.65% |
| Security Services | 5030701 | 2,938 | 0 | 0 | 1,246 | 0.00% |
| Fuel | 5040101 | 1,709,879 | 2,269,600 | 2,269,600 | 452,959 | 19.96% |
| Electrical Power | 5040160 | 160,226 | 252,982 | 252,982 | 41,312 | 16.33% |
| Utilities (Facility) | 5040180 | 45,187 | 44,634 | 44,634 | 8,578 | 19.22% |
| Small Furn/Equip | 5049902 | 14,200 | 10,927 | 10,927 | 8,076 | 73.91% |
| Software | 5049903 | 98,980 | 120,000 | 120,000 | 13,380 | 11.15% |
| Computers | 5049906 | 5,767 | 0 | 0 | 0 | 0.00% |
| Communication-AVL | 5050205 | 76,094 | 122,286 | 122,286 | 0 | 0.00% |
| Communication-Data | 5050206 | 75,606 | 102,156 | 102,156 | 46,161 | 45.19% |
| Purchased Transportation - In Report | 5080101 | 25,353,365 | 26,992,746 | 26,992,746 | 6,979,313 | 25.86% |
| Marketing | 5090801 | 99,528 | 97,850 | 97,850 | 24,029 | <u>24.56</u> % |
| Total Expense | | 27,869,500 | 30,455,697 | 30,455,697 | 7,675,958 | 25.20% |
| Transfers | | | | | | |
| Cost Center Salary/Benefit Transfers | 5100100 | 2,559,910 | 2,599,839 | 2,599,839 | 754,656 | 29.03% |
| Cost Center Transfer Overhead | 5100101 | 384,499 | 441,738 | 441,738 | 127,990 | <u>28.97%</u> |
| Total Transfers | | 2,944,409 | 3,041,577 | 3,041,577 | 882,646 | 29.02% |
| Total Expense | | 30,813,909 | 33,497,274 | 33,497,274 | 8,558,604 | <u>25.55%</u> |

| Detail - Rural | - | FY25 Actual | Total Budget - Original | Total Budget - Revised | Current Period Actual | Percent Total Budget Used |
|--|---------|-------------|----------------------------|---------------------------|--------------------------|------------------------------|
| Revenue | | | | | | |
| Measure A Sales Tax | 4092001 | 4,944 | 0 | 0 | 0 | 0.00% |
| Measure AA - Sales Tax | 4092005 | 817,835 | 884,485 | 884,485 | 353,605 | 39.98% |
| State Transit Assistance - Revenue Based | 4110104 | 1,500,000 | 1,500,000 | 1,500,000 | 375,000 | 25.00% |
| Fed-FTA 5311 Rural | 4139920 | 278,045 | 0 | 0 | 0 | 0.00% |
| Fare Revenue | 4140100 | 79,816 | 76,000 | 76,000 | 20,188 | <u>26.56%</u> |
| Total Revenue | | 2,680,640 | 2,460,485 | 2,460,485 | 748,793 | 30.43% |
| Transfers | | | | | | |
| Property Tax Transfer | 4700001 | 23,013 | 634,885 | 634,885 | 6,645 | 0.00% |
| Total Transfers | | 23,013 | 634,885 | 634,885 | 6,645 | 0.00% |
| Net Revenue | | 2,703,653 | 3,095,370 | 3,095,370 | 755,438 | <u>24.41</u> % |
| Expense | | | | | | |
| Consultant Services | 5030301 | 0 | 16,974 | 16,974 | 0 | 0.00% |
| Fuel | 5040101 | 305,606 | 359,995 | 359,995 | 76,366 | 21.21% |
| Small Furn/Equip | 5049902 | 0 | 5,000 | 5,000 | 0 | 0.00% |
| Communication-AVL | 5050205 | 8,732 | 10,714 | 10,714 | 0 | 0.00% |
| Communication-Data | 5050206 | 7,262 | 7,500 | 7,500 | 2,203 | 29.37% |
| Purchased Transportation - In Report | 5080101 | 2,194,913 | 2,478,505 | 2,478,505 | 629,101 | 25.38% |
| Marketing | 5090801 | 10,911 | 22,510 | 22,510 | 1,942 | <u>8.63%</u> |
| Total Expense | | 2,527,424 | 2,901,198 | 2,901,198 | 709,612 | 24.46% |
| Transfers | | | | | | |
| Cost Center Salary/Benefit Transfers | 5100100 | 153,216 | 151,657 | 151,657 | 39,181 | 25.84% |
| Cost Center Transfer Overhead | 5100101 | 23,013 | 42,513 | 42,513 | 6,645 | 15.63% |
| Total Transfers | | 176,229 | 194,170 | 194,170 | 45,826 | 23.60% |
| Total Expense | | 2,703,653 | 3,095,368 | 3,095,368 | 755,438 | 24.41% |

| Detail - Marin Access | - | FY25 Actual | Total Budget - Original | Total Budget - Revised | Current Period Actual | Percent Total Budget Used |
|--|---------|-------------|----------------------------|---------------------------|--------------------------|------------------------------|
| Revenue | | | | | | |
| Measure A Sales Tax | 4092001 | 14,848 | 0 | 0 | 0 | 0.00% |
| Measure AA - Sales Tax | 4092005 | 2,726,988 | 3,200,000 | 3,200,000 | 1,069,810 | 33.43% |
| Measure B | 4099950 | 882,180 | 800,000 | 800,000 | 145,681 | 18.21% |
| State Transit Assistance -Population Based | 4110101 | 60,000 | 60,000 | 60,000 | 0 | 0.00% |
| State Prop Tx Relief HOPTR | 4119910 | 18,146 | 16,000 | 16,000 | 0 | 0.00% |
| Fed-FTA 5307 Urbanized Area Formula | 4139910 | 1,222,432 | 1,062,610 | 1,062,610 | 0 | 0.00% |
| Fed-FTA 5310 Mobility | 4139915 | 709,515 | 883,676 | 883,676 | 214,598 | 24.28% |
| Fare Revenue | 4140100 | 231,384 | 210,694 | 210,694 | 33,155 | 15.74% |
| GGBHTD Payment for Local Paratransit | 4601003 | 650,257 | 726,211 | 726,211 | 177,111 | 24.39% |
| GGBHTD Payment for Regional Paratransit | 4601004 | 784,101 | 908,283 | 908,283 | 234,878 | <u>25.86%</u> |
| Total Revenue | | 7,299,851 | 7,867,474 | 7,867,474 | 1,875,233 | 23.84% |
| Transfers | | | | | | |
| Property Tax Transfer | 4700001 | 84,111 | 6,245 | 6,245 | 24,986 | 400.10% |
| Program Revenue Transfer | 4700002 | (74,218) | - | - | - | - |
| Total Transfers | | 9,893 | 6,245 | 6,245 | 24,986 | 400.10% |
| Net Revenue | | 7,309,744 | 7,873,719 | 7,873,719 | 1,900,219 | <u>24.13%</u> |
| Expense | | | | | | |
| Consultant Services | 5030301 | 38,538 | 90,333 | 90,333 | 5,449 | 6.03% |
| Fare Processing Charges | 5030310 | 2,976 | , 0 | 0 | 700 | 0.00% |
| Custodial Service | 5030602 | 2,400 | 3,605 | 3,605 | 975 | 27.05% |
| Facility Maintenance | 5030604 | 17,128 | 20,839 | 20,839 | 7,640 | 36.66% |
| Security Services | 5030701 | 374,397 | 442,318 | 442,318 | 93,355 | 21.11% |
| Fuel | 5040101 | 26,571 | 32,782 | 32,782 | 1,449 | 4.42% |
| Utilities (Facility) | 5040180 | 2,519 | 10,000 | 10,000 | 0 | 0.00% |
| Small Furn/Equip | 5049902 | 116,819 | 155,133 | 155,133 | 76,407 | 49.25% |
| Software | 5049903 | 34,463 | 35,797 | 35,797 | 35,584 | 99.40% |
| Communication-MERA Radio | 5050204 | 12,007 | 19,843 | 19,843 | 3,202 | 16.14% |
| Communication-Data | 5050206 | 5,222,011 | 4,956,742 | 4,956,742 | 1,176,772 | 23.74% |
| Purchased Transportation - In Report | 5080101 | 742,956 | 826,754 | 826,754 | 209,826 | 25.38% |
| Purchased Transportation - Regional | 5080102 | 39,420 | 39,471 | 39,471 | 2,461 | 6.23% |
| Marketing | 5090801 | 6,269 | 10,000 | 10,000 | 3,650 | 36.50% |
| Misc-Exp Transit User Training | 5098001 | 0 | 20,000 | 20,000 | 0 | 0.00% |
| Gap Grant | 5098002 | - | 513,500 | 513,500 | 110,287 | 21.48% |
| Total Expense | | 6,638,474 | 7,177,117 | 7,177,117 | 1,727,757 | 24.07% |
| Transfers | | | | | | |
| Cost Center Salary/Benefit Transfers | 5100100 | 583,612 | 541,633 | 541,633 | 147,454 | 27.22% |
| Cost Center Transfer Overhead | 5100101 | 87,658 | 151,833 | 151,833 | 25,008 | 16.47% |
| Total Transfers | | 671,270 | 693,466 | 693,466 | 172,462 | 24.87% |
| Total Expense | | 7,309,744 | 7,870,583 | 7,870,583 | 1,900,219 | 24.14% |
| | | | | | | |

| Detail - Yellow Bus | | FY25 Actual | Total Budget - Original | Total Budget - Revised | Current Period Actual | Percent Total Budget Used |
|---|---------|-------------|----------------------------|---------------------------|--------------------------|------------------------------|
| Revenue | | | | | | |
| Yellow Bus Fares - Paid by Another Agency | 4030000 | 173,840 | 185,000 | 185,000 | 0 | 0.00% |
| Local Government Payments | 4090101 | 16,459 | 14,244 | 14,244 | 2,802 | 19.67% |
| Measure AA - Sales Tax | 4092005 | 1,159,555 | 1,106,436 | 1,106,436 | 108,686 | 9.82% |
| Fare Revenue - Yellow Bus | 4140105 | 377,987 | 364,750 | 364,750 | 48,652 | 13.34% |
| Total Revenue | | 1,727,841 | 1,670,430 | 1,670,430 | 160,140 | 9.59% |
| Expense | | | | | | |
| Consultant Services | 5030301 | 2,356 | 5,000 | 5,000 | 1,386 | 27.72% |
| Fare Processing Charges | 5030310 | 12,410 | 11,145 | 11,145 | 1,932 | 17.34% |
| Custodial Service | 5030602 | 593 | 600 | 600 | 579 | 96.50% |
| Software | 5049903 | 757 | 0 | 0 | 186 | #DIV/0! |
| Communication-Data | 5050206 | 600 | 0 | 0 | 150 | #DIV/0! |
| Yellow Bus School Service | 5080103 | 782,242 | 830,880 | 830,880 | 135,825 | 16.35% |
| Marketing | 5090801 | 22 | 500 | 500 | 159 | 31.80% |
| Measure AA Yellow Bus Grants | 5098008 | 779,367 | 715,915 | 715,915 | 0 | 0.00% |
| Leases and Rentals - Passenger Vehicles | 5120401 | 24,362 | 27,288 | 27,288 | 4,641 | <u>17.01%</u> |
| Subtotal Expense | | 1,602,709 | 1,591,328 | 1,591,328 | 144,858 | 9.10% |
| Transfers | | | | | | |
| Cost Center Salary/Benefit Transfers | 5100100 | 118,170 | 64,996 | 64,996 | 18,773 | 28.88% |
| Cost Center Transfer Overhead | 5100101 | 17,749 | 18,220 | 18,220 | 3,184 | 17.48% |
| Total Transfers | | 135,919 | 83,216 | 83,216 | 21,957 | 26.39% |
| Total Expense | | 1,738,628 | 1,674,544 | 1,674,544 | 166,815 | 9.96% |

Detail: Capital Budget

| | | Total Project Budget | Prior Year Expenditures | FY2025/26 Budget | FY2025/26 Revised | FY2025/26 Actual | Total Project Expenditures |
|----|--|----------------------------|----------------------------|---------------------|----------------------|---------------------|-------------------------------|
| HZ | 10 Hybrid Bus Battery Replacements | 1,300,000 | 3,816 | 630,000 | 1,296,184 | 278,585 | 282,401 |
| LF | Purchase 3 35ft Hybrids | 8,186,912 | 1,468 | 1,000 | 5,000 | 6,233 | 7,701 |
| PE | Purchase 1 electric paratransit | 677,208 | 19,235 | 667,023 | 657,973 | 0 | 19,235 |
| PG | Purchase 12 Paratransit Replacements | 2,948,000 | 0 | 2,500 | 2,500 | 0 | 0 |
| | Subtotal Vehicles | 13,112,120 | 24,519 | 1,300,523 | 1,961,657 | 284,817 | 309,337 |
| BR | Bus Stop Revitalization (RM3) | 2,500,000 | 0 | 210,000 | 210,000 | 98,537 | 98,537 |
| BP | ADA Bus Stop Improvements | 2,053,000 | 454,591 | 1,205,908 | 1,598,410 | 215,132 | 669,723 |
| BQ | Capital Corridor Improvements | 2,000,000 | 227,778 | 611,756 | 672,223 | 2,559 | 230,337 |
| | Subtotal Bus Stop Improvements | 6,553,000 | 682,369 | 2,027,664 | 2,480,633 | 316,227 | 998,597 |
| FG | Facility Maintenance Facility | 46,678,000 | 14,876,779 | 1,900,000 | 2,082,801 | 353,969 | 15,230,748 |
| FH | Facility - 3010/3020 Kerner Improvements | 4,635,967 | 1,430,120 | 3,240,650 | 3,205,849 | 1,287,100 | 2,717,220 |
| FI | Facility - Kerner Driver Break Room | 650,000 | 0 | 70,000 | 70,000 | 0 | 0 |
| FJ | Rush Landing Improvements - Design | 380,000 | 0 | 380,000 | 380,000 | 8,352 | 8,352 |
| YF | Yellow Bus Parking Facility | 3,000,000 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal Facility | 55,343,967 | 16,306,899 | 5,590,650 | 5,738,650 | 1,649,421 | 17,956,320 |
| OD | On Board Equipments | 2,050,000 | 835,477 | 672,000 | 1,214,523 | 301,160 | 1,136,637 |
| | Subtotal On Board Equipment | 2,050,000 | 835,477 | 672,000 | 1,214,523 | 301,160 | 1,136,637 |
| VR | Major Vehicle Repairs (VR) | 200,000 | 400,217 | 200,000 | 200,000 | 14,247 | 14,247 |
| IF | Infrastructure Support (IF) | 250,000 | 1,687,219 | 250,000 | 250,000 | 0 | 0 |
| | Subtotal Ongoing Capital Expenses | 450,000 | 2,087,436 | 450,000 | 450,000 | 14,247 | 14,247 |
| | Total Expenditures | 77,509,087 | 19,936,700 | 10,040,837 | 11,845,463 | 2,565,873 | 20,415,139 |

FY2025/26 Q1 Budget Amendments

| Number | Board Authorization | Description | Function | Program | Project | GL | Original | Change | Final | | |
|---------|--|--------------------------|----------|---------|-------------------------------------|------------------------------------|-----------|----------------------------|-----------|---------|-----------|
| | | | | | PE | Project Total - Vehicles | 667,023 | -9,050 | 657,973 | | |
| | | | | HZ | Project Total - Vehicles | 630,000 | 666,184 | 1,296,184 | | | |
| | | | | | BP | Project Total - Facilities | 1,205,908 | 392,502 | 1,598,410 | | |
| 2026-01 | Roll forward of FY2025 Capital Project expenditures. | Capital | Capital | BQ | Q Project Total - Facilities 611,75 | 611,756 | 60,467 | 672,223 | | | |
| 2026-01 | pending | | | | | | FG | Project Total - Facilities | 1,900,000 | 182,801 | 2,082,801 |
| | | | | | | | FH | Project Total - Facilities | 3,240,650 | -34,801 | 3,205,849 |
| | | | | | OD | Project Total - Data and Equipment | 672,000 | 542,523 | 1,214,523 | | |
| | | Total Change for 2026-01 | | | | | | 1,800,626 | | | |



Capital Projects Report FY2025/26

This capital project report provides details through the First Quarter FY2025/26. 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 FY2026 | Total Project Expenditures |
|------------------------------|--------------------------|-----------------------|-------------------------------|
| Vehicles | \$13,112,120 | \$284,818 | \$309,337 |
| Bus Stop Improvements | \$6,553,000 | \$316,228 | \$998,596 |
| Facility | \$55,343,967 | \$1,649,421 | \$17,956,320 |
| Technology Projects | \$2,050,000 | \$301,160 | \$1,136,637 |
| Ongoing Capital Expenses | \$450,000 | \$14,247 | \$14,247 (annual) |
| | \$77,509,087 | \$2,565,874 | \$20,415,138 |

Hybrid Battery Refresh

Concept: Purchase replacement batteries for Hybrid buses

Total Project Budget

\$1,300,000

Funding: \$260,000 Measure AA

\$1,040,000 Federal Section 5307

Description: Perform required mid-life hybrid battery refresh on 9 2017 35ft buses

<u>Status:</u> Battery refresh has been performed on seven out of the nine vehicles. Project's completion estimated for December 2025.

| | | Expended to | | <u>Anticipated</u> |
|-------------------|---------------|-------------|------------------|--------------------|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> | Percent Complete | Completion Date |
| HZ | \$1,300,000 | \$282,402 | 22% | Dec-25 |

Purchase Four 30ft Diesel and 5 40ft Hybrid Vehicles Total Project Budget \$8,186,912

Concept: Purchase Three 35ft Hybrid Vehicles
Funding: \$6,549,530 Federal 5307
\$1,637,382 Measure AA

<u>Description:</u> 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. Board approved the vehicles' purchase in July 2025 and the corresponding purchase order was sent to the bus annufacturer. Estimated delivery of Diesel vehicles is April 2026 and Hybrid vehicles is May 2027.

| | | Expended to | | <u>Anticipated</u> |
|------------|---------------|-------------|------------------|------------------------|
| Project ID | <u>Budget</u> | <u>Date</u> | Percent Complete | Completion Date |
| LF | \$8,186,912 | \$7,701 | 0% | May-27 |



Purchase 12 Paratransit Replacements

Total Project Budget

\$2,948,000

<u>Concept:</u> Purchase 12 paratransit replacements <u>Funding:</u> \$2,358,400 Federal Section 5307

\$589,600 Measure AA

Description: Replace 12 paratransit vehicles beyond their useful life

Status: This purchase is anticipated to start in Spring 2026.



| | | Expended to | | <u>Anticipated</u> |
|-------------------|---------------|-------------|------------------|--------------------|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> | Percent Complete | Completion Date |
| PG | \$2,948,000 | \$0 | 0% | Dec-26 |

Purchase Electric Paratransit Vehicles

Total Project Budget

\$677,208

Concept: Purchase One Electric Paratransit Vehicle

Funding: \$677,208 State LCTOP

Description: Purchase two EV paratransit vehicles

Status: The desired vehicle with better performance/longer battery range became available through the

CalACT joint procurement and was ordered in May 2025. Delivery is anticipated in January 2026. The chargers and associated infrastructure have been ordered and are expected to be delivered

and installed before the end of calendar year 2025.

| | | Expended to | | <u>Anticipated</u> |
|-------------------|---------------|-------------|------------------|------------------------|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> | Percent Complete | Completion Date |
| PE | \$677,208 | \$19,235 | 3% | Jan-26 |

Bus Stop Improvements - Bus Stop Revitalization (RM3)

Total Project Budget

\$2,500,000

Concept: Bus Stop Improvements and Assessment

Funding: \$2,500,000 MTC Regional Measure 3 Funding

<u>Description</u>: Project will focus on adding amenities to 25 stops, upgrading 20 stops to be ADA

accessible, and updating Bus Stop Conditions assessment and official Bus Stop Guidelines

to prioritize stops needing work.

Status: Project is currently in the planning phase with staff completing field work and beginning data review for updated bus stop inventory. Marin Transit selected and started work with a firm to develop agency's official bus stop guidelines and assist with prioritizng bus stop

improvements.

| | | Expended to | | Completion Date |
|-------------------|---------------|-------------|------------------|------------------------|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> | Percent Complete | <u>Completion Date</u> |
| BR | \$2,500,000 | \$98,537 | 4% | Jun-28 |





Bus Stop Improvements - County Wide Stop Improvements

Total Project Budget

\$2,053,000

Concept: Complete construction of Bus Stop Improvements

Funding: \$1,362,400 Federal 5307

\$690,600 Measure AA

<u>Description:</u> Design & Constrution for ADA Bus Stop Improvements

Status: A construction contract was awarded in January 2025. Construction began in August

2025.

| | | Expended to | | Completion Date |
|-------------------|---------------|-----------------------------------|-----|------------------------|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> <u>Percent Comple</u> | | <u>completion bate</u> |
| BP | \$2,053,000 | \$669,722 | 33% | Dec-25 |

Bus Stop Improvements - Capital Corridors Improvements

Total Project Budget

\$2,000,000

<u>Concept:</u> Improve High Ridership Corridors

<u>Funding:</u> \$1,600,000 Federal OBAG 3

\$400,000 Measure AA

<u>Description:</u> Evaluate and make improvements to three high ridership corridors.

Status: Marin Transit has procured technology 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

completed a task order with On-Call planning team to evaluate corridor evaluation

process and identify improvement opportunities.

| | | Expended to | | Completion Date |
|-------------------|---------------|-------------|------------------|-----------------|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> | Percent Complete | Completion Date |
| BQ | \$2,000,000 | \$230,337 | 12% | Jun-26 |

Facility - Maintenance Facility

Total Project Budget \$46,678,000

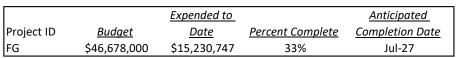
Concept: Purchase/Build Fixed Route Maintenance Facility

Funding: \$15,178,000 Capital Reserve \$31,500,000 FTA 5339

<u>Description:</u> Purchase/Build Fixed Route Maintenance Facility

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

CEQA clearances.







Facility - Kerner Driver Break Room Improvements

Total Project Budget

\$650,000

<u>Concept:</u> Improve Driver Break Room at Kerner <u>Funding:</u> \$650,000 Local Property Tax

Description: Make improvements to Kerner Maintenance Facility to provide drivers

with a Break Room area.

Status:

Project is currently out to bid for a design contractor. This project is paired with the same

design contract as 600 Rush Landing renovations.

| | <u>Expended to</u> | | | <u>Anticipated</u> | | |
|------------|--------------------|-------------|------------------|------------------------|--|--|
| Project ID | <u>Budget</u> | <u>Date</u> | Percent Complete | Completion Date | | |
| FI | \$650,000 | \$0 | 0% | Dec-27 | | |

Facility - 3010/3020 Kerner Improvement

Total Project Budget

\$4,635,967

Concept: Improvements to the 3010/3020 Kerner Parking Facility

Funding: \$1,509,832 LCTOP Funding

\$2,079,552 FTA 5307 \$310,517 Measure AA \$736,066 Property Tax



<u>Description:</u> Prepare site for vehicle parking and electric bus charging

Status: Board authorized a construction Contract in December 2024. Construction broke ground

in June 2025. The design for the solar canopy was completed in April 2025 and

construction of the solar canopy began in September. The switch gear has been ordered

and has an estimated delivery of March 2026.

| | <u>Expended to</u> | | | <u>Anticipated</u> | |
|-------------------|--------------------|-------------|------------------|--------------------|--|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> | Percent Complete | Completion Date | |
| FH | \$4,635,967 | \$2,717,221 | 59% | Jun-26 | |

| Facility - | Rush Lar | nding Imp | provement | s - D | esign |
|------------|----------|-----------|-----------|-------|-------|
|------------|----------|-----------|-----------|-------|-------|

Total Project Budget

\$380,000

Concept: Improvements to the 600 Rush Landing Facility

Funding: \$380,000 Capital Reserve

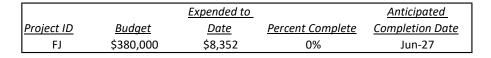
<u>Description:</u> Building and bus parking lot improvements, including charging

nfrastructure

Status: Building renovations are currently out to bid for a design contractor. This renovation is

paired with the same design contract as 3000 Kerner Break Room. A task order proposal is in progress for Parking lot improvements with our On-Call GES contractor. Funding for

this project will come from 5339 Federal Funding awarded in November 2025.







Facility - Yellow Bus Parking Facility

Total Project Budget

\$3,000,000

Concept: Identify and purchase property for vehicles

Funding: \$3,000,000 Capital Reserve

<u>Description:</u> Replace temporary leased parking with a permanent location

Status: Marin Transit is evaluating and identifying opportunities for land acquisition.



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

Technology Projects - On Board Technology

Total Project Budget

Annual Budget

\$2,050,000

\$450,000

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

<u>Funding:</u> \$1,640,000 Federal 5307

\$410,000 Measure AA

<u>Description:</u> 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. CAD/AVL

installations have been completed and trainings for the new equipment continue. A contract for a new on-vehicle cash revenue collection and secure vaulting system has

been awarded with full installation taking place in FY26.

| | | Expended to | | <u>Anticipated</u> |
|-------------------|---------------|-------------|------------------|------------------------|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> | Percent Complete | Completion Date |
| OD | \$2,050,000 | \$1,136,637 | 55% | Jun-26 |

Ongoing Capital Expenses

Concept: Ongoing capital expenses

Funding: \$450.000 Measure A

| runuing. | \$450,000 Measure A | | | |
|-----------|------------------------|---------------|---------------|-------------|
| | | Total Project | | Expended in |
| Projects: | _ | Budgets | Annual Budget | FY2026 |
| VR | Major Vehicle Repairs | \$200,000 | \$200,000 | \$14,247 |
| IF | Infrastructure Support | \$250,000 | \$250,000 | \$0 |

<u>Description:</u> Ongoing capital costs associated with major vehicle repairs and other small capital expenses.

<u>Status:</u> 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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December 1, 2025

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

Board of Directors

Subject: Marin Transit Quarterly Performance Report for the First

Eric Lucan

President Supervisor District 5 **Dear Board Members:**

Mary Sackett

Vice President Supervisor District 1

Recommendation

Information only.

Fred Casissa

Second Vice President Town of Corte Madera

Summary

As part of the District's service monitoring process, staff prepare a quarterly performance report. Attached is the report for the first quarter of FY 2025/26.

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.

Quarter of FY 2025/26

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 addition to the monthly reports.

Brian Colbert

Director Supervisor District 2

Stephanie **Moulton-Peters**

Director Supervisor District 3

Fiscal/Staffing Impact

None.

Respectfully Submitted,

Sher Butile

Dennis Rodoni

Director Supervisor District 4

Maribeth Bushey

Director City of San Rafael

Asher Butnik

Senior Transit Planner

Maika Llorens Gulati

Alternate City of San Rafael Attachment A: Quarterly Performance Report for FY 2025/26 Q1

Attachment B: FY 2025/26 Q1 (July – September) Marin Transit Outreach and **Travel Training**

Quarterly Performance Report for FY 2025/26 Q1

This report summarizes the operational performance of Marin Transit services for the first quarter of FY 2025/26 from July 1, 2025 through September 30, 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.

Route performance is presented relative to typology-based targets. The Board adopted updated targets on September 9, 2024. These typology-based targets aim to match routes and service levels to the markets they are intended to serve. All performance and financial data are consistent with the District's reporting for the National Transit Database.

Performance Goals

Performance goals at the route level 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 goals by typology. Note that there are no productivity or cost-effectiveness goals identified for the Yellow Bus, Muir Woods Shuttle, Volunteer Driver, and Catch-A-Ride programs.

Table 1: Productivity and Subsidy Goals 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 | \$11.26 |
| Community | 29, 57, 219, 228, 233, 245 | 8 | \$19.71 |
| Supplemental | 613, 619, 625, 654 | 20 per trip | \$16.89 |
| Rural | 61, 68 | 6 | \$30.97 |
| Demand Response | Local Paratransit, Marin Access Shuttles | 2 | \$112.61 |

Note: Subsidy targets reflect an escalation of 3.5% from the prior year, in accordance with the Transportation Services Consumer Price Index 12-month increase at the start of the fiscal year.

Performance Summary

In the first quarter of FY 2025/26, Marin Transit carried a total of 866,226 passengers systemwide. This represents a ridership increase of 4% compared to the first quarter of the previous fiscal year and is 1% higher than pre-pandemic ridership (Q1 FY2019/20).



On fixed route transit services, Marin Transit carried 803,936 riders. This is an increase of 4% compared to the first quarter of FY 2024/25. The Muir Woods Shuttle carried 23,686 passengers. This represents a decrease of 6% from the prior year. The Yellow Bus program carried 18,630 passengers. This represents an increase of 5% compared to the first quarter of the previous fiscal year. Marin Access services carried 19,974 trips on demand response and mobility management programs. This reflects a decrease of 3% compared to the first quarter of the last fiscal year. 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 first quarter of FY 2025/26, Local routes carried 657,283 passengers. This represents an increase of 3% compared to the first quarter of the prior fiscal year. The Local typology carried 21 passengers per revenue hour, meeting the goal of 18 or higher, and the average subsidy per passenger was \$8.51, meeting the goal of \$11.26 or lower. Local service accounted for 68% of fixed route service in revenue hours and 82% of fixed route ridership in the first quarter of FY 2025/26.

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

During the first quarter of the fiscal year, Community routes carried 104,255 total passengers. This represents an increase of 6% from the first quarter of the last fiscal year. The Community typology carried 10 passengers per revenue hour, meeting the goal of 8 or higher, and the average subsidy per passenger was \$17.26, meeting the goal of \$19.71 or lower. Community services accounted for 22% of fixed route service in revenue hours and provided 13% of fixed route ridership in the first quarter of FY 2025/26.

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

Supplemental School routes carried 10,777 passengers in the first quarter of FY 2025/26. This represents a 51%¹ increase from the first quarter of the prior fiscal year. The Supplemental typology carried 35 passengers per trip, meeting the goal of 20 or higher, and the average subsidy per passenger was \$7.31, meeting the goal of \$16.89 or lower. Supplemental service accounted for 1% of fixed route service in revenue hours and provided 1% of fixed route ridership in the first quarter of FY 2025/26.

Rural (West Marin Stagecoach Routes 61 and 68)

In the first quarter of the fiscal year, the two Stagecoach routes carried 31,621 passengers. This represents a 3% increase from the first quarter of the prior fiscal year. The Rural typology carried 8 passengers per trip, meeting the goal of 6 or higher, and the average subsidy per passenger was \$23.87, meeting the goal of \$30.97 or lower. Rural service accounted for 9% of fixed route service in revenue hours and ridership represented 4% of fixed route ridership in the first quarter of FY2025/26.

¹ In January 2025, Marin Transit implemented Automatic Passenger Counters (APCs). District staff believe that, prior to 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.



Muir Woods Shuttle

For the first quarter of FY 2025/26, the Muir Woods Shuttle ran daily service prior to August 9th and weekend/holiday only service starting on August 10th. In this quarter, the Muir Woods Shuttle carried 23,686 passengers. This represents a decrease of 6% from the first quarter of FY 2024/25. Note that, in consultation with the National Park Service, less service was offered on the Shuttle this year than in the prior year.

Yellow Bus

In the first quarter of FY 2025/26, the Ross Valley School District yellow bus service carried 18,630 passengers. This represents an increase of 5% compared to the first quarter of the prior year, which is comparable to the 4% increase in school days from the prior year.

Marin Access

In the first quarter of FY 2025/26, Marin Access offered ADA paratransit service, the Marin Access Shuttles program, the Volunteer Driver program, and the new Mobility Wallet suite of programs, which for the purposes of this report will be treated as one program (Mobility Wallet).

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 first quarter of FY 2025/26, Demand Response services carried 12,042 passengers, a decrease of 11% from the prior year. The service productivity average of 1.7 passengers per revenue hour did not meet the 2.0 standard, and the average subsidy per passenger of \$126.83 did not meet the target of \$112.61 or lower.

The Volunteer Driver Program completed 1,970 trips in the first quarter of FY 2025/26. This represents an 11% decrease compared to the previous fiscal year.

The new Mobility Wallet program provided 5,962 one-way trips. This represents an increase of 25% compared to the Catch-A-Ride program in the prior year. The Mobility Wallet program has seen strong and sustained growth thus far within FY 2025/26.

Community Engagement

Staff engage the community on an ongoing basis to share information about Marin Transit and Marin Access programs and services. In the first quarter, there was a focus on educating riders about program changes to Marin Access and engaging the community on District initiatives including the proposed operations and maintenance facility and the MASCOTS service planning effort. 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 first quarter of FY 2025/26, staff completed thirty-six events, including four Navigating Transit Presentations, five events where informational resource tables were staffed, four direct rider engagement events, ten Marin Access Satellite Hours events, ten Marin Access Virtual Info Sessions, two Virtual Community Meetings about the proposed MASCOTS service changes, and one Virtual Community Meeting about the Marin Transit's Proposed Zero Emission Bus Storage and Maintanence Facility. Nearly all events had Spanish translation services available. In total, staff reached over 4,100 community members. In Q1, the number of community members reached increased by over 1,500



compared to the same period of FY 2024/25 and staff participated in nearly double the events over the previous year. The increase in the number of events for the first quarter of FY 2025/26 is due to the addition of regular Satellite Hours at Canal Alliance in San Rafael and Marin Access Virtual drop-sessions to share information about Marin Access program changes in July.

Digital outreach continues to be an effective tool for engaging those who currently use Marin Transit programs and services and those who may be considering trying transit. In Q1 of FY2025/26 staff distributed 7 e-newsletters, created 163 social media posts across several platforms, and were featured on KWMR's "Epicenter" radio show in mid-September. In total, these efforts generated over 11,100 individual digital engagement interactions

Staff expect outreach efforts to continue to grow throughout the year due to ongoing and planned initiatives related to the proposed operations and maintenance facility, MASCOTS, and the implementation of Next Generation Clipper.

Ridership Trends

The District continues to experience strong ridership; total ridership reached 101% of pre-pandemic levels in Q1. However, the rapid ridership growth the district has seen for the past several years may be tapering off. Fixed route ridership exceeded pre-COVID ridership by 10% in the first quarter of FY 2025/26, but the growth from FY 2024/25 was only 4%, which is less than in previous years. It is too early to say whether this is a new trend or a temporary cooling.

Marin Access services were at 46% of pre-COVID ridership levels this quarter, which is roughly comparable to the prior year (47%). For about a year and a half, Marin Access ridership had plateaued at around 40-45% of pre-pandemic levels. Although Marin Access ridership began growing again in FY 2023/24 after the programs were restructured, ridership appears to have plateaued again. Marin Transit staff believes this is due to larger systemwide and national trends, not due to the program change that took place at the start of the current fiscal year. The new Mobility Wallet program saw very strong growth this quarter, +25% compared to the Catch-A-Ride program in the previous year. However, this strong growth was paired with lower ridership on ADA paratransit and Volunteer Driver. It is too early to say whether this is a new trend or a temporary cooling.

This quarter, Marin Transit experienced strong ridership growth compared to the national average. According to the National Transit Database, in the first quarter of FY 2025/26, nationwide bus ridership was 8% **lower** than the prior year, compared to Marin Transit's 4% 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 110% 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 77%). Compared to other North Bay transit agencies, Marin Transit fixed route services performed moderately. In the first quarter of FY 2025/26, Golden Gate Transit carried 428,302 passengers on its fixed route bus service, representing just over half of Marin Transit's fixed route ridership (803,936), while SMART carried 379,833 passengers. Golden Gate Transit experienced a 9% increase in fixed route bus ridership in this quarter compared to the first quarter of FY2024/25, bringing overall recovery to 53% of pre-COVID ridership. SMART experienced a 39% increase in ridership compared to the first quarter of last year, bringing overall recovery to nearly double (199%) pre-COVID ridership.



Other Bay Area transit agencies that provide local transit service experienced lower ridership growth trends in the first quarter of FY 2024/25. Comparing to other Countywide peer agencies, Napa Valley Transportation Authority (VINE), SamTrans, and Solano County Transit (SolTrans) experienced a -6%, 3%, and 6% increase in ridership, respectively, relative to the first quarter of FY 2023/24, bringing their ridership relative to pre-COVID to 50%, 96%, and 82%, respectively.

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

Table 2: Factors Impacting Ridership Comparison

| Factor | | FY 2024/25 Q1 | FY 2025/26 Q1 | Impact |
|--------------------|------------------------------|---------------|---------------|----------|
| Days Operated | Weekdays | 64 | 64 | |
| | School Days | 28 | 29 | A |
| | Weekends & Holidays | 28 | 28 | |
| | Muir Woods Shuttle | 62 | 56 | V |
| Service Disruption | s (cancelled/missed service) | 74 | 44 | A |
| Rainfall (inches) | | 0 | 0.1 | |
| Average Gas Prices | 5 | \$4.54 | \$4.40 | V |

Due to the national labor shortage, Marin Transit's contractor operators have had difficulty hiring new drivers, which led to a significant amount of missed service in FY 2022/23. The service change implemented on June 11th, 2023 was designed to reduce the number of driver shifts necessary to operate service, in an attempt to reduce the amount of missed service. The reduction in missed service for this quarter compared to the prior year demonstrates that the June 11th service changes were successful in that goal.

Quarterly Report - Summary

QUARTER
Q1 FY 2025/26

| Systemwide | Performance | Statistics |
|------------|-------------|-------------------|
|------------|-------------|-------------------|

| Typology | Route | Passengers | %∆ Passengers' | Revenue Hours | Operating Cost | Passengers per Revenue Hou | Subsidy per Passenge | Farebox Recovery |
|------------------|------------|------------|----------------|---------------|----------------|----------------------------|----------------------|------------------|
| 1. Local | 17 | 58,314 | ▲0.5% | 4,245 | \$787,588 | 13.7 | \$12.84 | 4.9% |
| | 22 | 48,868 | ▲3.4% | 3,405 | \$623,669 | 14.4 | \$12.10 | 5.2% |
| | 23 | 86,932 | ▲18.9% | 3,621 | \$716,954 | 24.0 | \$7.59 | 7.9% |
| | 35 | 152,257 | ▼7.1% | 5,016 | \$986,101 | 30.4 | \$5.83 | 10.0% |
| | 36 | 81,713 | ▲3.1% | 3,845 | \$772,056 | 21.3 | \$8.79 | 6.9% |
| | 49 | 98,821 | ▲ 7.2% | 5,139 | \$964,564 | 19.2 | \$9.11 | 6.7% |
| | 71 | 130,378 | ▲6.9% | 6,003 | \$1,234,070 | 21.7 | \$8.81 | 6.9% |
| | Rollup | 657,283 | ▲3.4% | 31,273 | \$6,085,002 | 21.0 | \$8.60 | 7.1% |
| 2. Community | 219 | 10,445 | ▲8.6% | 1,282 | \$237,534 | 8.2 | \$22.06 | 3.0% |
| | 228 | 23,550 | ▲21.3% | 2,374 | \$434,257 | 9.9 | \$17.77 | 3.7% |
| | 233 | 11,080 | ▼5.4% | 1,084 | \$198,981 | 10.2 | \$17.29 | 3.7% |
| | 245 | 12,606 | ▲27.9% | 1,099 | \$204,392 | 11.5 | \$15.54 | 4.1% |
| | 29 | 2,719 | ▼32.6% | 446 | \$82,275 | 6.1 | \$29.56 | 2.3% |
| | 57 | 43,855 | ▼0.3% | 3,841 | \$714,437 | 11.4 | \$15.62 | 4.1% |
| | Rollup | 104,255 | ▲ 5.7% | 10,125 | \$1,871,876 | 10.3 | \$17.28 | 3.7% |
| 4. Supplemental | 613 | 4,053 | ▲96.5% | 43 | \$22,746 | 94.8 | \$4.94 | 12.0% |
| | 619 | 4,386 | ▲ 46.2% | 82 | \$44,391 | 53.2 | \$9.45 | 6.7% |
| | 625 | 1,322 | ▼6.0% | 40 | \$21,118 | 32.7 | \$15.29 | 4.3% |
| | 654 | 1,016 | ▲ 49.0% | 29 | \$13,957 | 35.2 | \$13.06 | 4.9% |
| | Rollup | 10,777 | ▲50.7 % | 194 | \$102,212 | 55.4 | \$8.81 | 7.1% |
| 5. Rural | 61 | 12,226 | ▲ 4.5% | 1,686 | \$325,560 | 7.3 | \$25.99 | 2.4% |
| | 68 | 19,395 | ▲2.7% | 2,339 | \$450,827 | 8.3 | \$22.61 | 2.7% |
| | Rollup | 31,621 | ▲3.4% | 4,025 | \$776,386 | 7.9 | \$23.91 | 2.6% |
| 7. Yellow Bus | Hdn Valley | 2,760 | ▲0.2% | 33 | \$20,911 | 83.6 | \$4.96 | 34.5% |
| | White Hill | 15,870 | ▲6.3% | 226 | \$142,889 | 70.4 | \$6.39 | 29.0% |
| | Rollup | 18,630 | ▲ 5.3% | 259 | \$163,800 | 72.1 | \$6.18 | 29.7% |
| 8. Recreational | 66 | 23,686 | ▼6.2% | 2,112 | \$618,059 | 11.2 | \$26.07 | 0.1% |
| | Rollup | 23,686 | ▼6.2% | 2,112 | \$618,059 | 11.2 | \$26.07 | 0.1% |
| 9. Demand | Local Para | 11,770 | ▼11.7% | 6,721 | \$1,491,281 | 1.8 | \$125.03 | 1.3% |
| Response | MA Shuttle | 272 | ▲9.7% | 264 | \$55,751 | 1.0 | \$203.32 | 0.8% |
| | Rollup | 12,042 | ▼11.3% | 6,985 | \$1,547,032 | 1.7 | \$126.80 | 1.3% |
| Mobility Wallet | CAR Trans | 3,071 | | 0 | \$27,195 | | \$8.86 | 0.0% |
| | Intro Mob | 16 | | 0 | \$819 | | \$51.19 | 0.0% |
| | MAFA Mob W | 2,875 | | 0 | \$82,268 | | \$28.62 | 0.0% |
| | Rollup | 5,962 | | 0 | \$110,282 | | \$18.50 | 0.0% |
| Volunteer Driver | VolDrvr | 1,701 | ▼11.8% | | \$22,053 | | \$12.96 | 0.0% |
| | VolDvrWM | 269 | ▼5.9% | | \$4,742 | | \$17.63 | 0.0% |
| | Rollup | 1,970 | ▼11.0% | | \$26,795 | | \$13.60 | 0.0% |
| Rollup | | 866,226 | ▲4.3% | 54,973 | \$11,301,444 | 15.8 | \$12.36 | 5.3% |

^{*} Change in passengers compared to same quarter of prior year

Reporting Month: July 2025

| Date(s) | Event | Description | Contacts |
|-----------|--|---|----------|
| 7/1/2025 | Marin Access Virtual Info Session | Info Session held over Zoom to provide information about upcoming Marin Access Program Changes. Information was presented in English with support for Spanish speaking attendees available. | 2 |
| 7/3/2025 | Marin Access Virtual Info Session | Info Session held over Zoom to provide information about upcoming Marin Access Program Changes. Information was presented in English with support for Spanish speaking attendees available. | 1 |
| 7/9/2025 | Marin Access Satellite Hours at Margaret Todd Senior Center | MCTD staff hosted a resource table at the Margaret Todd Senior Center. Information was distributed in English and in Spanish. | 5 |
| 7/9/2025 | Marin Access Virtual Info Session | Info Session held over Zoom to provide information about upcoming Marin Access Program Changes. Information was presented in English with support for Spanish speaking attendees available. | 0 |
| 7/11/2025 | Marin Access Virtual Info Session | Info Session held over Zoom to provide information about upcoming Marin Access Program Changes. Information was presented in English with support for Spanish speaking attendees available. | 1 |
| 7/15/2025 | Marin Access Satellite Hours at West Marin Health & Human Services | MCTD staff hosted a resource table at the West Marin Health & Human Services Center. Information was distributed in English and in Spanish. | 2 |
| 7/16/2025 | Marin Access Virtual Info Session | Info Session held over Zoom to provide information about upcoming Marin Access Program Changes. Information was presented in English with support for Spanish speaking attendees available. | 1 |
| 7/17/2025 | Marin Access Virtual Info Session | Info Session held over Zoom to provide information about upcoming Marin Access Program Changes. Information was presented in English with support for Spanish speaking attendees available. | 0 |

| Marin Access Navigating Transit Presentation at Smith Ranch Homes | Navigating Transit Presentation to the residents of Smith Ranch Homes. Information was presented in English with support for Spanish speaking attendees available. | 17 |
|--|--|---|
| Marin Access Community Event at the Mill Valley Truckloads of Fun | MCTD staff hosted a resource table during the Mill Valley Truckloads of fun event at the Mill Valley Community Center. Information was presented in English and in Spanish. | 200 |
| Marin Access Virtual Info Session | Info Session held over Zoom to provide information about upcoming Marin Access Program Changes. Information was presented in English with support for Spanish speaking attendees available. | 0 |
| Marin Transit Community Open House Event at the Marin City Library | MCTD staff hosted three resource tables at the Marin City Library Open House Event. Staff provided information about proposed service changes from MASCOTS, information about the proposed Storage and Maintenance Facility for Marin Transit's Zero Emission Buses, and a table of General Marin Transit and Marin Access information. | 40 |
| Marin Transit Community Open House Event at the Al Boro Community Center | MCTD staff hosted three resource tables at the Al Boro (Pickleweed) Community Center Open House Event. Staff provided information about proposed service changes from MASCOTS, information about the proposed Storage and Maintenance Facility for Marin Transit's Zero Emission Buses, and a table of General Marin Transit and Marin Access Information. | 40 |
| Marin Access Virtual Info Session | Info Session held over Zoom to provide information about upcoming Marin Access Program Changes. Information was presented in English with support for Spanish speaking attendees available. | 0 |
| Marin Access Satellite Hours at San Geronimo Valley Community Center | MCTD staff hosted a resource table at the San Geronimo Valley Community Center. Information was distributed in English and in Spanish. | 23 |
| | Presentation at Smith Ranch Homes Marin Access Community Event at the Mill Valley Truckloads of Fun Marin Access Virtual Info Session Marin Transit Community Open House Event at the Marin City Library Marin Transit Community Open House Event at the Al Boro Community Center Marin Access Virtual Info Session Marin Access Virtual Info Session Marin Access Satellite Hours at San Geronimo Valley Community | Presentation at Smith Ranch Homes Marin Access Community Event at the Mill Valley Truckloads of Fun Marin Access Virtual Info Session Marin Access Virtual Info Session Marin Transit Community Open House Event at the Marin City Library Marin Transit Community Open House Event at the Al Boro Community Center Marin Transit Community Open House Event at the Al Boro Community Center Marin Transit Community Open House Event at the Al Boro Community Center Marin Transit Community Open House Event at the Al Boro Community Center Marin Transit Community Open House Event at the Al Boro Community Center Marin Transit Community Open House Event at the Al Boro Community Center Marin Access Virtual Info Session Marin Access Program Changes. Information about upcoming Marin Access Information about the proposed Storage and Maintenance Facility for Marin Transit's Zero Emission Buses, and a table of General Marin Transit and Marin Access information. Marin Access Virtual Info Session Marin Access Satellite Hours at San Geronimo Valley Community Center. Information was distributed in English and in |

| 7/29/2025 | Marin Access Virtual Info Session | Info Session held over Zoom to provide information about upcoming Marin Access Program Changes. Information was presented in English with support for Spanish speaking attendees available. | 0 |
|-----------|-----------------------------------|---|---|
| 7/31/2025 | Marin Access Virtual Info Session | Info Session held over Zoom to provide information about upcoming Marin Access Program Changes. Information was presented in English with support for Spanish speaking attendees available. | 0 |

Reporting Month: August 2025

| Date(s) | Event | Description | Contacts |
|-----------|--|---|----------|
| 8/5/2025 | Marin Access Satellite Hours at Canal Alliance Food Pantry | MCTD staff hosted a resource table at the Canal Alliance Food Pantry at the 91 Larkspur location in San Rafael. Information was distributed in English and in Spanish with most of the engagement occurring in Spanish. | 43 |
| 8/7/2025 | Marin Access Satellite Hours at Bolinas Community Center Food Bank | MCTD staff hosted a resource table at the Bolinas Community Center Food Bank. Information was distributed in English and in Spanish. | 27 |
| 8/12/2025 | In-Person Outreach at the San Rafael Transit Center | In-Person outreach at the San Rafael Transit Center for a MASCOTS pop-up event in coordination with GGT. Information was distributed in English and in Spanish | 7 |
| 8/13/2025 | Marin Access Navigating Transit Presentation at Bennett House | Navigating Transit Presentation to the residents of Bennett House in coordination with Mercy Housing. Information was presented in English with support for Spanish speaking attendees available. | 6 |
| 8/15/2025 | In-Person Outreach at the Marin City Hub | In-Person outreach at the Marin City Hub for a MASCOTS pop-up event in coordination with GGT. Information was distributed in English and in Spanish | 5 |
| 8/19/2025 | Marin Access Satellite Hours at West Marin Health & Human Services | MCTD staff hosted a resource table at the West Marin Health & Human Services Center. Information was distributed in English and in Spanish. | 1 |
| 8/20/2025 | MASCOTS Virtual Community Meeting - | MCTD staff hosted a virtual community event on zoom. Staff provided attending participants with information regarding proposed MASCOTS service changes. | 22 |

| 8/20/2025 | MASCOTS Virtual Community Meeting - | MCTD staff hosted a virtual community event on zoom. Staff provided attending participants with information regarding proposed MASCOTS service changes. | 21 |
|-----------|--|--|----|
| 8/21/2025 | Marin Access Navigating Transit Presentation Marin City CDC | Navigating Transit Presentation to Marin City/Sausalito community members in coordination with the Marin City CDC. Information was presented in English with support for Spanish speaking attendees available. | 9 |
| 8/25/2025 | Marin Access Satellite Hours at San Geronimo Valley Community Center | MCTD staff hosted a resource table at the San Geronimo Valley Community Center. Information was distributed in English and in Spanish. | 17 |
| 8/28/2025 | Marin Access Navigating Transit Presentation at Drake Terrace | Navigating Transit Presentation to the residents at Drake Terrace. Information was presented in English with support for Spanish speaking attendees available. | 13 |

Reporting Month: September 2025

| Date(s) | Event | Description | Contacts |
|-----------|--|---|----------|
| 9/9/2025 | Marin Access Satellite Hours at Canal Alliance Food Pantry | MCTD staff hosted a resource table at the Canal Alliance Food Pantry at the 91 Larkspur location in San Rafael. Information was distributed in English and in Spanish with most of the engagement occurring in Spanish. | 27 |
| 9/16/2025 | Marin Access Satellite Hours at West Marin Health & Human Services | MCTD staff hosted a resource table at the West Marin Health & Human Services Center. Information was distributed in English and in Spanish. | 1 |
| 9/17/2025 | Marin Senior Fair 2025 | MCTD hosted a booth at the Marin Senior Fair 2025 where participants were able to receive free giveaways, information about Marin Transit and Marin Access programs and services, submit comments and feedback, and start the application process for Marin Access programs and services. | 2500 |
| 9/23/2025 | All Aboard Bay Area Day - In- Person Outreach | MCTD staff participated in In-Person outreach at the SRTC and Redwood & Grant Blvd transit stop. | 250 |
| 9/24/2025 | Proposed Facility Virtual Community Event | MCTD staff hosted a virtual event to provide information about the proposed Zero Emission Bus Storage and Maintenance Facility. | 54 |
| 9/26/2025 | North Bay Ceo / GM Ride Along | MCTD General Manager and staff attended the North Bay CEO and general manager ride along. | 70 |

| 9/28/2025 | Marin Sanitary Service Customer Appreciation Day | MCTD staff hosted a Resource Table at the Marin Sanitary Service Customer Appreciation Day. Staff was able to share information About Marin Transit and Marin Access programs and services. | 700 |
|-----------|--|---|-----|
| 9/29/2025 | Marin Access Satellite Hours at the San Geronimo Valley Community Center | MCTD staff hosted a resource table at the San Geronimo Valley Community Center. Information was distributed in English and in Spanish. | 43 |



711 Grand Ave, #110 San Rafael, CA 94901 ph: 415.226.0855 marintransit.org December 1, 2025

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

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Alternate City of San Rafael Subject: 2025/26 Annual School Transportation Services Report

Dear Board Members:

Recommendation

Information only.

Summary

Students across Marin County depend on public transportation or yellow bus programs for transportation to and from school and extracurricular activities. While the State of California does not require transportation services for general education students, Marin Transit and many of the school districts within the County recognize the importance of these services and allocate financial resources to provide them. This report summarizes student transportation trends within the County, details the various transportation services available to students, and highlights usage of these services in the 2024/25 academic year.

Background

Youth riders have always been a core market for Marin Transit and currently account for 20% of all ridership on public transit services. Efforts are focused on making sure that routes adjacent to school sites are timed to bell schedules and have adequate capacity to support ridership trends. In some instances, additional services are added on school days only (Supplemental Services) to meet the needs of schools that are not well served by existing fixed route services.

Yellow school bus services are also provided in certain districts for students. Countywide, over twice as many students use these services over public transit. These services are typically provided by the school district or in some cases Marin Transit or other entities representing multiple government agencies. Students in grades K-8 represent the majority of yellow bus riders.

In 2014, Marin Transit, in collaboration with Transportation Authority of Marin and the Marin County Office of Education, embarked on an initiative to address traffic congestion issues, explore safe and healthy alternative student transportation options, and enhance the organization of resources dedicated



to student transportation in the County. While the initial study was completed in 2015, subsequent meetings continued until 2018 to facilitate planning for student transportation services. Most recently, the Transportation Authority of Marin has called for an update of the Coordinated Countywide School Transportation Study as a recommended action in the Countywide Transportation Plan. More information on these historic efforts can be found online at: https://marintransit.org/projects/countywide-school-transportation-study.

This 2015 study provided an initial framework for Marin Transit and others in the County on the appropriate type of bus solution based on several factors including the school's location, grade, and student enrollment boundaries. The District has been using this document to guide recent decisions in service delivery related to home to school services.

Supplemental Service Overview

Supplemental Service refers to additional public transit service offered by Marin Transit on school days only to accommodate student demand beyond the regular fixed route network. These routes typically serve school locations that are not already well served by transit.

Delivering Supplemental Service is challenging due to the need for a concentrated increase in service for a very limited time each morning and afternoon on school days only. Since demand outside these hours is often very low or non-existent, drivers and vehicles needed to support this program often sit idle for much of the day and during the summer and holiday breaks when school is not in session.

Many of the District's contractors have either declined to provide this Supplemental Service (Golden Gate Transit in 2014) or faced driver shortage issues that resulted in service cancellations and unreliable service (MV Transportation in 2022). To complicate the situation, the passage of Senate Bill 328 forced bell schedules for high schools to shift later in the morning (no earlier than 8:30am), resulting in most schools all starting and ending at the same time. These factors have forced the District to shift dedicated Supplemental Service resources to regular transit services, increasing service frequency to meet the needs of students and general riders together. This shift has resulted in decreasing the Supplemental program in favor of a more robust public transit network.

Beginning in August 2022 and culminating in June 2023, Marin Transit began a process of consolidating Supplemental School routes into regular fixed route public transit services. This adjustment allowed for an increase in route efficiency on regular fixed route services so that operational resources could be allocated appropriately- where demand was higher. As a result, the Supplemental School routes were reduced from nine routes to four routes in 2023/24, with the remaining Supplemental routes focused on service to schools with student origins or school sites outside the core fixed route network. **Attachment A** shows a comprehensive listing of all schools that have some level of busing service provided. This information is also available on our website at: https://marintransit.org/schools.

In addition to the financial and operational challenges mentioned previously, additional obstacles to expanding these services include a lack of parking and maintenance facilities, fleet limitations, and uncoordinated bell schedules that create inefficient use of the buses.

FY2025/26 Fixed Route Changes to Support Students

In the past year, several additional adjustments were made to improve the efficiency and accessibility of Marin Transit services for students. Routes 613 and 619 were modified to remove low ridership early morning routes to support ridership at the first period bell. Schedule adjustments were made for Routes



29, 61, and 68, to better meet bell times for Redwood HS, Tamalpais HS, Archie Williams HS, and Hall MS. The District added afternoon capacity on 613 to support Hall Middle School students.

FY2025/26 Youth Transit Pass Program

Marin Transit offers an annual Youth Transit Pass at \$325 to students registered at participating Marin County schools. The pass allows students to ride local bus routes without paying any additional fare. Students of income-qualified families can receive the pass for free by completing an eligibility application and submitting it to an assigned school coordinator for verification. Designed for students navigating the local transit system for travel to/from school, work, or other activities, the Youth Transit Pass is geared towards high school attendees, with some elementary and middle school participants.

In 2025/26 so far, 1,023 permanent annual passes were requested from 24 participating schools; 96% of distributed passes in the 2025/26 school year so far were distributed free to low income-qualified students. **Table 1** provides a list of participating schools and passes distributed by district.

Table 1: FY2025/26 Youth Pass Distribution Statistics by District as of November 20, 2025

| District | # Schools | # Passes | % Free |
|------------------------------------|-----------|----------|--------|
| Kentfield ¹ | 1 | 10 | 100% |
| Larkspur-Corte Madera ¹ | 1 | 17 | 18% |
| Mill Valley ¹ | 1 | 4 | 50% |
| Marin County Education District | 1 | 3 | 66% |
| Novato Unified | 8 | 148 | 100% |
| Ross Valley ¹ | 1 | 20 | 80% |
| San Rafael | 5 | 728 | 100% |
| Tamalpais Union ² | 5 | 88 | 83% |
| Private/Independent | 3 | 5 | 100% |
| Total | 24 | 1,023 | 96% |

^{1.} Elementary and middle school only district

Marin Transit is actively preparing for the integration of the Next Generation Clipper system in 2026, which presents an exciting opportunity to transition the Youth Pass and College of Marin (COM) Card onto the Clipper system for the 2026/27 school year. This transition is being coordinated in partnership with the Metropolitan Transportation Commission (MTC) to ensure a seamless implementation.

As part of this effort, the Youth Pass application process will be updated to align with the Youth Clipper application, creating a unified and streamlined experience for students and families. Despite this shift to Clipper, both the Youth Pass and the COM Card will continue to maintain Marin Transit's existing fare structure, ensuring consistency and affordability for users during and after the transition. **Table 2** displays the estimated Youth Pass Clipper implementation timeline.

Table 2: Estimated Youth Pass Clipper Implementation Timeline

^{2.} High school only district



| Quarter | Program Status |
|---------------------------|---|
| Q1 (Jan 2026 – Mar 2026) | Intend to Launch Clipper |
| | Community Outreach |
| Q2 (Apr 2026 – Jun 2026) | Launch Youth Pass Application |
| | Coordinator Training |
| Q3 (Jul 2026 – Sept 2026) | Continued Outreach |
| Q3 (301 2020 - 3ept 2020) | School Year Start |
| Q4 (Oct 2026 – Dec 2026) | Continued Outreach |
| Q+ (OCt 2020 - Dec 2020) | Youth Pass Distribution |

FY2025/26 Measure AA Yellow School Bus Programs

Measure AA is an extension of the existing Marin County half cent sales tax for transportation and was approved by voters on November 6, 2018. Under the renewed measure, Marin Transit receives five percent of the Measure AA funds for school-related transportation programs and services. In April 2025, your board approved the funding allocation for the third three-year term of the Measure AA tax expenditure plan for yellow school bus funding. Staff determined approximately \$1.1 million annually was available as a reimbursement to five regular yellow school bus programs located within the urbanized areas of the County. **Table 3** provides a summary of each program's size and scope budgeted during the 2025/26 school year.

Table 3: FY2025/26 Measure AA Yellow School Bus Funding Recipients

| Program | # One-Way Passes Budgeted | # Buses | # Schools Served |
|--|---------------------------|---------|------------------|
| Miller Creek School District | 130 | 1 | 2 |
| Ross Valley Area Schools | 609 | 4 | 2 |
| San Rafael Elementary City School District | 1,466 | 16 | 8 |
| Sausalito-Marin City School District | 80 | 1 | 1 |
| Tiburon JPA (Reed Schools and The Cove) | 967 | 5 | 4 |
| TOTAL | 3,252 | 27 | 17 |

For FY2025/26, including carryforward funding, Marin Transit passed through approximately \$1,100,000 annually through the new cycle of Measure AA allocations. **Table 4** shows the allocations for each Measure AA yellow school bus funding recipient in the new FY2025/26- FY2027/28 cycle.



Table 4: FY2025/26 - FY2027/28 Allocation Projections

| FY2023/24 PASS DATA | | Reed | Ross Valley | San Rafael | Miller Creek | Sausalito - Marin City | Total | Calculation |
|---------------------------------------|-----|-----------|----------------|---------------|-----------------|------------------------------|-------------|---|
| One Way Pass Price | (a) | \$345.00 | \$675.00 | \$250.00 | \$212.00 | \$324.00 | | cost of one- way pass |
| Subsidy per pass | (b) | \$327.75 | \$641.25 | \$237.50 | \$201.40 | \$307.80 | | 95% of one- way pass price [0.95*(a)] |
| One Way Passes Distributed | (c) | 967 | 609 | 1,466 | 130 | 80 | 3,252 | School year 2024-2025 source data |
| FY2024/25 | | \$309,833 | \$340,348 | \$381,866 | \$47,926 | \$39,742 | \$1,119,715 | Informational only. |
| Actual FY2025/26 allocation | | \$316,934 | \$390,521 | \$348,175 | \$26,182 | \$24,624 | \$1,106,437 | 95% subsidy for every pass sold [(b) x (c)] |
| Projected FY2026/27 allocation | | \$320,104 | \$394,426 | \$351,657 | \$26,444 | \$24,870 | \$1,117,501 | Projected 1% sales tax inc. |
| Projected FY2027/28 allocation | | \$323,305 | \$398,371 | \$355,173 | \$26,708 | \$25,119 | \$1,128,676 | Projected 1% sales tax inc. |

Source: Marin Transit, TAM sales tax projection data.

The FY2025/26 program will allocate \$1,106,437, with includes \$300,000 in carryforward funding. A total of \$900,000 in carryforward funds is included in the three-year cycle, with \$300,000 available in each year. The allocation amounts for FY2026/27 and FY2027/28 are estimated in **Table 4** and will be finalized each year based on the actual sales tax growth determined by the Transportation Authority of Marin (TAM).

Ross Valley Area Yellow Bus Program

Yellow Bus Service in the Ross Valley is directly contracted and managed by Marin Transit, with oversight from a Joint Exercise of Power Agreement (JEPA) that includes the Towns of San Anselmo and Fairfax, the County of Marin, and the Ross Valley School District. The service is provided by a private contractor, Bauer's Intelligent Transportation, who successfully won a competitive bid for the service prior to the start of the 2023/24 school year.

This year, one-way passes were sold at \$675 each way, staying the same price as the previous school year. A parent must purchase a morning and afternoon pass to provide a "round trip" ride for their student. The total cost of the combined passes to and from school is \$1,350. To ensure cost is not a barrier to acquiring a pass, income qualified families can purchase a pass at the reduced rate of \$75 each way. The JEPA approved utilizing the Reduced Yellow Bus Price application to add a Marin Transit Public Transit Free Youth Pass to the Reduced-Price Yellow Bus passes. Reduced Price Yellow



Bus pass holders will be able to use Marin Transit fixed route service for free. Image 1 shows a sample Yellow Bus pass with the Marin Transit Youth Pass decal.

Image 1: Sample Reduced Price Yellow Bus Pass



The District continues to operate a similar set of routes in 2025/26 as was operated in 2024/25. These routes offer full service during the morning but focus afternoon buses on areas of Ross Valley not well served by public transit. This restructuring was done in 2024/25 and allowed the District to control demand for bus passes and remove the "lottery" process used in recent years to manage pass sales. This process has resulted in a significant reduction in administrative time invested in the program.

Pass Sale Summary

As of November 2025, a total of 621 one-way passes have been distributed to 374 students which is consistent compared to last year's total of 612. As of November, 81 Reduced Price passes have been purchased, or roughly 13% of the total number of passes sold, compared to last year which was 17%.

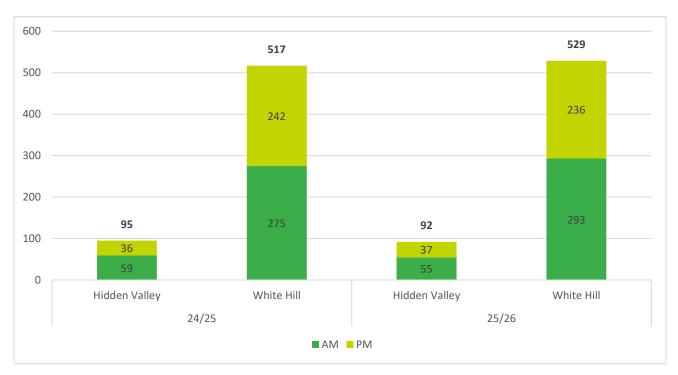
Total pass sales were higher than in 2024/25, with three fewer passes purchased for Hidden Valley and twelve more purchased for White Hill. This year also shows increased demand for morning service for White Hill overall, with more passes sold overall and an AM route selling out for the first time in program history.

After restructuring the morning routes which created about 20 additional seats to serve the Butterfield neighborhood, the zero period trip from the San Anselmo Hub sold all available seats. Parent feedback continues to highlight unmet needs, including requests for expanded afternoon service to Butterfield, the return of afternoon service to Downtown Fairfax (which had been discontinued prior to the 24/25 school year due to the availability of public transportation options), and additional morning service to the San Anselmo Hub.

Breaking down the data further, White Hill accounted for most bus pass sales, with a total of 529 passes in 2025/2026 compared to 517 in 2024/2025. Morning (AM) passes at White Hill increased from 275 to 293, and afternoon (PM) passes declined from 242 to 236. At Hidden Valley, sales remained relatively stable, with 95 total passes sold in 2024/2025 and 92 in 2025/2026. Morning passes at Hidden Valley decreased slightly from 59 to 55, while afternoon passes increased slightly to 37. **Chart 1** displays the pass sales.



Chart 1: Ross Valley Yellow Bus Pass Sales – Annual Comparison 2024/25 v. 2025/26 (as of November 2025)



Total Stop Use

The Butterfield area shows the highest ridership overall, with 126 students using it in the morning and 125 in the afternoon. Memorial Park serves 72 students in the morning and 65 in the afternoon, with usage split evenly between Hidden Valley (66 students) and White Hill (71 students).

The San Anselmo Hub is heavily used by White Hill students, with 82 riders in the morning and 72 in the afternoon, totaling 154 passes sold from White Hill. Butterfield's ridership is almost exclusively White Hill students, accounting for 250 of its users compared to just 1 from Hidden Valley. **Table 5** displays the ridership by geographic area.

Table 5: Yellow Bus Stop Ridership by Geographic Area

| Stop Use by Time | | | Stop Use by School | | |
|---------------------|-----|-----|---------------------|-------|-------|
| Area | AM | PM | Area | H. V. | W. H. |
| Butterfield | 126 | 125 | Butterfield | 1 | 250 |
| Memorial Park | 72 | 65 | Memorial Park | 66 | 71 |
| San Anselmo Hub | 82 | 72 | San Anselmo Hub | N/A | 154 |
| SFD & San Francisco | 21 | N/A | SFD & San Francisco | 3 | 18 |



Respectfully submitted,

Sandra Romero

Specialized Transportation Services Analyst

Attachment A: Busing Service, By School

Busing Service, By School

| School | City | Bus Services | | | |
|---------------------------------------|--------------|------------------------|--|--|--|
| Larkspur-Corte Madera School District | | | | | |
| Cove School | Corte Madera | 29 Yellow Bus | | | |
| Hall Middle School | Larkspur | 29 613 | | | |
| Neil Cummins Elementary School | Corte Madera | 22 613 | | | |
| Mill Valley School District | | | | | |
| Mill Valley Middle School | Mill Valley | <u>17 61</u> | | | |
| Strawberry Elementary School | Mill Valley | 219 | | | |
| Miller Creek School District | | | | | |
| Mary E. Silveira Elementary School | Marinwood | <u>Yellow Bus</u> | | | |
| Vallecito Elementary School | Terra Linda | 35 57 245 | | | |
| Miller Creek Middle School | Marinwood | 57 245 Yellow Bus | | | |
| Novato Unified School District | | | | | |
| Novato High School | Novato | <u>49 57</u> | | | |
| San Jose Middle School | Novato | <u>57</u> | | | |
| San Marin High School | Novato | <u>49</u> <u>654</u> | | | |
| Sinaloa Middle School | Novato | <u>654</u> | | | |
| Reed Union School District | | | | | |
| Bel Aire Elementary School | Tiburon | <u>Yellow Bus</u> | | | |
| Del Mar Middle School | Tiburon | 219 619 Yellow Bus | | | |
| Reed Elementary School | Tiburon | <u>Yellow Bus</u> | | | |

| School | City | Bus Services |
|--------------------------------------|---------------|----------------------------------|
| Ross Valley School District | | |
| Hidden Valley School | San Anselmo | <u>Yellow Bus</u> |
| White Hill School | Fairfax | 23 68 228 625 Yellow Bus |
| San Rafael City Schools | | |
| San Rafael High School | San Rafael | 23 35 36 57 |
| Terra Linda High School | Terra Linda | <u>35 57 245</u> |
| Davidson Middle School | San Rafael | 23 35 36 Yellow Bus |
| Venetia Valley K-8 | Santa Venetia | 233 Yellow Bus |
| Bahia Vista Elementary School | San Rafael | 23 35 36 Yellow Bus |
| Coleman Elementary School | San Rafael | <u>Yellow Bus</u> |
| Glenwood Elementary School | San Rafael | <u>Yellow Bus</u> |
| Laurel Dell Elementary School | San Rafael | <u>Yellow Bus</u> |
| San Pedro Elementary School | San Rafael | <u>Yellow Bus</u> |
| Sun Valley Elementary School | San Rafael | <u>Yellow Bus</u> |
| Sausalito-Marin City School District | | |
| MLK - Nevada St Campus | Sausalito | <u>17 61 Yellow Bus</u> |
| Tamalpais Union High School District | | |
| Redwood High School | Larkspur | 29 613 619 |
| San Andreas School | Larkspur | 29 613 619 |
| Archie Williams High School | San Anselmo | 23 68 228 625 |
| Tamalpais High School | Mill Valley | <u>17 61</u> |



711 Grand Ave, #110 San Rafael, CA 94901 ph: 415.226.0855 marintransit.org December 1, 2025

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

Board of Directors

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Maribeth Bushey

Director City of San Rafael

Maika Llorens Gulati

Alternate City of San Rafael Subject: Same Day Paratransit Pilot Program Extension

Dear Board Members:

Recommendation

Authorize a six-month extension to the Same Day Paratransit pilot program to allow for continued operation during the evaluation period.

Summary

Staff recommend extending the Same Day Paratransit pilot program for an additional six-month period (through June 30, 2026) to allow for continued monitoring and data collection to support the pilot program evaluation and determine whether to permanently adopt the program.

Background

In June 2025, your Board authorized the initiation of a Same Day Paratransit Pilot program to offer same day paratransit service to enrolled riders starting July 1, 2025. The June 2, 2025 staff report is available at

marintransit.org/meetings-events/2025/june-2025-board-directors-meeting.

The goals of the pilot service include offering improved service to riders and improving service efficiency by utilizing available time to offer more trips. The pilot was designed to avoid impacts to mandated ADA Paratransit service and to avoid uncontrolled increases in costs. Registered paratransit riders are able to request paratransit rides within Marin County on the day they want to travel. These rides are provided when there is space available and the rider pays a premium \$15 fare. The pilot program was authorized to operate from July 1 to December 31, 2025 (six months) and is subject to cancellation at any time should it negatively impact mandated service and/or result in unbudgeted costs to the District.

The pilot program was launched successfully in July 2025 and has operated without issue. Staff have monitored the pilot program during the first five months of service (July 2025 – November 2025) and determined there have been no negative impacts to mandated ADA paratransit service or unexpected cost increases. Anecdotally, riders have reported appreciation for access to Same Day Paratransit service. Preliminary performance data from July 2025



through October 2025 (the latest available) is shown in Table 1. The initial program was less than anticipated but has been increasing. The program has been able to accommodate just under half of the requested trips (47%) and fares collected have been higher than anticipated due to riders traveling with companions.

Table 1: Same Day Paratransit Pilot Program Preliminary Performance Data (July 2025 - October 2025)

| | July | August | September | October | Total Unique Riders |
|--|-------|--------|--------------------|---------|------------------------|
| Unique Riders | 15 | 10 | 13 | 11 | 40¹ |
| Same Day Paratransit Trips Completed | 29 | 26 | 37 | 37 | 129 |
| Same Day Paratransit Trips Requested | 69 | 51 | 71 | 82 | 273 |
| Fare Revenue Collected | \$240 | \$270 | \$525 ² | \$435 | \$1,470 |
| Fares Paid via Marin Access Fare Assistance (MAFA) | \$195 | \$120 | \$90 | \$120 | \$525 |

^{1,} Total reflects unique riders across all months.

Staff will continue to monitor pilot program performance and expect to return to your Board with a formal evaluation of the pilot program in early 2026.

Fiscal/Staffing Impact

Staff projects the net cost to Marin Transit for the six-month extension of the Same Day Paratransit program will be \$27,000 with a total net cost for the full year of \$51,850 (Table 2).

The pilot program will continue to be operated under the District's existing purchased transportation contract with Transdev Inc. and is expected to result in nominal cost increases. Staff will continue to monitor the program to ensure scheduling of same day rides does not increase the numbers of hours operated by Transdev. The net cost to the District results from how the increase in non-mandated trips reduces the share of paratransit costs funded by Golden Gate Bridge and Highway Transportation District (GGBHTD.) Since GGBHTD only funds a share of mandated costs, the program slightly reduces costs for GGBHTD and slightly increases costs for Marin Transit. The fare revenue from the program is also split based on the allocation formula; Table 2 shows only the fare revenue attributable to Marin Transit.

^{2.} Fare revenue higher than expected due to riders traveling with companions.



Table 2: Same Day Paratransit Pilot Program Budget Projections

| | Initial Pilot Period Budget (6-months) | Initial Pilot Period Estimated Actuals (6-month) | Proposed Extension Budget (6-month) | Total Pilot Service Budget (1-year) |
|--|--|--|---|---|
| Estimated Non- Mandated Same Day Paratransit Trips | 250 | 230 | 250 | 480 |
| Increase MCTD share of Local Paratransit | 0.50% | 0.46% | 0.50% | 0.95% |
| Decrease in GGT Payment | \$28,500 | \$26,230 | \$28,500 | \$54,730 |
| Increase in MCTD retained fares | \$1,500 | \$1,380 | \$3,750 | \$7,200 |
| Net Increased Expense funded by Marin Transit | \$27,000 | \$24,859 | \$27,000 | \$51,850 |

Respectfully Submitted,

Joanna Huitt

Program and Policy Manager



711 Grand Ave, #110 San Rafael, CA 94901 ph: 415.226.0855 marintransit.org December 1, 2025

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

Board of Directors

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Maribeth Bushey

Director City of San Rafael

Maika Llorens Gulati

Alternate City of San Rafael Subject: Extend Fixed Route Service Agreement with Golden Gate

Bridge, Highway & Transportation District for the First and Second Option Years

Dear Board Members:

Recommendation

Authorize General Manager to Execute the contract extension with the Golden Gate Bridge, Highway, & and Transportation District (GGBHTD) through June 30, 2028 by exercising the first and second option years of the agreement.

Summary

Marin Transit's current contract (#1143) for Operations and Maintenance of local fixed route bus service with GGBHTD began on October 1, 2022. The term of the contract is for three years and nine months with two additional option years. The base term of the contract is scheduled to expire on June 30, 2026. Per section 104.C.1 of the Operations and Maintenance contract, Marin Transit shall notify the Bridge District if we intend to extend the term of the contract and exercise the option years. This notification was recently provided to GGBHTD and included as Attachment A. In response to this notification, staff understands that GGBHTD is interested in increasing the compensation included in the option years. If warranted, Marin Transit's General Manager can negotiate a rate increase for the option years, not to exceed the General Manager's contracting authority of \$150,000.

Staff recommends your Board formally authorize the General Manager to execute the contract extension for two additional years, extending the term of the contract to June 30, 2028. Marin Transit's ongoing monitoring and planning efforts will ultimately determine service levels for routes operated under this agreement during these option years.

Fiscal/Staffing Impact

The original contract included option year hourly rates for FY2026/27 and FY2027/28 of \$167.82 and \$172.86 per hour, respectively, as shown in the table below.



| Contract Year | 1 | 2 | 3 | 4 | Option 1 | Option 2 |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Fiscal Year | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 |
| Hourly Rate | \$ 153.70 | \$ 158.17 | \$ 162.78 | \$ 162.94 | \$ 167.82 | \$ 172.86 |

Approval of the contract extension with these rates will increase the contract not to exceed amount by \$8,517,000 for a total contract not to exceed amount of \$53,454,375 excluding direct costs for fuel reimbursement, capital depreciation and major vehicle maintenance. The annual purchased transportation and associated contract expenses are included in Marin Transit's annual operations budget in the Local Service budget. Marin Transit will consider adjusting these compensation rates based on GGBHTD request and the General Manager could increase the compensation by \$150,000. Any amount exceeding this would need to be approved by your Board.

There is no staffing impact associated with this item.

Respectfully Submitted,

Robert Betts

Director of Operations & Service Development

Attachment A: Letter to GGBHTD: Intent to Extend Contract into Option Years

Attachment B: DRAFT Contract Amendment



711 Grand Ave, #110 San Rafael, CA 94901 ph: 415.226.0855 marintransit.org November 10, 2025

Hitham Hamdon Director of Business Operations Golden Gate Bridge, Highway, and Transportation District 1011 Andersen Drive San Rafael, CA 94901

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Director

Supervisor District 4

Maribeth Bushey

Director

City of San Rafael

Re: Request to Exercise Options Years of Agreement #1143

Dear Mr. Hamdon,

Per Section 104.C.1 of our Operations & Maintenance Agreement (#1143), Marin Transit is required to notify the Golden Gate Bridge, Highway & Transportation District (GGBHTD) of its intent to exercise option year agreements beyond the base term of three years and nine months, which became effective on October 1, 2022.

Our agreement includes up to two one-year option extensions. Please accept this letter as formal notice of Marin Transit's intent to exercise both one-year options, extending the agreement through June 30, 2028. We tentatively plan to present this request to our Board for formal approval on December 1, 2025.

In addition, I would like to request a meeting early next calendar year to begin discussions regarding an extension or new agreement between our two agencies. I will follow up after the New Year to coordinate this meeting.

We greatly value our long-standing partnership with GGBHTD and look forward to continuing our successful collaboration in the years ahead.

Sincerely,

Marks

Robert Betts

Director of Operations & Service Development

CC: Nancy Whelan, Lauren Gradia, Kyle French, Denis Mulligan

FIRST AMENDMENT TO AGREEMENT

BY AND BETWEEN THE MARIN COUNTY TRANSIT DISTRICT AND GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT DATED OCTOBER 1, 2022

This Amendment is made and entered into this ____ day of December 2025 by and between the MARIN COUNTY TRANSIT DISTRICT, (hereinafter referred to as "Marin Transit" or "District") and GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT (hereinafter referred to as "Contractor").

.....

RECITALS

WHEREAS, the District and the Contractor entered into an agreement (#1143) for Contractor to provide for the Operation and Maintenance of Local Fixed Route Bus Service, dated October 1, 2022, with a base term of three (3) years and nine (9) months; and

WHEREAS, the parties wish to exercise the two (2) one (1) year options to extend the agreement to June 30, 2028; and

WHEREAS, the parties wish to increase the maximum cost to the District by \$8,517,000, bringing the new total cost to the District to a not-to-exceed amount of \$53,454,375; and

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

AGREEMENT

- 1) Except as otherwise provided herein all terms and conditions of the agreement shall remain in full force and effect.
- 2) Section 104 Contract Dates and Term of Contract is removed and replaced in its entirety as follows:
 - A. Contract Dates; Prior Agreement. This Contract shall take effect on the date above first written (the Effective Date). GGBHTD shall assume responsibility for services under this Contract on the Commencement Date of October 1, 2022. Upon the Commencement Date, the Prior Agreement between the Parties will be terminated by mutual agreement of the Parties, except as otherwise provided in this Contract.
 - B. Contract Term. The term of this Contract is for five (5) years and nine (9) months ("the Contract Term"), beginning on the Commencement Date, which represents a combined base term and options term. The Contract Term will begin on the Commencement Date.
 - C. Contract Extensions. In addition, the Parties may by mutual agreement extend the Contract Term on a month-to-month basis, for a period not-to-exceed one hundred twenty (120) calendar days at a rate that is 3.0% above the most recently applicable Revenue Hour Rate.
- 3) The first paragraph of the agreement's Sec. 401 Compensation to GGBHTD is amended to read as follows:

A. Revenue Hour Rate. Compensation to GGBHTD for services under this Contract shall be in accordance with the following hourly rates by fiscal year: The maximum costs paid to GGBHTD for the Base Contract Term and exercised Option Years will not exceed \$53,454,375 excluding direct costs for Fuel Reimbursement, Capital Depreciation, and Major Vehicle Maintenance (306.b.)

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

| CONTRACTOR: | MARIN COUNTY TRANSIT DISTRICT: |
|-------------|--------------------------------|
| By | |

APPROVED AS TO FORM: County Counsel



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

December 1, 2025

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

Board of Directors

Subject: Marin Transit Annual Comprehensive Financial Report for

Fiscal Year 2024/25

Eric Lucan

Dear Board Members:

President **Supervisor District 5**

Recommendation

Mary Sackett

Accept report.

Vice President Supervisor District 1

Summary

Fred Casissa

Maze & Associates Accounting Corporation has completed the annual financial audit of the Marin County Transit District for the fiscal year that ended June 30, 2025. In past years, the District has prepared an Annual Comprehensive Financial Report (ACFR) which included the annual financial audit and the required federal Single Audit. This year the federal Office of Management and Budget (OMB) has not released their compliance supplement for the federal Single Audit. Without this guidance, the Single Audit cannot be finalized.

Second Vice President

The timely release of audited financials is critical to provide public transparency, along with meeting deadlines to share information for County and State reporting. To meet these requirements, this year's ACFR does not include the federal Single Audit. Staff will bring the federal Single Audit to your Board for acceptance in early 2026. Maintaining the approval timeline for the

annual financial audit will allow staff to continue to submit the ACFR to the Government Finance Officers Association (GFOA) by December 30, 2025 for continued recognition in their award program. The auditor presented the ACFR and the draft federal Single Audit to the Ad Hoc Audit Subcommittee of your Board for review on November 10, 2025. With your

Town of Corte Madera

acceptance of this report, the District will submit the ACFR and will bring the required federal audit to a subsequent board meeting before the required submission deadline of March 30, 2026. This report will be made available on the District's website.

Brian Colbert

Supervisor District 2

Moulton-Peters

Supervisor District 3

Director

Stephanie

Director

Director

Dennis Rodoni

Supervisor District 4

Maribeth Bushey

Director City of San Rafael

Background

Maika Llorens Gulati

This is the tenth year the District has published an Annual Comprehensive Financial Report. The report is designed to ensure that users of the financial statements have the information and context needed to assess the financial

Alternate City of San Rafael



health of the District. The audit was conducted in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States.

The ACFR has four main components:

- Introductory Section
- Financial Section
- Statistical Section
- Single Audit Section

The **Introductory Section** discusses the District's governing structure, staff structure, and service area map.

The **Financial Section** contains the District's audited financial statements.

The **Statistical Section** compiles data from the District's prior financial statements and Short Range Transit Plans, along with countywide statistics from the County of Marin and other sources. This section is designed to provide information about trends and the local economy that will provide context for the reader to assess the District's financial condition.

The **Single Audit Section** contains the results of the federal single audit and will be presented to your board once available.

Discussion

The audit team found no deficiencies in internal control over financial reporting or in compliance that they considered to be material weaknesses.

Fiscal/Staffing Impact

None associated with this report.

Respectfully Submitted,

Karina Sawin

Accounting Manager

Attachment A: Marin County Transit District FY2024/25 Annual Comprehensive Financial Report

Attachment B: Letter to the Board from Maze & Associates Accounting Corporation



MARIN COUNTY TRANSIT DISTRICT

San Rafael, California

A Component Unit of the County of Marin, California

ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the Year Ended June 30, 2025

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MARIN COUNTY TRANSIT DISTRICT SAN RAFAEL, CALIFORNIA (A Component Unit of the County of Marin, California)

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE YEAR ENDED JUNE 30, 2025



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MARIN COUNTY TRANSIT DISTRICT

ANNUAL COMPREHENSIVE FINANCIAL REPORT For the Year Ended June 30, 2025

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MARIN COUNTY TRANSIT DISTRICT

ANNUAL COMPREHENSIVE FINANCIAL REPORT For the Year Ended June 30, 2025

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MARIN COUNTY TRANSIT DISTRICT

ANNUAL COMPREHENSIVE FINANCIAL REPORT For the Year Ended June 30, 2025

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December 1, 2025

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

Dear Board Members and Residents of the County of Marin, California:

We are pleased to present the Annual Comprehensive Financial Report (ACFR) of the Marin County Transit District (the District) for the fiscal year ended June 30, 2025.

Board of Directors

Eric Lucan

President
Supervisor District 5

Mary Sackett

Vice President
Supervisor District 1

Fred Casissa

Second Vice President Town of Corte Madera

Brian Colbert

Director Supervisor District 2

Stephanie Moulton-Peters

Director
Supervisor District 3

Dennis Rodoni

Director Supervisor District 4

Maribeth Bushey

Director City of San Rafael

Maika Llorens Gulati

Alternate City of San Rafael The District's enabling legislation requires an annual audit of the District's financial statements. This report is published to fulfill that requirement for the fiscal years end June 30, 2025.

The District's Management team is responsible for establishing and maintaining internal controls designed to ensure that the assets of the District are protected from loss, theft, or misuse and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with accounting principles generally accepted in the United States. The internal controls are designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that:

- the cost of a control should not exceed the benefits likely to be derived;
 and
- (2) the valuation of costs and benefits requires estimates and judgments by management. Management believes internal controls in place are adequate to ensure the financial data provided herein is materially accurate.

Maze & Associates Accounting Corporation has issued an unmodified ("clean") opinion on the District's financial statements for the fiscal year ended June 30, 2025. The independent auditor's report is located at the front of the financial section of this report. This report has been prepared by the Finance Department following the guidelines recommended by the Government Finance Officers Association of the United States and Canada (GFOA) and is in conformance with generally accepted accounting principles for state and local governmental entities established by the Governmental Accounting Standards Board (GASB). Generally accepted accounting principles require that management provide a narrative introduction, overview and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The District's MD&A can be found immediately following the report of the independent auditors. Responsibility for the accuracy, completeness and fairness of the presented data and the clarity of presentation, including all disclosures, rests with the management of the District.



The following provides an overview of the District's history, services, local economy, planning initiatives, and policies.

PROFILE OF THE GOVERNMENT

History

The Marin County Transit District ("Marin Transit" or the "District") was formed by a vote of the people of Marin County (the County) in 1964 and was given the responsibility for providing local transit service within the County. Marin Transit is a component unit of the County of Marin, California. Although Marin Transit has responsibility for local transit services, the District owns limited facilities and does not employ its own drivers. Instead, Marin Transit contracts with other providers, including Golden Gate Bridge Highway and Transportation District (Golden Gate Transit), Marin Airporter, Bauer's Intelligent Transportation, and Transdev Services, Inc, for fixed route, supplemental and paratransit services.

Prior to a major fixed route service restructuring by Golden Gate Transit in November 2003, the primary responsibility of Marin Transit was to manage and administer the paratransit contract for both local and regional paratransit services in the County. Historically, Marin Transit was a "pass through" agency for fixed route services, providing funds for local services managed by Golden Gate Transit. With the 2003 service restructuring, Marin Transit took on increased responsibility for the planning, scheduling, outreach, oversight, and management of local fixed route transit services throughout the County.

The passing of Measure A, the County's ½ cent sales tax increase, in 2004 further propelled the responsibility of Marin Transit under a 20-year expenditure plan providing a dedicated local funding source for public transit within the County. This new funding source allowed the District to fund its local big bus fixed route services, expand the rural Stagecoach service, and introduce the community shuttle program. In November 2018, Measure A was reauthorized as Measure AA for a 30-year extension.

The Muir Woods Shuttle program was inaugurated in 2005 and became the responsibility of Marin Transit in 2009. Although the County started the program as a demonstration project, its success in reducing transportation impacts on the National Monument and surrounding areas has led to a formal partnership between the District and the National Park Service.

Internal growth within the District has also occurred as responsibility for local service has increased. Staffing levels prior to the passage of Measure A included one full-time and one part-time employee. With the passage of Measure A, the number of full-time employees grew from 1.5 to 3.5 in 2006 and then to 5 employees in 2008. As of June 30, 2025, the District has 18.7 authorized full time equivalent employees.

The COVID-19 pandemic, starting in March 2020, disrupted transit service operations and reduced ridership demand on both fixed route and demand response services. As the County and our District recover from the pandemic, Marin Transit's fixed route ridership has returned faster than the District's ADA paratransit ridership and faster than other Bay Area regional transit operators that have more commute dependent ridership.

SERVICES

FIXED ROUTE



Marin Transit operates public transit service on 19 routes within Marin County. Over 3.1 million trips were made on the local fixed route network in fiscal year 2025 which is an increase from the 2.6 million trips made in the prior fiscal year. This is the first year local fixed route trips surpassed ridership levels seen prior to the COVID-19 pandemic.

Fixed route services are organized within the District based on route typologies. Typologies define the primary function of that route and its intended market. There are currently four fixed route typologies: Local, Community, Supplemental, and Rural. Below is a summary of each typology.

Local

Description: Services that operate along the major corridors and serve the larger destinations within the County. These services provide the core of the transit system and connect with the other typologies, as well as regional services, at key transfer locations. Along Highway 101, Local service complements the Golden Gate Transit regional services that continue to San Francisco and Sonoma Counties.

- Operational Focus: Capacity, frequency, and speed.
- Routes: 17, 22, 23, 35, 36, 49, 71
- Typical Vehicle: 30', 35' or 40' heavy duty

Community

Description: Services to lower density areas with less supportive transit land use patterns or areas where larger bus capacity is not warranted. These services rely on good transfer opportunities to Local services for travel outside the community.

- Operational Focus: Accessibility.
- Routes: 29, 57, 219, 228, 233, 245
- Typical Vehicle: 24' cutaways or 30' heavy duty

Supplemental

Description: Services that are provided to address the transportation needs of schools, primarily middle and high schools, within the County. These services provide additional capacity on Marin Transit routes for this purpose and are not designed for transfer opportunities.

- Operational Focus: Capacity.
- Routes: 613, 619, 625, 654
- Typical Vehicle: 35' or 40' heavy duty



Rural

Description: Services to the rural areas of West Marin that provide community mobility and reduce congestion in the rural areas. Topography is challenging on these routes and requires specific attributes for the fleet used to deliver these services.

- Operational Focus: Accessibility.
- Routes: 61, 68
- Typical Vehicle: 24' cutaways or 30' or 35' heavy duty

OTHER SERVICES

In addition to fixed route bus service, Marin Transit operate several other transportation services throughout the County.

Muir Woods Shuttle

In close consultation with the National Parks Service, Marin Transit operates the Muir Woods Shuttle, which provides service between the Larkspur Ferry Terminal and the Muir Woods National Monument on most weekends and provides service to the woods from the Sausalito Ferry Terminal on weekdays during the summer.

Yellow Bus

Marin Transit provides yellow school bus service to two schools in the Ross Valley School District: White Hill Middle School and Hidden Valley Elementary School. This yellow bus school service was suspended in March 2020 due to the COVID-19 pandemic and re-started in fiscal year 2022. Marin Transit handles all logistics of the program including contract management, website development, pass sales and production and customer service. Marin Transit staff provide planning and management support to a Joint Powers Authority for Reed Union School District and administers a yellow bus grant program with Measure AA funds.

Demand Response

In addition to fixed-route services, the District provides a suite of programs named "Marin Access" to serve the aging and disabled population in Marin County. A variety of programs provide mobility options to these users and all services are coordinated by a team of Travel Navigators. These programs include local paratransit, volunteer driver, and subsidized taxi (Catch-A-Ride). Travel Navigators provide trip planning and technical assistance to riders to empower the user to select from available travel options to best meet their mobility need.

LOCAL ECONOMY

The District operates within Marin County, one of the nine counties in the San Francisco-Oakland Bay Area. The County includes 11 incorporated cities and towns: Belvedere, Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, Ross, San Anselmo, San Rafael, Sausalito, and Tiburon.



The local economy entered a period of uncertainty with the onset of the COVID-19 pandemic and has shown a return to the strong economy that existed before the pandemic. The County's unemployment increased during the pandemic from a low of 2.4% to a high of 6.1% in fiscal year 2021 and dropped again to 3.0% in fiscal year 2022. In the fiscal year ended 2025, the County's unemployment rate was 4.2%. The Contractors for the District continue to have increasing difficulties hiring and retaining drivers and other front-line staff. These challenges have continued to increase following the pandemic causing missed service, difficulties in adding service and increasing costs for our contractors.

A significant portion of the District's operating funds are derived from sales tax revenues. The COVID-19 pandemic did not negatively impact Marin County's total sales tax receipts but has impacted the timing. In fiscal year 2020, many businesses chose to defer sales tax payments. Fiscal year 2020 sales tax decreased 5.6% and fiscal years 2021 and 2022 sales tax increased 12.8% and 12.7% respectively. More recent sales tax numbers may indicate slowing in growth. Fiscal year ended 2025 sales tax increased by 3.3% after a 1.3% decrease in fiscal year 2024. This equates to a 6.2% increase per year in sales tax over a five-year period, which is better than the standard 2.2% per year growth projections used by the Transportation Authority of Marin.

LONG TERM PLANNING AND MAJOR INITIATIVES

Short Range Transit Plan

The District'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 2020-2029 SRTP was adopted by the Board of Directors (the Board) on February 3, 2020. The District completed a partial update on December 5, 2022 and will do a full update in 2026.

Operating Plan

In Fiscal Year ended 2025, there was a 9% increase in fixed route ridership compared to fiscal year ended 2024. The increase in fixed route ridership brought Marin Transit up to 100% of pre-COVID levels. In response to a 9% increase in Marin Access and ADA paratransit services demand in fiscal year 2023, Marin Transit implemented changes to the Marin Access programs to stabilize mandated ADA paratransit service, reduce service duplication, and concentrate resources on the populations most in need. After one full year of these changes, Marin Access ridership increased 16% in fiscal year ended 2025 with increases primarily in Catch A Ride and regional paratransit. Marin Transit is budgeting for a similar level of fixed route service in fiscal year 2026 and planning for a continued recovery of paratransit transit demand.

Marin Transit does not directly operate any of its services and instead provides them through contracts with multiple service providers. The District began a new service contract for paratransit service and other Marin Access programs on February 1, 2022. Marin Transit started a new contract with Golden Gate Bridge Highway and Transportation District (GGBHTD) effective October 1, 2022, competitively bid new contracts for yellow school bus service and the Muir Woods Shuttles. Marin Transit signed a new four year base contract with Marin Airporter effective July 1, 2025 for the operation and maintenance of fixed route service.



Marin Transit continues to be in a strong financial position. Recent years of strong economic growth enabled the District to make decisions to fully fund the District's emergency and contingency reserves, and the 2018 passage of the Measure AA transportation sales tax extension continues to provide baseline funding for the District. The District's long term financial stability is less certain and there are increasing challenges due to the tight labor market and lack of ownership of sufficient fixed route parking and maintenance facilities.

Capital Plan

The District's Capital Improvement and Funding Plan includes all expenses related to purchasing and maintaining the transit system's capital assets. The District's primary capital responsibilities and priorities are to:

- 1. Maintain a sufficient fleet of clean fueled vehicles for local transit service,
- Improve and maintain the amenities and accessibility of Marin County bus stops,
- 3. Improve major bus transfer locations,
- 4. Provide passenger information, and
- 5. Provide needed operations equipment and infrastructure.

The District's baseline capital resources limit the Capital Plan to primarily maintaining a state of good repair for existing assets and making the minimal level of investment required to maintain and operate the local bus system. Replacing and maintaining vehicles are almost 80% of these expenses.

Discretionary grant funding and capital reserve funds are needed to fund facility projects to ensure stable operations and allow for future expansion. The District purchased a bus parking facility in fiscal year 2019/2020, a paratransit maintenance facility in FY2020/21, and a future parking facility adjacent to the paratransit maintenance facility in FY2022/23. The District needs to find a permanent location for electric bus maintenance and parking. The District received a federal grant of \$31.5 million towards the purchase of an electric fixed route bus charging and maintenance facility. In fiscal year ended 2025, the District added \$1.7 million to the capital reserve and has a total capital reserve balance of \$21.7 million.

RELEVANT FINANCIAL POLICIES

Budget Process

Marin Transit's budget uses full accrual basis of accounting to record annual revenue and expenses consistent with Generally Accepted Accounting Principles (GAAP) for special districts and the District's annual audited financial reports. All known revenues and expenditures are recorded in the period they are earned or expended.



The Marin Transit Board adopts an annual budget for the District'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 that provides sufficient and sustainable funding for local transit service needs using the following guidelines:

- 1. Maintain adopted reserve levels;
- 2. Preserve a balance of revenues and expenditures over a ten-year horizon;
- 3. Provide for SRTP-adopted service levels; and
- 4. Allow for innovative growth.

Reserve Policy

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. 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 reserve is designed to reduce the District's future needs for borrowing or bonding for large capital projects.

If the reserve balance exceeds six months of operating expenditures for a prolonged period, the policy advises the Board to 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 residents.

The District added \$2.9 million to reserves in fiscal year 2025. Consistent with the fiscal year 2025 budget, the District added \$1.2 million to the operations reserves (Emergency and Contingency) to maintain the equivalent of six months operating expenses and the Capital Reserve increased by \$1.7 million.

AWARDS AND ACKNOWLEDGEMENTS

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the District for its Annual Comprehensive Financial Reports (ACFR) for the fiscal year ended June 30, 2024. The Certificate of Achievement is a prestigious national award, recognizing conformance with the highest standards for preparation of state or local government financial reports. To be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized ACFR. The report must satisfy both GAAP and applicable legal requirements.

A Certificate of Achievement is valid for a period of only one year. We believe that our current ACFR continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to the GFOA to determine its eligibility for another certificate.



The preparation of this report required the dedicated efforts of the District's staff. We also gratefully recognize Maze & Associates Accounting Corporation for their timely audit and expertise on the preparation of this ACFR. Finally, we would like to thank the Board for its commitment and support in the development of a strong financial system.

Respectfully Submitted,

Mancy E. Tehelan

Nancy Whelan

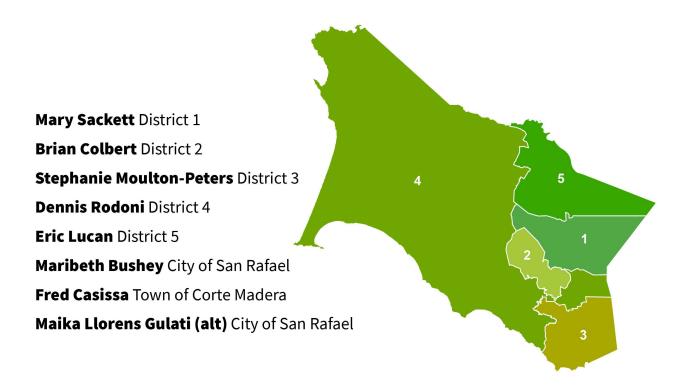
General Manager

Lauren Gradia

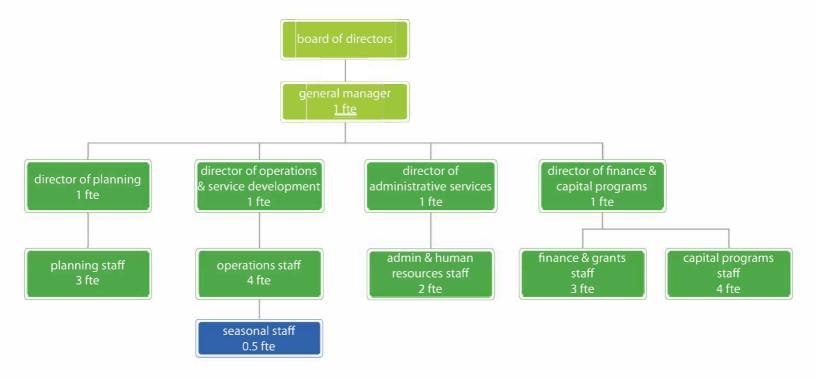
Director of Finance and Capital Programs

1 DBDM

MARIN COUNTY TRANSIT DISTRICT INTRODUCTORY SECTION PRINCIPAL OFFICIALS



| Board Member | District or City | Current Term Ends |
|--------------------------|--------------------------|-------------------|
| Mary Sackett | Marin County, District 1 | January 1, 2026 |
| Brian Colbert | Marin County, District 2 | January 1, 2029 |
| Stephanie Moulton-Peters | Marin County, District 3 | January 1, 2029 |
| Dennis Rodoni | Marin County, District 4 | January 1, 2029 |
| Eric Lucan | Marin County, District 5 | January 1, 2026 |
| Maribeth Bushey | City of San Rafael | January 1, 2027 |
| Fred Casissa | Town of Corte Madera | January 1, 2026 |
| Maika Llorens Gulati | City of San Rafael | January 1, 2027 |



MARIN COUNTY TRANSIT DISTRICT INTRODUCTORY SECTION SERVICE AREA MAP





Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Marin County Transit District California

For its Annual Comprehensive Financial Report For the Fiscal Year Ended

June 30, 2024

Christopher P. Morrill

Executive Director/CEO

FINANCIAL SECTION

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors Marin County Transit District San Rafael, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the business-type activities and fiduciary fund of the Marin County Transit District (District), a component unit of the County of Marin, California, as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the Table of Contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary fund of the District as of June 30, 2025, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with the relevant ethical requirement relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of the financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

1

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis and other required supplementary information as listed in the Table of Contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Report on Summarized Comparative Information

We have previously audited the District's June 30, 2024, financial statements, and we expressed unmodified opinions on the respective financial statements of the business type activities and the fiduciary fund in our report dated November 6, 2024. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2024, is consistent, in all material respects, with the audited financial statements from which it has been derived.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the District's basic financial statements. The accompanying Supplementary Information, as listed in the Table of Contents, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Supplementary Information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the Introductory Section and Statistical Section listed in the Table of Contents, but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exits, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 12, 2025, on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

Pleasant Hill, California November 12, 2025

Mare + Associates

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MARIN COUNTY TRANSIT DISTRICT MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2025 AND 2024

As management of the Marin County Transit District (Marin Transit or the District), we offer readers of the District's financial statements this narrative overview and analysis of the financial activities of the District for the fiscal years ended June 30, 2025 and June 30, 2024. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in our letter of transmittal, which can be found on pages v to xii of this report.

FINANCIAL HIGHLIGHTS

- The assets and deferred outflows of resources of the District exceeded its liabilities at June 30, 2025 and 2024, by \$107,357,484 and \$87,315,430 (net position), respectively. Of this amount, \$62,968,482 and \$45,876,537, respectively, is net investment in capital assets, and \$44,389,002 and \$41,438,893, respectively, is unrestricted.
- The District's total net position increased for the fiscal year ended June 30, 2025, by \$20,042,054 compared to the fiscal year ended June 30, 2024. The District's total net position increased for the fiscal year ended June 30, 2024, by \$2,379,477 compared to the fiscal year ended June 30, 2023. The increases are due to increased investment in capital assets.
- The District claimed \$19,143,966 in fiscal year 2025 from the Transportation Authority of Marin as part of a voter approved sales tax. The District claimed \$19,594,997 in fiscal year 2024 from the Transportation Authority of Marin as part of a voter approved sales tax.
- The District's emergency reserve and contingency reserve are fully-funded, with a total value equivalent to six months operating funds. The District's capital reserve increased by \$1,774,960, for a total capital reserve of \$21,743,946.

OVERVIEW OF THE FINANCIAL STATEMENTS

The discussion and analysis provided here are intended to serve as an introduction to the District's basic financial statements. The District's basic financial statements consist of two components: (1) government-wide financial statements and (2) notes to the basic financial statements. This report also contains supplementary information intended to furnish additional detail to support the basic financial statements.

Government-Wide Financial Statements

The District is a single-purpose entity that is required to account for its activity as a proprietary fund type under governmental accounting standards. Accordingly, the District presents only government-wide financial statements. The government-wide financial statements are designed to provide readers with a broad overview of the District's finances, similar to a private-sector business.

The statements of net position present information on all of the District's assets and liabilities, with the difference between assets and liabilities reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the District is improving or deteriorating.

The statements of activities and changes in net position present information showing how the District's net position changed during the fiscal year. All changes in net position are recognized on the date the underlying event that gives rise to the change occurs, regardless of the timing of the related cash flows.

The basic financial statements can be found on pages 13-16 of this report.

Notes to the Basic Financial Statements

The notes provide additional information that is necessary to acquire a full understanding of the data provided in the government-wide statements. The notes to the basic financial statements can be found on pages 17-40 of this report.

OVERALL FINANCIAL ANALYSIS

The financial statements provide both short-term and long-term information about the District's overall financial condition. This analysis addresses the financial statements of the District as a whole.

As noted earlier, net position may serve as a useful indicator of a government's financial position over time. In the case of the District, assets and deferred outflows of resources exceeded liabilities by \$107,357,484 and \$87,315,430 at June 30, 2025 and 2024, respectively.

STATEMENTS OF NET POSITION

As stated earlier, increases or decreases in net position over time may serve as a useful indicator of the District's financial position. A summary of the Statements of Net Position during the fiscal years ended June 30, 2025, 2024, and 2023, is shown below. The focus is on Net Position (Note 1, Section M):

| | | | 2025-2024 | | 2024-2023 |
|----------------------------------|---------------------------------------|----------------|------------------------|----------------|------------------------|
| | June 30, 2025 | June 30, 2024 | Increase (Decrease) | June 30, 2023 | Increase (Decrease) |
| | June 30, 2023 | Julie 30, 2024 | (Decrease) | Julie 30, 2023 | (Decrease) |
| Cash | \$30,921,886 | \$36,308,055 | (\$5,386,169) | \$35,886,151 | \$421,904 |
| Receivables | 21,097,946 | 12,187,005 | \$8,910,941 | 6,777,673 | 5,409,332 |
| Prepaid expenses | 490,803 | 238,191 | \$252,612 | 66,648 | 171,543 |
| Net pension asset | - | - | | - | - |
| Capital assets, net | 63,320,769 | 46,410,070 | \$16,910,699 | 49,381,974 | (2,971,904) |
| | | | | | |
| Total Assets | 115,831,374 | 95,143,321 | \$20,688,053 | 92,112,446 | 3,030,875 |
| | | | | | |
| Deferred Outflows of Resources | 23,337 | 54,879 | (\$31,542) | 105,659 | (50,780) |
| Current liabilities | 8,245,210 | 7,345,255 | \$899,955 | 6,551,688 | 793,567 |
| Noncurrent liabilities | 234,641 | 506,975 | (\$272,334) | 730,464 | (223,489) |
| | · · · · · · · · · · · · · · · · · · · | | | | |
| Total Liabilities | 8,479,851 | 7,852,230 | \$627,621 | 7,282,152 | 570,078 |
| | | | | | |
| Deferred Inflows of Resources | 17,376 | 30,540 | (\$13,164) | | 30,540 |
| Unrestricted net position | 44,389,002 | 41,438,893 | \$2,950,109 | 36,261,158 | 5,192,125 |
| Net investment in capital assets | 62,968,482 | 45,876,537 | \$17,091,945 | 48,674,795 | (2,812,648) |
| somen in dapital addoto | 02,000,102 | 10,010,001 | +11,001,040 | 10,01 1,1 00 | (2,012,040) |
| Total Net Position | \$107,357,484 | \$87,315,430 | \$20,042,054 | \$84,935,953 | \$2,379,478 |
| | | | | | |

A substantial portion of the District's total net position reflects its investment in capital assets. These capital assets are used to provide bus services to Marin County residents and visitors. Consequently, these assets are not available for future spending. An additional portion of the District's net position represents resources that are subject to external restrictions imposed by grantors, contributors, or laws or regulations of other governments or constraints imposed by laws through constitutional provisions or enabling legislation, that restrict the use of net position. The remainder of the District's net position is unrestricted, and represents the District's reserve account. This reserve continues to meet the requirements of the Board of Directors adopted reserve policy

STATEMENTS OF ACTIVITIES AND CHANGES IN NET POSITION

The Statements of Activities and Changes in Net Position provide information regarding the District's revenues and expenses. The table below reflects a summary of the District's Statements of Activities and Changes in Net Position during the fiscal years ended June 30, 2025, 2024, and 2023.

| | June 30, 2025 | June 30, 2024 | 2025-2024 Increase (Decrease) | June 30, 2023 | 2024-2023 Increase (Decrease) |
|--|------------------|------------------|-------------------------------------|------------------|-------------------------------------|
| Operating Revenues | | | | | |
| Transit fares | \$3,083,093 | \$3,164,763 | \$(81,670) | \$2,986,759 | \$179,004 |
| Contractual compensation | 1,451,418 | 1,479,825 | (28,407) | 1,220,388 | 259,437 |
| Special fares and school bus revenue | 183,663 | 344,611 | (160,948) | 334,991 | 9,620 |
| Total Operating Revenues | 4,718,174 | 4,989,199 | (271,025) | 4,542,138 | 447,061 |
| Operating Expenses | | | | | |
| Purchased transportation services | 34,301,756 | 32,436,525 | 1,865,231 | 29,353,390 | 3,083,135 |
| Depreciation and amortization | 5,792,357 | 5,119,722 | 672,635 | 4,774,382 | 345,340 |
| Salaries and benefits | 3,489,616 | 3,255,548 | 234,068 | 2,970,674 | 284,874 |
| Fuel | 2,560,052 | 2,948,794 | (388,742) | 2,902,027 | 46,767 |
| Professional services | 335,614 | 665,125 | (329,511) | 602,754 | 62,371 |
| General and administrative | 479,590 | 727,186 | (247,596) | 466,522 | 260,664 |
| Lease and rentals | 24,362 | 27,130 | (2,768) | 26,210 | 920 |
| Maintenance and facility costs | 783,853 | 649,144 | 134,709 | 711,664 | (62,520) |
| Total Operating Expense | 47,767,200 | 45,829,174 | 1,938,026 | 41,807,623 | 4,021,551 |
| Operating Loss | (43,049,026) | (40,839,975) | (2,209,051) | (37,265,485) | (3,574,490) |
| Nonoperating Revenues (Expenses) | | | | | |
| Intergovernmental revenue | 37,137,856 | 34,841,998 | 2,295,858 | 31,490,602 | 3,351,396 |
| Property tax | 6,233,967 | 5,993,956 | 240,011 | 5,705,817 | 288,139 |
| Advertising and rentals | 621.540 | 48.325 | 573.215 | 320.422 | (272,097) |
| Gain on disposal of capital assets | (314,396) | (80,996) | (233,400) | 30,870 | (111,866) |
| Other revenues (expenses) | 197,589 | 150,192 | 47,397 | (229,468) | (379,660) |
| Interest expense | (9,472) | (13,191) | 3,719 | (16,753) | (3,562) |
| | | | | | |
| Total Nonoperating Revenues | 40.007.004 | 10.010.001 | 2,926,800 | 07.004.400 | 0.000.704 |
| (Expenses) | 43,867,084 | 40,940,284 | | 37,301,490 | 3,638,794 |
| Income Before Capital Contributions | 818,058 | 100,309 | 717,749 | 36,005 | 64,304 |
| Capital Contributions (Grants) Intergovernmental revenue Other revenue | 19,223,996 | 2,279,168 | 16,944,828 | 2,941,356 | (662,188) |
| Total Capital Contributions (Grants) | 19,223,996 | 2,279,168 | 16,944,828 | 2,941,356 | (662,188) |
| Change in net position | 20,042,054 | 2,379,477 | 17,662,577 | 2,977,361 | (1,299,184) |
| Net Position at Beginning of Year | 87,315,430 | 84,935,953 | 2,379,477 | 81,958,592 | 2,977,361 |
| Net Position at End of Year | \$107,357,484 | \$87,315,430 | \$20,042,054 | \$84,935,953 | \$2,379,477 |
| | | | | | |

Revenues

Operating revenues slightly decreased to \$4.7 million in the fiscal year ended June 30, 2025, as compared to the fiscal year ended June 30, 2024. The decrease reflects a change in some special college pass funds from fare revenue to payments for service. Marin Transit fixed route ridership continues to be strong and increased 10% in fiscal year ended June 30, 2025.

The District's nonoperating revenues grew by \$2.9 million for the fiscal year ended June 30, 2025 compared to fiscal year ended June 30, 2024. The increase was primarily due to additional revenue claimed on a reimbursement basis for increased expenses in FY2024/25 since there were no additional federal relief funds available for operations.

The majority of the District's construction and vehicle acquisitions are funded with capital contributions from other governmental units such as federal, state, and local agencies. Therefore, capital contribution revenue is tied to the District's capital purchases, which naturally fluctuate over time. In fiscal year ended June 30, 2025, the District's capital contributions increased \$16.9 million due to the purchase of land.

Expenses

Operating expenses increased in both fiscal year ended June 30, 2025 and fiscal year ended June 30, 2024. In fiscal year ended June 30, 2025 the increases were in Purchase transportation services due to new contracts with increased hourly rates. Salary and benefit costs in fiscal year ended June 30, 2025 increased due to increased benefit costs and a lower vacancy rate for positions.

CAPITAL ASSETS AND DEBT ADMINISTRATION

Summary of Capital Assets (net of depreciation)

| | Balance at | Balance at June 30, | Balance at June 30, |
|---|---------------|------------------------|------------------------|
| | June 30, 2025 | 2024 | 2023 |
| Nondepreciable: | | | |
| Land | \$20,648,211 | \$6,717,174 | \$6,717,174 |
| Work in progress | 3,365,219 | 1,219,737 | 2,928,305 |
| Total Nondepreciable | 24,013,430 | 7,936,911 | 9,645,479 |
| Capital Assets Being Depreciated | | | |
| Revenue Vehicles | 23,135,466 | 21,495,668 | 21,495,666 |
| Facilities and stops | 6,697,212 | 6,882,413 | 6,882,415 |
| Communication and data equipment | 730,873 | 440,386 | 730,836 |
| Fare revenue collection equipment | - | 657 | 2,235 |
| Furniture and fixtures | 73,993 | 92,350 | 92,351 |
| Administrative buildings | 5,535,661 | 6,057,148 | 3,552,643 |
| Maintenance buildings | 2,787,017 | 2,967,671 | 3,053,727 |
| Non-revenue vehicles | 16,304 | 25,609 | 65,608 |
| Total capital assets, being depreciated | 38,976,526 | 37,961,902 | 39,044,794 |
| Right-to-use Leased Assets Amortized | | | |
| Office Space | 902,219 | 902,219 | 691,701 |
| Total Right-to-use Leased Assets | | | |
| Amortized | 330,813 | 511,257 | 691,701 |
| Capital Assets, Net | \$63,320,769 | \$46,410,070 | \$49,381,974 |

The District's investment in capital assets amounts to \$63,320,769 and \$46,410,070 as of June 30, 2025 and 2024, respectively (net of accumulated depreciation). This investment in capital assets includes vehicles, facilities and stops, communication and data equipment, fare revenue collection equipment, and furniture and fixtures. Net assets increased in fiscal year 2025 by 36.4% after decreasing 6% in fiscal year 2024.

The most significant additions to the District's capital assets in the year ended June 30, 2025 were the purchase of a grant funded property for a fixed route maintenance facility. The most significant additions to the District's capital assets in the year ended June 30, 2024 were the purchase of ten paratransit vehicles. More detail on capital costs for fiscal years ended June 30, 2025 and June 30, 2024, is included on page 39 of this report.

DEBT ADMINISTRATION

Pursuant to the enabling legislation (Marin County Transit District Act of 1964, § 70225), the District has the authority to issue debt. Currently, the District has no outstanding debt.

NONCURRENT LIABILITIES

At June 30, 2025, the District's long-term liability balance was \$234,641 compared to \$506,975 at June 30, 2024. This is primarily due to the contract lease for the District's administrative offices signed on April 3, 2023. Other obligations include accrued vacation pay and sick leave. More detailed information is presented in Note 4 to the financial statements.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

FY2024/25 fixed route ridership continued to increase above pre-COVID levels. Operations expenses were 3% higher than in FY2023/24 which is a modest increase after three years of 11-15% growth in expenses driven primarily by contract operation expenses. Contract operations expenses (purchased transportation) continue to be the majority of expenses at 80% of total operations costs in fiscal year ended 2025.

Marin Transit continues to be in a strong short term position with a fully funded, six month, operations reserve and a capital reserve for upcoming projects. Unfortunately, the adopted FY2025/26 budget relies heavily on carryforward funds that were accumulated due to the temporary availability of federal funds in prior years. Revenue growth from sales tax and diesel tax have slowed and there is increasing concern that revenue growth will not keep up with projected cost increases.

Marin Transit is currently updating the District's Short Range Transit Plan (SRTP) with proposed adoption in 2026. The SRTP provides the framework for service and capital planning for the next ten years and the last full SRTP update was adopted on December 5, 2022. This plan includes 10 year financial projections and the current development process will consider plans for structural changes like service level reductions and fare increases to ensure the District's long term fiscal sustainability.

The District is engaged in critical facility projects that both provide the infrastructure for the mandated shift to zero emission buses and can bring increased competition for future service operations contracts. The District purchased a grant funded property in San Rafael as an opportunity to develop a fixed route maintenance facility. This adds to the Rush Landing bus parking facility, in Novato, purchased FY2019/20, a paratransit maintenance facility, in San Rafael, purchased in FY2021/22 and a small parcel adjacent to the paratransit maintenance facility purchased in FY2022/23. The District is working on the Environmental clearance for the development of electric vehicle charging and a fixed route maintenance facility funded with a federal Section 5339 Bus and Bus Facilities grant.

The District continues to evaluate all services provided with an emphasis on improving the efficiency and convenience of the transit system for riders. Staff provides regular quarterly financial updates to the Board of Directors to monitor the District's financial position. The District continues to provide the highest levels of local bus service possible while ensuring financial stability.

REQUESTS FOR INFORMATION

Mancy E. Tehelan

This financial report is designed to provide our residents, taxpayers and creditors with a general overview of the District's finances and to demonstrate the District's accountability for the funds under its stewardship.

Please address any questions about this report or requests for additional financial information to our office at 711 Grand Avenue, Suite 110, San Rafael, California 94901.

Respectfully submitted,

Nancy Whelan General Manager

BASIC FINANCIAL STATEMENTS

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MARIN COUNTY TRANSIT DISTRICT STATEMENT OF NET POSITION JUNE 30, 2025

WITH SUMMARIZED TOTALS AS OF JUNE 30, 2024

| ACCETC | 2025 | 2024 |
|--|----------------------|----------------------|
| ASSETS Current Assets | | |
| Cash and investments (Note 2) Accounts receivables: | \$30,921,886 | \$36,308,055 |
| State grants | 85,117 | 310,375 |
| Transportation Authority of Marin | 5,875,450 | 5,333,270 |
| Federal grants | 11,507,001 | 5,616,662 |
| Golden Gate Bridge Highway and Transit District | 814,226 | 461,613 |
| County of Marin Other receivables | 1,833,596 982,526 | 85,727 379,358 |
| Prepaid expenses | 490,803 | 238,191 |
| Total current assets | 52,510,605 | 48,733,251 |
| Noncurrent Assets | | 10,,00,00 |
| Capital Assets (Note 3): | | |
| Non depreciable | 24,013,430 | 7,936,911 |
| Depreciable assets, net | 38,976,526 | 37,961,902 |
| Right-to-use leased assets, net | 330,813 | 511,257 |
| Total capital assets | 63,320,769 | 46,410,070 |
| Total noncurrent assets | 63,320,769 | 46,410,070 |
| Total Assets | 115,831,374 | 95,143,321 |
| DEFERRED OUTFLOWS OF RESOURCES | | |
| Deferred outflow Pension related (Note 7) | 23,337 | 54,879 |
| Total Deferred Outflows of Resources | 23,337 | 54,879 |
| Total Assets and Deferred Outflows of Resources | 115,854,711 | 95,198,200 |
| LIABILITIES | | |
| Current Liabilities | | |
| Account payable | 4,760,067 | 4,328,969 |
| Accrued payroll and benefits | 155,517 | 119,044 |
| Unearned revenue | 2,957,866 | 2,630,589 |
| Compensated absences - current portion (Note 4) Lease liability - current portion (Note 4) | 182,755 | 85,407 |
| Total current liabilities | 189,005 | 181,246 7 245 255 |
| | 8,245,210 | 7,345,255 |
| Noncurrent Liabilities | 1 424 | 65.077 |
| Compensated absences (Note 4) Lease liability (Note 4) | 1,434 163,282 | 65,977 352,287 |
| Net pension liability (Note 7) | 69,925 | 88,711 |
| Total noncurrent liabilities | 234,641 | 506,975 |
| Total Liabilities | 8,479,851 | 7,852,230 |
| DEFERRED INFLOWS OF RESOURCES | | _ |
| Deferred outflow Pension related (Note 7) | 17,376 | 30,540 |
| Total Deferred Inflows of Resources | 17,376 | 30,540 |
| NET POSITION | 17,370 | 50,510 |
| Net investment in capital assets | 62,968,482 | 45,876,537 |
| Unrestricted (Note 1M) | 44,389,002 | 41,438,893 |
| Total Net Position | \$107,357,484 | \$87,315,430 |

See accompanying notes to basic financial statements

MARIN COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION FOR THE YEAR ENDED JUNE 30, 2025 WITH SUMMARIZED TOTALS FOR THE YEAR ENDED JUNE 30, 2024

| | 2025 | 2024 |
|--|---------------|--------------|
| OPERATING REVENUES | | |
| Transit fares | \$3,083,093 | \$3,164,763 |
| Contractual compensation | 1,451,418 | 1,479,825 |
| Special fares | 167,204 | 330,501 |
| School bus services revenues | 16,459 | 14,110 |
| Total program operating revenues | 4,718,174 | 4,989,199 |
| OPERATING EXPENSES | | |
| Purchased transportation services | 34,301,756 | 32,705,677 |
| Depreciation and amortization (Note 3) | 5,792,357 | 5,119,722 |
| Salaries and benefits | 3,489,616 | 3,255,548 |
| Fuel | 2,560,052 | 2,948,794 |
| Professional services | 335,614 | 665,125 |
| General and administrative | 479,590 | 458,034 |
| Utilities | 284,350 | 194,418 |
| Marketing | 163,005 | 105,570 |
| Lease and rentals | 24,362 | 27,130 |
| Other services | 34,463 | 33,742 |
| Casualty and liability costs | 131,132 | 128,991 |
| Maintenance costs | 156,637 | 166,482 |
| Capital costs | 14,266 | 19,941 |
| Total program operating expenses | 47,767,200 | 45,829,174 |
| OPERATING LOSSES | (43,049,026) | (40,839,975) |
| NON-OPERATING REVENUES (EXPENSES) | | |
| Intergovernmental revenue (Note 5) | 37,137,856 | 34,841,998 |
| Property tax revenue | 6,233,967 | 5,993,956 |
| Advertising and other | 621,540 | 48,324 |
| Rental income | | 1 |
| Interest income | 976,956 | 922,091 |
| Interest expense | (9,472) | (13,191) |
| Gain on disposal of capital assets | (314,396) | (80,996) |
| Pass through of Measure AA funds | (779,367) | (771,899) |
| Net non-operating revenues, before | | |
| capital contributions (grants) | 43,867,084 | 40,940,284 |
| Capital contributions (grants) (Note 5): | | |
| Intergovernmental revenue | 19,223,996 | 2,279,168 |
| Total capital contributions (grants) | 19,223,996 | 2,279,168 |
| Net non-operating revenues and contributions | 63,091,080 | 43,219,452 |
| Change in net position | 20,042,054 | 2,379,477 |
| NET POSITION, | | |
| Beginning of Year | 87,315,430 | 84,935,953 |
| End of Year | \$107,357,484 | \$87,315,430 |

See accompanying notes to basic financial statements

MARIN COUNTY TRANSIT DISTRICT STATEMENT OF CASH FLOWS FOR THE YEAR ENDED JUNE 30, 2025 WITH SUMMARIZED TOTALS FOR THE YEAR ENDED JUNE 30, 2024

| | 2025 | 2024 |
|--|---|---|
| CASH FLOWS FROM OPERATING ACTIVITIES Cash received from customers Cash receipts from contracts Cash paid to suppliers for purchased transportation service Cash paid to suppliers for goods and services Cash paid to employees for services Advertising and other | (\$5,316,878) 1,451,418 (34,123,270) (4,183,471) (3,420,746) 621,540 | (\$467,515) 1,479,825 (33,248,887) (5,017,379) (3,222,128) 48,324 |
| Net Cash Used by Operating Activities | (44,971,407) | (40,427,760) |
| CASH FLOWS FROM NON CAPITAL FINANCING ACTIVITIES Property taxes received Intergovernmental revenues received | 6,233,967 36,358,489 | 5,993,957 34,070,099 |
| Net Cash Provided by Noncapital Financing Activities | 42,592,456 | 40,064,056 |
| CASH FLOWS FORM CAPITAL AND RELATED FINANCING ACTIVITIES Proceeds from sale of capital assets Acquisition of capital assets Payment of lease liability Payment of interest expense Capital contribution revenues received | (314,396) (23,052,043) 167,741 (9,472) 19,223,996 | 46,918 (2,283,171) (166,207) (13,191) 2,279,168 |
| Net Cash (Used) Provided by Capital and Related Financing Activities | (3,984,174) | (136,483) |
| CASH FLOWS FROM INVESTING ACTIVITIES Interest income received Net Cash Provided by Investing Activities Net Increase in Cash, Cash Equivalents, and Investments | 976,956 976,956 (5,386,169) | 922,091 922,091 421,904 |
| CASH AND INVESTMENTS AT BEGINNING OF YEAR | 36,308,055 | 35,886,151 |
| CASH AND INVESTMENTS AT END OF YEAR | \$30,921,886 | \$36,308,055 |
| Reconciliation of operating loss to net cash provided (used) by operating activities: Operating losses Adjustments to reconcile operating loss to net cash provided by operating activities: | (\$43,049,026) | (\$40,839,975) |
| Depreciation and amortization Advertising and other | 5,792,357 621,540 | 5,119,722 48,324 |
| (Increase) Decrease in accounts receivable Decrease (Increase) in prepaid expenses Decrease (Increase) in net pension liability (asset) Increase (Decrease) in accounts payable Increase (Decrease) in accrued payroll and benefits (Decrease) Increase in unearned revenue Increase (Decrease) compensated absences | (8,910,911) (252,612) (408) 431,098 36,473 327,277 32,805 | (5,409,332) (171,543) 14,390 (640,819) (5,381) 1,432,443 24,411 |
| Net cash provided (used) by operating activities | (\$44,971,407) | (\$40,427,760) |

MARIN COUNTY TRANSIT DISTRICT STATEMENT OF FIDUCIARY NET POSITION - RETIREMENT PLAN JUNE 30, 2025 and 2024

| | 2025 | 2024 |
|---|-------------|-------------|
| ASSETS | | |
| Contributions receivable | \$15,743 | \$8,038 |
| Investments | | |
| Fixed income | 13,877 | 3,086 |
| Target date funds | 2,697,138 | 2,244,048 |
| Bond funds | 216,649 | 143,704 |
| Stock mutual funds | 236,047 | 170,092 |
| Total Investments | 3,179,454 | 2,568,968 |
| TOTAL ASSETS | 3,179,454 | 2,568,968 |
| TOTAL NET POSITION RESTRICTED FOR RETIREMENT BENEFITS | \$3,179,454 | \$2,568,968 |

MARIN COUNTY TRANSIT DISTRICT STATEMENT OF CHANGES IN FIDUCIARY NET POSITION - RETIREMENT PLAN FOR THE FISCAL YEARS ENDED JUNE 30, 2025 AND 2024

| | 2025 | 2024 |
|--|-------------|-------------|
| ADDITIONS | | |
| Contributions - employer | \$355,772 | \$303,697 |
| Increase in investments | 302,197 | 296,210 |
| Dividends | 23,576 | 34,710 |
| Capital Gains | 21,476 | 13,213 |
| TOTAL ADDITIONS | 703,021 | 647,830 |
| DEDUCTIONS | | |
| Administrative expenses | (13,649) | (11,485) |
| Withdrawals | (78,886) | (321,775) |
| TOTAL DEDUCTIONS | (92,535) | (333,260) |
| NET INCREASE IN NET POSITION | 610,486 | 314,570 |
| NET POSITION RESTRICTED FOR | | |
| RETIREMENT BENEFITS -BEGINNING OF YEAR | 2,568,968 | 2,254,398 |
| NET POSITION RESTRICTED FOR | | |
| RETIREMENT BENEFITS -END OF YEAR | \$3,179,454 | \$2,568,968 |

See accompanying notes to basic financial statements

For The Years Ended June 30, 2025 and 2024

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the Marin County Transit District (the District) are in conformity with accounting principles generally accepted in the United States of America (GAAP) applicable to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing accounting and financial reporting principles. The following is a summary of the significant accounting policies:

A. Reporting Entity

The District is a special district created by the authority of the Marin County Transit District Act of 1964. The District's purpose is to develop, finance, organize, and provide local Marin County transit service. Revenues are derived principally from property taxes, aid from other governmental entities, transportation contract revenue, and transit fare revenue.

The District is governed by a seven-member Board of Directors (the Board) comprised of the members of the Board of Supervisors of the County of Marin (the County) and two members chosen from city council persons or mayors of cities within the County. The District is a component unit of the County because the County controls the District's Board and may impose its will on the District.

The District contracts with five transit providers to operate transit services in Marin County:

Golden Gate Bridge Highway and Transportation District (Golden Gate): Since 1971, the District has contracted with Golden Gate to provide local transit services. In May of 2015, the District and Golden Gate entered into an agreement for transit services for the period July 1, 2014 through June, 30, 2020, that contained options to extend the contract for two additional one-year periods. As of June 30, 2022 both option years had been executed and an additional amendment was signed extending the agreement through December 31, 2022 while a new contract was negotiated. A new fixed route transit service contract was signed for the period October 1, 2022 through June 30, 2026 with the option to extend the contract for two additional one-year periods. The contract specifies a rate per revenue hour and range of minimum and maximum revenue hours to be incurred each fiscal year for the term of the agreement and the two option years. The District sets the fare structure and rates, and establishes the service levels and the frequency of local transit services. Golden Gate collects passenger fares for the District's routes. This inter-agency agreement uses a different financial structure than the prior agreement which simplifies the payment process between the two Districts, but also has financial and contractual implications. The new operations agreement with Golden Gate, reduces the District's share of advertising and eliminates direct payments for customer service and maintenance of the San Rafael Transit Center.

Under the terms of the yearly agreements in place for the fiscal years ended June 30, 2025 and 2024, Golden Gate operated six local fixed routes. The total cost of local bus transit service under these agreements during the fiscal years ended June 30, 2025 and 2024, was \$12,974,144 and \$12,959,870, respectively. Related fare revenue, advertising revenue, and other revenue earned for the fiscal years ended June 30, 2025 and 2024, was \$2,795,672 and \$2,801,457, respectively. Golden Gate was compensated for operating costs based on revenue hours incurred multiplied by a rate per hour specified. The District also pays for customer service, operation of the San Rafael Transit Center, fuel and electrical power costs and a contribution to capital assets purchased before the agreement.

MARIN COUNTY TRANSIT DISTRICT NOTES TO BASIC FINANCIAL STATEMENTS For The Years Ended June 30, 2025 and 2024

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

A. Reporting Entity (Continued)

Under the local paratransit agreement, the District contracts for local and inter-county (regional) paratransit service on behalf of Golden Gate. With the implementation of the Americans with Disabilities Act (ADA), Golden Gate was required to provide complementary local and inter-county paratransit services. Golden Gate contracted with the District to be the primary public entity responsible to provide these inter-county paratransit services. The District, in turn, contracted with Transdev Transportation Inc., to provide the actual services, with the understanding that the District would be adequately compensated by Golden Gate. The new operations agreement with Golden Gate, effective October 2023 lowered Golden Gate's obligation to fund local paratransit.

Marin Airporter: Marin Airporter operates Local Fixed Route service and Community Shuttle Service. Marin Airporter has operated the Community Shuttle Service since 2006. The current three-year contract with two option years was awarded in 2018 through a competitive bid process. Fare revenue on this service is collected through the District's GFI fare box system and is deposited directly into the District's account. An amendment was signed in April 2023 to extend the current contract an additional two years and increase service hours effective July 1, 2023.

Transdev Transportation, Inc.: The District signed a new competitive bid contract with Transdev Transportation, Inc (Transdev) on September 13, 2021. Paratransit service and associated Marin Access programs transitioned to Transdev on February 1, 2022. The Transdev contract is 3 years and 5 months with 3 one-year options. Transdev operates services out of a District owned maintenance facility (3000 Kerner) and parks vehicles at locations owned by Golden Gate. Paratransit services consist of demand responsive services for the disabled, which meets the requirements of the ADA and other federal provisions. Under the contract, Transdev provides the paratransit services and collects all the fare revenues. Transdev bills the District monthly for the net cost of services on an agreed-upon monthly fixed fee plus an hourly rate. The District receives reimbursement from Golden Gate for the actual cost of the inter-county (regional) portion of this service and a portion of the local paratransit services.

Bauer's Intelligent Transportation: The District signed a new competitive bid contract with Bauer's Intelligent Transportation on February 5, 2024 to operate the seasonal Muir Woods Shuttle Service providing service to and from the Muir Woods National Park. The National Park Service pays for 50% of the Muir Woods Shuttle program. In addition, The District awarded a new competitive bid contract to Bauer's Intelligent Transportation on August 10, 2023. This three-year contract, with two options years, is for a six-yellow bus service to the Ross Valley School District. Fare revenue on this service is collected through District pass sales and is deposited into the District's account.

For The Years Ended June 30, 2025 and 2024

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

B. Joint Ventures

The District participates in two joint ventures. One joint venture is for risk management as disclosed in Note 10. The second joint venture is the Marin Emergency Radio Authority (the Authority). The Authority is responsible for acquiring, constructing, improving, and operating a countywide emergency radio system. During the fiscal year ended June 30, 1999, the Authority issued Revenue Bonds to be used for the acquisition of the radio system. The District is responsible for a 1.18% share of the annual contributions to the Authority for operations, which also covers debt payments. The amount of the contribution is disclosed in Note 12. The District is not directly responsible for liabilities of the Authority and only has a residual equity interest in the Authority that would result in the District's proportional share of residual assets being distributed to the District, if any, if the members vote to terminate the Authority. The Authority issues separate financial statements, which are available at: Marin Emergency Radio Authority, c/o Town of Coret Madera, 300 Tamalpais, Corte Madera, CA 94925 or www.meraonline.org/contact.

C. Basis of Presentation

The basic financial statements of the District have been prepared in conformity with GAAP as applied to government units. The GASB is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The District applies all applicable GASB pronouncements in its accounting and financial reporting. The more significant of the District's accounting policies are described below.

The District's resources are allocated to and accounted for in these financial statements as an enterprise fund type of the proprietary fund group. Enterprise funds are used to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges, or where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other policies. Net position for the enterprise fund represents the amount available for future operations.

D. Basis of Accounting

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. Enterprise funds are accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets, deferred outflows of resources, liabilities, and deferred inflows of resources associated with the operation of this fund are included on the Statement on Net Position. Net position is segregated into the net investment in capital assets, amounts restricted, and amounts unrestricted. Enterprise fund operating statements present increases (i.e., revenues) and decreases (i.e., expenses) in net position.

For The Years Ended June 30, 2025 and 2024

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

D. Basis of Accounting (Continued)

The District uses the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred. Grant revenue is recognized when program expenditures are incurred in accordance with program guidelines. When such funds are received, they are recorded as unearned revenues until earned. Transportation Development Act (TDA) revenues are recorded when all eligibility requirements have been met.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the District are charges to customers for transportation services, contractual compensation, and advertising. Operating expenses include the cost of purchased transportation services, contract labor, fuel, depreciation, professional services, leases and rentals, general and administrative, direct labor, marketing, utilities, and other operating expenses. All revenues and expenses not meeting these definitions are reported as nonoperating revenues and expenses.

In addition to the District's enterprise activities, the District maintains a fiduciary fund to account for the assets held in a trustee capacity. Fiduciary funds are also accounted for using the economic resources measurement focus and accrual basis of accounting. The District reports the Retirement Plan Fiduciary fund is an irrevocable trust fund used to account for assets held by the District as Trustee for Retirement Plan.

When both restricted and unrestricted resources are available for use, it is the District's policy to use restricted resources first, then unrestricted resources as they are needed.

E. Cash and Cash Equivalents

The District defines cash and cash equivalents as cash on hand, demand deposits, and short-term investments, including the investment in the County investment pool. For the purposes of reporting cash flows, the District considers all cash and highly liquid investments purchased with an original maturity of three months or less to be cash equivalents. Additionally, one contractor who provides transportation services offsets certain types of revenues and expenses against monthly transportation service charges. Only the actual cash transactions are shown on the Statement of Cash Flows.

F. Prepaid Expenses

Prepaid expenses are costs paid as of the Statement of Net Position date that are related to future accounting periods. Prepaid expenses at June 30, 2025 and 2024, consisted mainly of prepaid software maintenance costs.

For The Years Ended June 30, 2025 and 2024

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

G. Capital Assets

Capital assets are valued at historical cost. Donated capital assets are reported at the acquisition value, which is the price that would be paid to acquire an asset with equivalent service potential in an orderly market transaction at the acquisition date. The District's policy defines capital assets as assets with an initial, individual cost of more than \$5,000 and an estimated useful life in excess of one year. Provision is made for depreciation on the straight-line method over the estimated useful lives of the assets. The estimated useful lives are as follows:

| Revenue vehicles | $3 - 12$ years |
|---------------------------------------|----------------------|
| Facilities and stops | $\dots 5 - 30$ years |
| Communication and data equipment | $\dots 3-5$ years |
| Fare revenue and collection equipment | 5 years |
| Furniture and fixtures | |
| Non-revenue vehicles | 2 years |

Maintenance and repairs are expensed as operating expenses when incurred. Betterments that increase the useful lives or capacity of existing capital assets are capitalized when incurred. Costs of assets sold or retired (and the related amounts of accumulated depreciation) are eliminated from the capital asset accounts in the fiscal year of sale or retirement and the resulting gain or loss is included in nonoperating revenues (expenses).

Occasionally, the District reimburses other organizations for the purchases of vehicles, facilities, and other assets. For the reimbursements in which the District does not own the assets, the transaction is recorded as capital costs within operating expenses on the Statement of Activities and Changes in Net Position.

H. Unearned Revenue

Unearned revenue at June 30, 2025, was primarily Low Carbon Transit Operations Program (LCTOP) funds for EV vehicle and infrastructure improvements for future periods. Unearned revenue at June 30, 2024, was primarily other State funding from State of Good Repair program (Note 9) for upcoming replacement of 40 ft transit buses and funds from yellow bus pass sales for service in fiscal year ending June 30, 2025.

I. Compensated Absences

At June 30, 2025 and 2024, the District's employment policy allows employees to accumulate earned, but unused, vacation leave time. Vacation accrues at a rate of 80 hours per year until the third consecutive year of employment when an additional 40 hours are earned. Administrative leave and sick leave is provided to employees, but is not payable at separation or retirement and is not accrued as part of compensated absences. The current portion of the long-term liability is estimated based on historical trends.

For The Years Ended June 30, 2025 and 2024

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

J. Property Taxes

The County levies taxes and places liens on real property as of January 1 on behalf of the District. Property taxes are due the following November 1 and March 1 and become delinquent December 10 and April 10 for the first and second installments, respectively. Unsecured property taxes are levied throughout the fiscal year.

In 1993, the District entered into an agreement (commonly known as the Teeter Plan) with the County. The Teeter Plan calls for the County to advance the District its share of the annual gross levy of secured property taxes and special assessments. In consideration, the District gives the County its rights to penalties and interest on delinquent secured property tax receivables and actual proceeds collected. The other receivables line on the Statement of Net Position refers mainly to unsecured property taxes.

K. Measure AA (Previously Measure A)

The County's voters passed a ½ cent sales tax measure (Measure A) in 2004 to provide local funding and investment for transportation infrastructure and programs. The tax went into effect on April 1, 2005, and lasts for a period of 20 years. Under the sales tax expenditure plan, fifty-five percent (55%) of Measure A was available for Local Transit service.

The County's voters reauthorized and extended the ½ cent sales tax measure for 30 years in November 2018. The tax (Measure AA) went into effect March 1, 2019, with a period of 30 years and replaces Measure A. Under the updated sales tax expenditure plan, fifty-five percent (55%) of Measure AA is available for Transit with forty-five and ½ percent (45.5%) available for Local Transit service. The Transportation Authority of Marin (TAM) is the transportation sales tax authority in the County. TAM makes Measure AA funding available to the District based on projections, and adjusts future year balances to account for actual receipts. The District requests Measure AA funds on a reimbursement basis and does not carry an unspent balance of these funds.

L. Measure B

In 2010, the County's voters approved Measure B, the Vehicle Registration Fee Initiative that collects \$10 annually for each vehicle registered in the County for the purpose of improving transportation within the County. The TAM board adopted the Measure B Expenditure Plan on July 28, 2011, and is effective for 10 years. The Measure B Expenditure Plan designates 35% of the funds generated to be used to fund senior and disabled transportation services in the County, and the District is the designated agency to manage this component. The District requests Measure B funds on a reimbursement basis and does not carry an unspent balance of these funds.

For The Years Ended June 30, 2025 and 2024

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

M. Net Position

Net position is categorized as net investment in capital assets, restricted, and unrestricted as follows:

<u>Net Investment in Capital Assets</u> – The net investment in capital assets groups all capital assets into one category of net position, which is reduced by accumulated depreciation.

<u>Restricted Net Position</u> – Restricted net position represents amounts that are legally restricted for specific uses. The amount reported as restricted for capital additions represents a gain on sale of Federal Transit Administration (FTA) funded buses that must be used for future bus acquisitions.

<u>Unrestricted Net Position</u> – Unrestricted net position represents amounts not restricted for any other project.

The District's Board approved a reserve policy for unrestricted net position allowing for a minimum of two months and maximum of six months of operating expenses to be reserved. An emergency reserve of two months of operating expenses and contingency reserve of more than two months but less than four months of operating expenses were approved under the policy. The emergency reserve is available for one-time, unanticipated expenditures or to offset unanticipated revenue fluctuations. The contingency reserve is available to maintain current transit service levels during revenue declines or slower than anticipated revenue growth. During the fiscal year ended June 30, 2018, a capital reserve was approved by the Board. Reserves were as follows at June 30:

| | June 30, 2025 | June 30, 2024 |
|--|---------------------------|---------------------------|
| Emergency Reserve Contingency Reserve | \$7,548,352 15,096,704 | \$7,156,636 14,313,271 |
| Capital Reserve | 21,743,946 | 19,968,986 |
| | \$44,389,002 | \$41,438,893 |

N. Use of Estimates

The preparation of the financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

For The Years Ended June 30, 2025 and 2024

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

O. Leases

The District is a lessee for an office lease. The District recognizes a lease liability and an intangible right-to-use lease asset (lease asset) in its financial statement. At the commencement of a lease, District initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over its useful life. The District also established a threshold for leases that have an annual exchange value of greater than \$100,000 or a total contract value of \$500,000 or be part of an asset group of similar assets that when combined exceed one or both of these thresholds. There was only one lease subject to GASB 87 in 2025.

Key estimates and judgments related to leases include how the District determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments.

P. Subscription Based Information Technology Arrangements

In May 2020, GASB issued Statement No. 96, Subscription-Based Information Technology Arrangements. The objective of this Statement is to provide guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. The District established a materiality threshold and the arrangement must have an annual exchange value greater than \$100,000 or a total contract value greater than \$500,000 or be part of an asset group of similar assets that when combined exceed one or both thresholds. The District has determined that there are no subscriptions that meet these requirements as of June 30, 2025.

Q. New Accounting Pronouncements

GASB Statement No. 101 – In June 2022, GASB issued Statement No. 101, Compensated Absences. The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. This Statement is effective for reporting periods beginning after December 15, 2023, or the fiscal year 2024-25. The implementation of this Statement did not have a material effect on the financial statements.

For The Years Ended June 30, 2025 and 2024

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Q. New Accounting Pronouncements (Continued)

GASB Statement No. 102 – In December 2023, GASB issued Statement No. 102, *Certain Risk Disclosures*. The objective of this Statement is to provide users of government financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints. This Statement is effective for reporting periods beginning after June 15, 2024, or the fiscal year 2024-25. The implementation of this Statement did not have a material effect on the financial statements.

GASB Statement No. 103 – In April 2024, GASB issued Statement No. 103, *Financial Reporting Model Improvements*. The objective of this Statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. This Statement is effective for reporting periods beginning after June 15, 2025, or the fiscal year 2025-26.

GASB Statement No. 104 – In September 2024, GASB issued Statement No. 104, *Disclosure of Certain Capital Assets*. The objective of this Statement is to provides users of government financial statements with essential information concerning two types of capital assets: (1) capital assets associated with leases and other intangible assets and (2) capital assets held for sale. This Statement is effective for reporting periods beginning after June 15, 2025, or the fiscal year 2025-26.

R. Prior-Period Comparative Financial Information

The basic financial statements include certain prior-year summarized comparative information in total, but not at the level of detail required for a presentation in accordance with generally accepted accounting principles. Accordingly, such information should be read in conjunction with the District's financial statements for the year ended June 30, 2024, from which the summarized information was derived.

NOTE 2 – CASH, CASH EQUIVALENTS, AND INVESTMENTS

Cash, cash equivalents, and investments as of June 30, 2025 and 2024, consist of the following:

| | 2025 | 2024 |
|---|--------------|--------------|
| Cash on hand | \$21 | \$23 |
| Bank deposits | 5,813,084 | 11,799,154 |
| County of Marin investment pool | 25,108,781 | 24,508,878 |
| Total Cash, Cash Equivalents, and Investments | \$30,921,886 | \$36,308,055 |

For The Years Ended June 30, 2025 and 2024

NOTE 2 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (Continued)

Investment in the County of Marin Investment Pool

The District's Financial Management Policies indicate the District will invest excess funds in the County's investment pool. The County's investment pool is monitored and reviewed by a Treasury Oversight Committee (Committee). The Committee and County Board of Supervisors review and approve the County's investment policy yearly. The County's investment pool is not registered by the Securities and Exchange Commission. Interest earned on the pool is allocated to participants quarterly using the average daily cash balance of each fund. Investments held in the County's investment pool are available on demand to the District and are stated at amortized cost, which approximates fair value. The investment in the County pool is withdrawn on the amortized cost basis, which is different than the fair value of the District's investment in the pool. More information about the County's investment pool can be found in the notes to the County's basic financial statements at https://www.marincounty.org.

Interest rate risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. As of June 30, 2025 and 2024, the weighted average maturity of the investments contained in the County's investment pool was approximately 323 and 252, respectively.

Credit risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The County's investment pool has maintained the highest rating of AAA by Fitch Ratings, a nationally recognized statistical rating organization, since 1994.

Custodial credit risk

Custodial risk is the risk that the government will not be able to recover its deposits or the value of its investments that are in the possession of an outside party. Custodial credit risk does not apply to a local government's indirect deposits or investment in securities through the use of government investment pools (such as the County's investment pool). At June 30, 2025 and 2024, the carrying amount of the District's deposits was \$5,813,084 and \$11,799,154, respectively, and the balance in the financial institutions was \$5,956,493 and \$11,961,303, respectively. Of the balances in financial institutions, \$250,000 at June 30, 2025 and 2024, was covered by federal depository insurance and the remaining amount was secured by a pledge of securities by the financial institution, but not in the name of the District.

MARIN COUNTY TRANSIT DISTRICT NOTES TO BASIC FINANCIAL STATEMENTS For The Wayne Forded Laws 20, 2025 and 2024

For The Years Ended June 30, 2025 and 2024

NOTE 3 – CAPITAL ASSETS

Capital asset activity was as follows for the fiscal years ended June 30:

| | Balance | Additions / | | | Balance |
|---|----------------------|--------------|---------------|------------|----------------------|
| | June 30, 2024 | Adjustments | Retirements | Transfers | June 30, 2025 |
| Nondepreciable: | | | | | |
| Land | \$6,717,174 | \$13,931,037 | | | \$20,648,211 |
| Work in progress | 1,219,737 | 2,189,676 | | (\$44,194) | 3,365,219 |
| Total capital assets, not being depreciated | 7,936,911 | 16,120,713 | | (44,194) | 24,013,430 |
| Capital assets, being depreciated: | | | | | |
| Revenue Vehicles | 42,032,508 | 6,228,420 | (\$2,623,675) | 40,936 | 45,678,189 |
| Facilities and stops | 9,250,742 | 123,914 | | 3,258 | 9,377,914 |
| Communication and data equipment | 1,931,433 | 577,862 | (57,897) | | 2,451,398 |
| Fare revenue collection equipment | 434,929 | | (12,940) | | 421,989 |
| Furniture and fixtures Administrative buildings | 235,205 7,142,322 | | | | 235,205 7,142,322 |
| Maintenance buildings | 3,260,444 | 1,134 | | | 3,261,578 |
| Non-revenue vehicles | 433,964 | | | | 433,964 |
| Total capital assets, being depreciated | 64,721,547 | 6,931,330 | (2,694,512) | 44,194 | 69,002,559 |
| Less accumulated depreciation for: | | | | | |
| Revenue Vehicles | (20,536,840) | (4,280,571) | 2,274,688 | | (22,542,723) |
| Facilities and stops | (2,368,329) | (312,373) | | | (2,680,702) |
| Communication and data equipment | (1,491,047) | (287,375) | 57,897 | | (1,720,525) |
| Fare revenue collection equipment | (434,272) | (657) | 12,940 | | (421,989) |
| Furniture and fixtures | (142,855) | (18,357) | | | (161,212) |
| Administrative buildings | (1,085,174) | (521,487) | | | (1,606,661) |
| Maintenance buildings | (292,773) | (181,788) | | | (474,561) |
| Non-revenue vehicles | (408,355) | (9,305) | | | (417,660) |
| Total accumulated depreciation | (26,759,645) | (5,611,913) | 2,345,525 | | (30,026,033) |
| Total capital assets, being depreciated, net | 37,961,902 | 1,319,417 | (348,987) | 44,194 | 38,976,526 |
| Right-to-use leased assets, amortizable: | | | | | |
| Office Space | 902,219 | | | | 902,219 |
| Total right-to-use leased assets, being amortizable | 902,219 | | | | 902,219 |
| Less accumulated amortization: | | | | | |
| Office space | (390,962) | (180,444) | | | (571,406) |
| Total Right to Use Lease Assets, Amortizable net | 511,257 | (180,444) | | | 330,813 |
| Total Capital Assets Net | \$46,410,070 | \$17,259,686 | (\$348,987) | | \$63,320,769 |
| | | | | | |

Depreciation and amortization expense for the fiscal year ended June 30, 2025, was \$5,792,357.

For The Years Ended June 30, 2025 and 2024

NOTE 3 – CAPITAL ASSETS (Continued)

| | Balance June 30, 2023 | Additions / Adjustments | Retirements | Transfers | Balance June 30, 2024 |
|---|--------------------------|----------------------------|---------------|---------------|--------------------------|
| Nondepreciable: | 3 dife 30, 2023 | rajustinents | Retirements | Transiers | 3 tille 30, 2024 |
| Land | \$6,717,174 | | | | \$6,717,174 |
| Work in progress | 2,928,305 | \$783,751 | | (\$2,492,319) | 1,219,737 |
| Total capital assets, not being depreciated | 9,645,479 | 783,751 | | (2,492,319) | 7,936,911 |
| Capital assets, being depreciated: | | | | | |
| Revenue Vehicles | 44,936,890 | 1,053,462 | (\$3,969,595) | 11,751 | 42,032,508 |
| Facilities and stops | 9,310,585 | | (59,843) | | 9,250,742 |
| Communication and data equipment | 2,080,425 | | (148,992) | | 1,931,433 |
| Fare revenue collection equipment | 434,929 | | | | 434,929 |
| Furniture and fixtures Administrative buildings | 235,205 4,305,455 | 356,299 | | 2,480,568 | 235,205 7,142,322 |
| Maintenance buildings | 3,170,785 | 89,659 | | 2,400,300 | 3,260,444 |
| Non-revenue vehicles | 433,964 | | | | 433,964 |
| Total capital assets, being depreciated | 64,908,238 | 1,499,420 | (4,178,430) | 2,492,319 | 64,721,547 |
| Less accumulated depreciation for: | | | | | |
| Revenue Vehicles | (20,576,685) | (3,804,819) | 3,844,664 | | (20,536,840) |
| Facilities and stops | (2,111,058) | (306,692) | 49,421 | | (2,368,329) |
| Communication and data equipment | (1,349,589) | (290,450) | 148,992 | | (1,491,047) |
| Fare revenue collection equipment | (432,694) | (1,578) | | | (434,272) |
| Furniture and fixtures | (124,498) | (18,357) | | | (142,855) |
| Administrative buildings | (752,812) | (332,362) | | | (1,085,174) |
| Maintenance buildings | (117,058) | (175,715) | | | (292,773) |
| Non-revenue vehicles | (399,050) | (9,305) | | | (408,355) |
| Total accumulated depreciation | (25,863,444) | (4,939,278) | 4,043,077 | | (26,759,645) |
| Total capital assets, being depreciated, net | 39,044,794 | (3,439,858) | (135,353) | 2,492,319 | 37,961,902 |
| Right-to-use leased assets, amortizable: | | | | | |
| Office Space | 902,219 | | | | 902,219 |
| Total right-to-use leased assets, being amortizable | 902,219 | | | | 902,219 |
| Less accumulated amortization: | | | | | |
| Office space | (210,518) | (180,444) | | | (390,962) |
| Total Right to Use Lease Assets, Amortizable net | 691,701 | (180,444) | | | 511,257 |
| Total Capital Assets Net | \$49,381,974 | (\$2,836,551) | (\$135,353) | | \$46,410,070 |

Depreciation and amortization expense for the fiscal year ended June 30, 2024, was \$5,119,722.

For The Years Ended June 30, 2025 and 2024

NOTE 4 – LONG-TERM LIABILITY

Long-term liability activity was as follows for the fiscal years ended June 30, 2025, and 2024:

| | Balance at July 1, 2024 | Additions | Reductions | Balance at June 20, 2025 | Due Within One Year |
|----------------------|-------------------------|------------|-------------|--------------------------|------------------------|
| Lease liability | \$533,533 | | (\$181,246) | \$352,287 | \$189,005 |
| Compensated absences | 151,384 | \$32,805 * | | 184,189 | 182,755 |
| | \$684,917 | \$32,805 | (\$181,246) | \$536,476 | \$371,760 |

^{*}The change in the compensated absences liability is presented as a net change.

| | Balance at July 1, 2023 | Additions | Reductions | Balance at June 20, 2024 | Due Within One Year |
|--------------------------------------|-------------------------|------------|-------------|--------------------------|------------------------|
| Lease liability Compensated absences | \$707,179 126,973 | \$24,411 * | (\$173,646) | \$533,533 151,384 | \$181,246 85,407 |
| | \$834,152 | \$24,411 | (\$173,646) | \$684,917 | \$266,653 |

^{*}The change in the compensated absences liability is presented as a net change.

Lease liability

On April 4, 2023, the District entered into a contract lease for approximately 6,465 rentable square feet at 711 Grand Avenue for the location of Marin Transit's administrative offices. The term is for five years commencing May 1, 2023, and expiring April 30, 2027. The base rent is \$15,193 per month with a 2.1% annual escalation, due the first day of each month commencing May 1, 2023. In accordance with GASB Statement No. 87, the District recognized a right-to-use leased asset of \$902,219 and with related accumulated amortization \$571,406 and \$390,962 as of June 30, 2025, and 2024, respectively.

At June 30, 2025, future minimum payments on the lease liabilities were as follows:

| June 30, | Principal | Interest | Total |
|----------|-----------|----------|-----------|
| 2026 | \$189,005 | \$5,591 | \$194,596 |
| 2027 | 163,282 | 1,576 | 164,858 |
| | \$352,287 | \$7,167 | \$359,454 |

For The Years Ended June 30, 2025 and 2024

NOTE 5 – INTERGOVERNMENTAL REVENUE

The following is the detail of intergovernmental revenues for the fiscal years ended June 30:

| | 2025 | | |
|--|--------------|--------------|--------------|
| | Nonoperating | Capital | Total |
| Federal revenue: | | | |
| FTA | | | |
| Section 5307 (ADA Set-Aside) | \$1,222,432 | | \$1,222,432 |
| Section 5307 (Preventative Maintenance) | | | |
| Section 5307 (Vehicle/Equipment purchase) | | \$6,266,198 | 6,266,198 |
| Section 5310 (Mobility Management) | 709,515 | | 709,515 |
| Section 5311 grant (Stagecoach operating) | 278,045 | | 278,045 |
| Section 5339 Discretionary | | 10,877,146 | 10,877,146 |
| United States Department of the Interior | | | |
| National Park Service | 619,854 | | 619,854 |
| National Park Service - Fare Revenue | | | |
| Total federal revenue | 2,829,846 | 17,143,344 | 19,973,190 |
| State revenue: | | | |
| TDA | 10,548,070 | | 10,548,070 |
| State Transit Assistance (STA) | | | |
| STA (Operations - Revenue Based) | 2,500,000 | | 2,500,000 |
| STA (Operations - Population Based) | 2,075,081 | | 2,075,081 |
| State of Good Repair (SGR) | | 796,779 | 796,779 |
| State Renewable Energy Credits | 22,556 | | 22,556 |
| Home Owner Property Tax Relief | 18,146 | | 18,146 |
| Low Carbon Transit Operations Program (LCTOP) | | 38,205 | 38,205 |
| California Department of Transportation (Caltrans) | 191 | | 191 |
| Total state revenue | 15,164,044 | 834,984 | 15,999,028 |
| Local revenue: | | | |
| Measure A | | | |
| Strategy 1.1 (Local) | 61,038 | | 61,038 |
| Strategy 1.2 (Rural) | 4,944 | | 4,944 |
| Strategy 1.3 (Special) | 14,848 | | 14,848 |
| Strategy 1.4 (Capital) | | 9,903 | 9,903 |
| Measure AA | | | |
| Category 4.1 Bus Transit Service | 13,167,374 | | 13,167,374 |
| Category 4.2 Rural/Recreational Bus Services | 817,835 | | 817,835 |
| Category 4.3 Transit Services for Special Needs | 2,726,988 | | 2,726,988 |
| Category 4.4 Bus Services to Schools | 1,454,495 | | 1,454,495 |
| Category 4.5 Bus Transit Facilities | 14,265 | 1,235,765 | 1,250,030 |
| Measure B | 882,179 | | 882,179 |
| Total local revenue | 19,143,966 | 1,245,668 | 20,389,634 |
| Total intergovernmental revenue | \$37,137,856 | \$19,223,996 | \$56,361,852 |

For The Years Ended June 30, 2025 and 2024

NOTE 5 – INTERGOVERNMENTAL REVENUE (Continued)

| | 2024 | | |
|--|--------------|-------------|--------------|
| | Nonoperating | Capital | Total |
| Federal revenue: | | | |
| FTA | | | |
| Section 5307 (ADA Set-Aside) | \$1,065,277 | | \$1,065,277 |
| Section 5307 (Preventative Maintenance) | 284,002 | | 284,002 |
| Section 5307 (Vehicle/Equipment purchase) | | \$1,154,717 | 1,154,717 |
| Section 5307 (ARPA) | 201,250 | | 201,250 |
| Section 5310 (Mobility Management) | 413 | | 413 |
| Section 5311 grant (Stagecoach operating) | | 103,534 | 103,534 |
| Section 5311 (ARPA) | | | |
| United States Department of the Interior | | | |
| National Park Service | 548,596 | | 548,596 |
| National Park Service - Fare Revenue | 2,715 | | 2,715 |
| Total federal revenue | 2,102,253 | 1,258,251 | 3,360,504 |
| State revenue: | | | |
| TDA | 7,881,923 | | 7,881,923 |
| State Transit Assistance (STA) | | | |
| STA (Operations - Revenue Based) | 2,500,000 | | 2,500,000 |
| STA (Operations - Population Based) | 2,736,693 | | 2,736,693 |
| STA (Operations - Population Based - Clipper) | | 9,997 | 9,997 |
| State Renewable Energy Credits | 7,579 | | 7,579 |
| Home Owner Property Tax Relief | 18,361 | | 18,361 |
| Low Carbon Transit Operations Program (LCTOP) | | 11,110 | 11,110 |
| California Department of Transportation (Caltrans) | 192 | | 192 |
| Total state revenue | 13,144,748 | 21,107 | 13,165,855 |
| Local revenue: | | | |
| Measure A | | | |
| Strategy 1.1 (Local) | 712,000 | | 712,000 |
| Strategy 1.2 (Rural) | 57,672 | | 57,672 |
| Strategy 1.3 (Special) | 173,194 | | 173,194 |
| Strategy 1.4 (Capital) | | 115,522 | 115,522 |
| Measure AA | | | |
| Category 4.1 Bus Transit Service | 12,637,595 | | 12,637,595 |
| Category 4.2 Rural/Recreational Bus Services | 926,812 | | 926,812 |
| Category 4.3 Transit Services for Special Needs | 2,839,506 | | 2,839,506 |
| Category 4.4 Bus Services to Schools | 1,360,084 | | 1,360,084 |
| Category 4.5 Bus Transit Facilities | 103,459 | 884,288 | 987,747 |
| Measure B | 793,675 | | 793,675 |
| Total local revenue | 19,603,997 | 999,810 | 20,603,807 |
| Total intergovernmental revenue | \$34,850,998 | \$2,279,168 | \$37,130,166 |

For The Years Ended June 30, 2025 and 2024

NOTE 6 – RETIREMENT AND OTHER POSTEMPLOYMENT BENEFITS

The District contributes to the Marin County Transit District Governmental 401(a) single employer defined contribution pension plan (the 401(a) Plan) for its employees who have attained twenty-one years of age and have more than 1,000 hours of service. The Plan is administered by the District.

Benefit terms, including contribution requirements, for the 401(a) Plan are established and may be amended by the District's Board. For each employee in the 401(a) Plan at the end of the 401(a) Plan year, the District is required to contribute 10% to 15% of annual salary, exclusive of overtime, to individual employee accounts. Employees are not permitted to make contributions to the 401(a) Plan. For the fiscal years ended June 30, 2025, and 2024, the District recognized pension expense of \$355,772 and \$303,697, respectively.

Employees are fully vested in employer contributions after six months of service. Non-vested District contributions are forfeited upon termination. Such forfeitures are first used to pay 401(a) Plan administrative expenses and any remaining forfeitures are used to reduce the required future employer contribution. There were no forfeitures for the fiscal years ended June 30, 2025 and 2024.

The District provides a Section 457 deferred compensation plan (Section 457 Plan) to its employees. Employees are allowed to contribute to the Section 457 Plan, but the District does not contribute to the Section 457 Plan. The District does not currently provide other postemployment benefits (OPEB) to employees.

The District also contracted with the County and an independent entity called Local Government Services (LGS) for staffing until all contract employees were hired by the District during the fiscal year ended June 30, 2014. Pension and OPEB benefits were available to County and LGS contract employees. The District does not currently have a contract with the County that defines responsibility for OPEB benefits for County employees used by the District that may be payable upon separation. However, all former County employees retired or left the County's and District's service and the District does not believe a separation liability is applicable to the District. The contract with LGS stated that LGS is responsible for OPEB benefits for its employees used by the District. Refer to Note 7 for the pension plan for LGS contract employees.

NOTE 7 – PENSION PLAN

A. General Information about the Pension Plan

Plan Description and Benefits Provided

The Marin County Transit District Service Credit Retirement Plan (the Plan) is a closed single employer pension plan sponsored by the District for the benefit of leased employees who provided services to the District. The Plan covers employees that worked between November 2006 and October 2013. The Plan also does not issue a stand-alone financial report.

MARIN COUNTY TRANSIT DISTRICT NOTES TO BASIC FINANCIAL STATEMENTS For The Years Ended June 30, 2025 and 2024

NOTE 7 – PENSION PLAN (Continued)

A. General Information about the Pension Plan (Continued)

The Plan's provisions and benefits in effect at June 30, 2025, are summarized as follows:

| | All Members |
|--|------------------|
| Benefit Formula | 2% @ 55 |
| Benefit Vesting Schedule | 5 years service |
| Benefit Payments | monthly for life |
| Retirement Age | 50 |
| Monthly Benefits, as a Percentage of Eligible Compensation | 1.426% - 2.418% |
| Required Employee Contribution Rates | N/A |
| Required Employer Contribution Rates | N/A |
| | |

Employees Covered by Benefit Terms

At June 30, 2025, the following employees were covered by the benefit terms.

| | 2025 |
|---|------|
| Retirees and Beneficiaries Currently Receiving Benefits | |
| Vested Inactives Entitled to Deferred Annuity Benefits | 4 |
| Non-Vested Inactives who may Become Entitled to Deferred Annuity Benefits | 1 |
| Active Employees | |
| Total | 5 |

Contributions

Employer contributions to the Plan are actuarially determined using the Entry-Age Normal Actuarial Cost Method (level % of pay). Under this method, any unfunded liability is amortized on an open basis in level dollar installments over 15 years beginning on July 1, 2020.

For The Years Ended June 30, 2025 and 2024

NOTE 7 – PENSION PLAN (Continued)

B. Net Pension (Asset) Liability

The total pension liability was determined by a roll forward of results from an actuarial valuation as of June 30, 2025, using the following actuarial assumptions:

| Valuation Date | June 30, 2024 |
|---------------------------|---|
| Measurement Date | June 30, 2025 |
| Actuarial Cost Method | Entry Age Normal (level % of pay) |
| Actuarial Assumptions: | |
| Discount Rate | 6.00% |
| Inflation | 2.50% |
| Payroll Growth | Rates from the 2021 CalPERS Experience |
| Pre-Retirement Mortality | None |
| Post-Retirement Mortality | Rates from the 2021 CalPERS Experience |
| | Study, PA Misc, Healthy Retiree Mortality |

Rates from the 2021 CALPERS Experience Study, Public Agency Miscellaneous, that vary by entry age and service. 2.80% Wage inflation was added to the following sample rates:

| Service | Rate |
|---------|------|
| 0 | 6.2% |
| 3 | 3.8% |
| 5 | 2.8% |
| 10 | 1.3% |
| 15 | 1.0% |
| 20 | 0.8% |
| 25 | 0.7% |
| 30 | 0.5% |

Long-Term Expected Rate of Return

The long-term expected rate of return on pension plan investments was determined using bestestimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The assumed asset allocation and best estimates of arithmetic real rates of return for each major asset class included in the Plan's asset allocation as of June 30, 2025, are summarized in the following table:

MARIN COUNTY TRANSIT DISTRICT NOTES TO BASIC FINANCIAL STATEMENTS For The Years Ended June 30, 2025 and 2024

NOTE 7 – PENSION PLAN (Continued)

B. Net Pension (Asset) Liability (Continued)

| | Target | Long-Term Expected Real |
|----------------------|------------|-------------------------|
| Asset Class | Allocation | Rate of Return |
| | | |
| Cash/Short Bond | 10% | 0.91% |
| Core Bond | 10% | 2.32% |
| High Yield Bond | 10% | 3.77% |
| Large Cap Equity | 20% | 4.35% |
| Small/Mid Cap Equity | 25% | 4.88% |
| International Equity | 15% | 4.90% |
| Specialty - Energy | 10% | 2.39% |
| Total | 100% | |

Discount Rate

The discount rate used to measure the total pension liability was 6.00 percent. The projection of cash flows used to determine the discount rate assumed that employer contributions will be made at the current actuarially determined contribution rate. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

C. Changes in the Net Pension (Asset) Liability

The changes in the net pension (asset) liability for the Plan are as follows:

| | Increase (Decrease) | | | |
|--|-------------------------|-----------------------------|---|--|
| | Total Pension Liability | Plan Fiduciary Net Position | Net Pension (Asset) Liability | |
| Balance at July 1, 2024 | \$459,428 | \$370,717 | \$88,711 | |
| Changes on the Year: Employer Contributions Interest on the Total Pension Liability Changes in Assumptions Difference between expected and actual Other Liability Experience (Gain)/Loss Administrative Expenses Net Investment Income | 27,566 | 37,814 (7,750) 16,288 | (37,814) 27,566 7,750 (16,288) | |
| Net Changes | 27,566 | 46,352 | (18,786) | |
| Balance at June 30, 2025 | \$486,994 | \$417,069 | \$69,925 | |

For The Years Ended June 30, 2025 and 2024

NOTE 7 – PENSION PLAN (Continued)

C. Changes in the Net Pension (Asset) Liability (Continued)

Sensitivity of the District's Proportionate Share of the Net Pension (Asset) Liability to Changes in the Discount Rate

The following presents the net pension (asset) liability of the Plan, calculated using the discount rate of 6.00 percent, as well as the net pension (asset) liability calculated using a discount rate that is 1.0 percentage point lower (5.00%), and 1.0 percentage point higher (7.00%) than the current rate:

| | 1% Decrease | Current Rate | 1% Increase |
|-----------------------|-------------|--------------|-------------|
| | 5.00% | 6.00% | 7.00% |
| Net Pension Liability | \$186,327 | \$69,925 | (\$19,826) |

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the separate financial report.

D. Pension Expense and Deferred Outflows/Inflows of Resources Related to Pensions

For the year ended June 30, 2025, the District recognized pension expense of \$37,406 At June 30, 2025, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

| | Deferred Outflows of Resources | Deferred Inflows of Resources |
|---|--------------------------------|-------------------------------|
| Difference Between Actual and Expected Experience | \$9,144 | \$17,376 |
| Changes in Assumptions | 6,648 | |
| Net Difference between Projected and Actual | | |
| Earnings on Plan Investments | 7,545 | |
| Total | \$23,337 | \$17,376 |

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

| Measurement Period Ended June 30 | |
|----------------------------------|----------|
| 2026 | \$12,264 |
| 2027 | (6,289) |
| 2028 | (1,382) |
| 2029 | 1,368 |
| Total | \$5,961 |

MARIN COUNTY TRANSIT DISTRICT NOTES TO BASIC FINANCIAL STATEMENTS For The Years Ended June 30, 2025 and 2024

NOTE 8 – COMMITMENTS AND CONTINGENCIES

Commitments

The District has the following commitments as of June 30:

| Contractor | Purpose | 2025 | 2024 |
|--------------------------------------|--|---------------|--------------|
| A-Z Bus Sales | Purchase EV Vans | \$248,820 | |
| Bauer's Intelligent Transportation | Muir Woods Shuttle Operations | 648,834 | \$892,056 |
| Bauer's Intelligent Transportation | Ross Valley Yellow Bus Program | 847,089 | 2,400,000 |
| Bender Rosenthal | Real Estate Appraisal Services | 45,000 | 50,000 |
| BKF Engineers | Design, Engineering & PS&E for 3010/3020 Kerner Blvd | 80,576 | 89,349 |
| Blink Tag | Website Support | 140,000 | 210,000 |
| Brave New Day | On Call Graphics | 68,854 | 100,000 |
| Carpi & Clay | Federal Advocacy Services Agreement | 47,500 | 110,000 |
| CBRE Valuation & Advisory Services | Real Estate Appraisal Services | 47,500 | 50,000 |
| Clean Solutions Services, Inc. | Bus Stop Maintenance | 170,944 | 362,000 |
| Coastside Concrete | Construction of Countywide Bus Stop Improvements | 1,333,130 | , |
| Consolidated Printers, Inc. | Riders Guide Printing and Distribution | 53,913 | 75,600 |
| Eugene Burger Management Corporation | Facility Management | 57,583 | 72,300 |
| Equans | CAD/AVL System | 937,154 | , 2,200 |
| Fehr & Peers | On Call Graphics | 75,000 | 75,000 |
| FirstNet | On Board Data Services Plan | 60,305 | 92,088 |
| Ghilotti Bros. Inc | 3010/3020 Kerner Construction Base Contract | 2,931,580 | 72,000 |
| Gillig | Purchase 4 - 35ft Hybrid buses and 3 - 40ft Hybrid buses | 2,731,300 | 6,326,742 |
| Golden Gate Bridge, Highway & | Turchase 4 - 35tt Hyorid buses and 5 - 40tt Hyorid buses | | 0,320,742 |
| Transportation District | Local fixed route service | 12,220,500 | 13,859,962 |
| Kimley-Horn and Associates Inc. | On Call Planning Consulting Services | 503,323 | 163,612 |
| Lyft | CAR Voucher Agreement | 303,323 | 59,206 |
| | Shuttle and fixed route services | 73,306,374 | 14,628,373 |
| Marin Airporter Mark Thomas | General Engineering Services | 1,215,795 | 469,084 |
| North Bay Taxi | Taxi Voucher Program and Catch-A-Ride Pilot Agreement | 1,213,793 | |
| • | FY25 Fixed Route Scheduling Software - Amend. 1 and 2 | 212 262 | 338,000 |
| Optibus | | 312,363 | 200.000 |
| Paragon Partners Consultants, Inc. | Relocation & Specialty Appraisal Services | 100,000 | 300,000 |
| Park Engineering, Inc. | Property Management Services for Rush Landing, Kerner | 131,193 | 145,310 |
| San Rafael City Schools | Measure AA School Funding | | 381,866 |
| Miller Creek | Measure AA School Funding | 11.025 | 47,926 |
| RCN Technologies | Cradlepoint Routers Purchase and Installation | 11,925 | 227,951 |
| Resource Environmental, Inc. | Demolition contract for 3010/3020 Kerner | 120.202 | 156,000 |
| Roebbelen Contracting Inc. | Construction Management - 3010 Kerner Improvements | 128,293 | 280,370 |
| Sausalito Marin City Schools | Measure AA School Funding | 50.053 | 39,742 |
| Sonic | Phone and Internet Services | 58,072 | 200.022 |
| Tiburon Peninsula Traffic Relief JPA | Measure AA School Funding | | 309,833 |
| Tolar Manufacturing Company, Inc. | Purchase Eight Bus Shelters | | 75,273 |
| Transdev Services, Inc. | Marin Access Service Operations | 5,856,895 | 5,689,679 |
| TransTrack Solutions | Data Management Platform | 82,509 | 77,530 |
| TripSpark/Trapeze | Maintenance & Hosting Services for Demand Response | 102,036 | 97,178 |
| Uber Technologies Inc | CAR Voucher Agreement | | 71,000 |
| Verizon | On Board Data Services Plan | 69,066 | 92,088 |
| W.W. Williams NW | Mid-Life Battery Refurbishment | 618,142 | |
| | | \$102,510,268 | \$48,415,118 |

For The Years Ended June 30, 2025 and 2024

NOTE 8 – COMMITMENTS AND CONTINGENCIES (Continued)

Contingencies

The District receives grants from federal and state agencies that are subject to compliance audits by the awarding agency. No such audits occurred during the fiscal year and the District's management does not believe that any such audits would result in material disallowed costs. However, it is possible that ineligible costs could be identified during any such audits in the future.

The District contracted with LGS (LGS, a Joint Powers Authority) for employees from May 1, 2010, through October 15, 2013. The contract required LGS to take responsibility for any pension benefits of LGS employees used by the District and LGS made contributions to the California Public Employees Retirement System (CalPERS) on their behalf. In June 2017, the District was made aware that CalPERS found that LGS incorrectly enrolled six of the individuals employed by LGS and used by the District into CalPERS membership. Due to this determination, it is unknown whether the employees will be allowed to retain CalPERS service credits and the status of previously made pension contributions/responsibility for any unfunded pension liability for the employees is in question. The District is working with LGS and CalPERS to explore options for retaining CalPERS service credits and other alternatives for the six current and/or former employees. The ultimate resolution of this matter is currently unknown.

The District is a party to claims arising in the normal course of business. The District's management and legal counsel are of the opinion that the ultimate liability, if any, arising from these claims will not have a material adverse impact of the financial position of the District.

Concentrations

A significant portion of the District's contracted transit services are provided by three transit contractors. A change in these relationships could have a significant impact on the District.

The District receives a substantial percentage of its revenue from sales tax, fuel tax, and property tax, including TDA, STA, and Measure A revenue. A significant change in these revenue sources could have a significant impact on the District's operations.

NOTE 9 – OTHER STAFF GRANTS

Low Carbon Transit Operations Program (LCTOP)

The LCTOP was established by the California Legislature in 2014 by Senate Bill (SB) 862. The LCTOP provides funds to transit agencies to reduce greenhouse gas emission and improve mobility through operating and capital grants. Projects approved for LCTOP will support bus or rail services, or expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.

During the year ended June 30, 2023, District received the grant amount of \$677,208 for the EV vehicle and charging infrastructure. During the years ended June 30, 2025 and 2024, the District earned interest of \$36,067 and \$36,348, respectively, on deposits on unspent LCTOP funds. During the years ended June 30, 2025, and 2024, the District disbursed \$9,374 and \$5,567, respectively.

For The Years Ended June 30, 2025 and 2024

NOTE 9 – OTHER STAFF GRANTS (Continued)

Cumulative receipts and disbursements for the years ended June 30, are as follows:

| Project Name | Funding Year | Grant Amount | Accumulated Allocations Received | Accumulated Interest Received | Accumulated Amounts Expended | Unexpended at June 30, 2025 |
|---|------------------------------|--|--|--------------------------------------|---------------------------------------|-----------------------------------|
| Four 30ft Hybrids 35ft Vehicle Replacements 35ft Vehicle Replacements 35ft Vehicle Replacements | FY25 FY24 FY23 FY22 | \$269,455 272,152 252,014 243,345 | \$214,101 272,152 252,014 243,345 | \$2,061 5,709 16,167 17,389 | (\$277,861) (268,181) (260,734) | \$216,162 |
| Total State of Good Repair | = | \$1,036,966 | \$981,612 | \$41,326 | (\$806,776) | \$216,162 |
| Project Name | Funding Year | Grant Amount | Accumulated Allocations Received | Accumulated Interest Received | Accumulated Amounts Expended | Unexpended at June 30, 2024 |
| 35ft Vehicle Replacements 35ft Vehicle Replacements 35ft Vehicle Replacements | FY24 FY23 FY22 | \$261,606 252,014 243,345 | \$200,547 252,014 243,345 | \$2,077 11,505 12,985 | (\$9,997) | \$202,624 263,519 246,333 |
| Total State of Good Repair | = | \$756,965 | \$695,906 | \$26,567 | (\$9,997) | \$712,476 |

NOTE 10 – RISK MANAGEMENT

The District is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; injuries to employees; errors and omissions; and natural disasters. The risk of loss is managed by requiring contract operators to indemnify and hold harmless the District as well as maintain minimum specified levels of coverage. Additional coverage is provided by the County for errors and omissions, injuries to employees, and natural disaster. The District's insurance coverage is carried through California State Association of Counties Excess Insurance Authority (CSAC) in pooled programs and through a commercial insurance carrier.

CSAC is a public entity risk pool currently operating as a common risk management and insurance program for counties located throughout California. The purpose of CSAC is to spread the adverse effects of losses among the member entities and to purchase excess insurance as a group. The District's general liability insurance limit through CSAC was \$25,000,000 with a \$25,000 deductible at both June 30, 2025 and 2024. The District's claims have not exceeded the maximum insurance coverage, and there have been no reductions in insurance limits during the past three fiscal years.

The District is not directly responsible for liabilities of CSAC and only has a residual equity interest in CSAC that would result in the District's proportional share of residual assets being distributed to the District or its proportional share of additional premiums being required to be paid to CSAC if assets are not adequate to satisfy liabilities, if any, if the members vote to terminate CSAC. The financial statements of CSAC are available at CSAC's office at: 75 Iron Point Circle, Folsom, California 95630 or at www.csac-eia.org.

NOTE 11 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS

Transit operators are required to either meet a TDA funding limit of 50% of total expenses or maintain a minimum required fare revenue to operating expenses ratio in order to be eligible for TDA funding. The District's direct allocation of STA revenue meets the 50% expenditure limitation under TDA Section 99268, thereby making the District exempt from fare revenue ratio requirements.

For The Years Ended June 30, 2025 and 2024

NOTE 12 – RELATED PARTY TRANSACTIONS

The District's Board includes members of the governing bodies of the County and the City of Novato, the City of Mill Valley, and City of San Rafael (the Cities). The District has various transactions with the County, Cities, and other agencies that have City and County governing body representatives on their governing bodies.

Receivables from Golden Gate and TAM are listed on the face of the Statement of Net Position. TDA and STA revenues listed in Note 5 are received from Golden Gate as well as various FTA and state grants. Measure A and Measure B revenues listed in Note 5 are received from TAM.

The following table represents revenues, expenses, accounts payable, and unearned revenue to related agencies not separately reported in the Statements of Net Position and Statements of Activities and Changes in Net Position or Note 5:

| | 2025 | 2024 |
|--|--------------|--------------|
| Revenues from related parties: | | |
| Golden Gate: | | |
| Fares | \$1,295,930 | \$1,273,308 |
| Paratransit contribution | 650,257 | 668,028 |
| Regional Paratransit Payment | 784,101 | 800,005 |
| Advertising | 48,324 | 48,324 |
| Other revenues | 17,060 | 11,792 |
| Total revenues from related parties | \$2,795,672 | \$2,801,457 |
| Expenses to related parties: | | |
| Golden Gate - transit contract | | |
| Local transit service operations | \$12,959,878 | \$12,939,929 |
| Vehicle repairs | | |
| Capital costs | 14,266 | 19,941 |
| County of Marin - fuel | 757,786 | 851,678 |
| County of Marin - other expenses | 56,389 | 45,929 |
| Marin Emergency Radio Authority - emergency radio system | 34,463 | 33,742 |
| Metropolitan Transportation Commission - clipper | 23,146 | 32,487 |
| Total expenses to related parties | \$13,845,928 | \$13,923,706 |
| Golden Gate: | | |
| Transit contract | \$1,896,243 | \$1,933,035 |
| County of Marin - miscellaneous | 136,186 | 237,143 |
| Metropolitan Transportation Commission - Clipper | 2,142 | 9,968 |
| Other Government Agencies | | 400 |
| Total accounts payable to related parties | \$2,034,571 | \$2,180,546 |

REQUIRED SUPPLEMENTARY INFORMATION

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MARIN COUNTY TRANSIT DISTRICT REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY (ASSET) AND RELATED RATIOS FOR THE LAST 10 YEARS ENDED JUNE 30, 2025*

| | Measurement Period 2024/25 | Measurement Period 2023/24 | Measurement Period 2022/23 | Measurement Period 2021/22 | Measurement Period 2020/21 |
|--|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| Total Pension Liability | 1 eriod 2024/23 | 1 e1lod 2023/24 | 1 e1lod 2022/23 | 1 e110d 2021/22 | 1 e110d 2020/21 |
| Interest on Total Pension Liability Changes in Benefits Terms | \$27,566 | \$28,479 | \$26,867 | \$19,718 | \$18,515 67,432 |
| Differences between Expected and Actual Experience Changes in Assumptions | | (43,704) | | 72,196 52,512 | |
| Net change in Total Pension Liability | 27,566 | (15,225) | 26,867 | 144,426 | 85,947 |
| Total Pension Liability - Beginning | 459,428 | 474,653 | 447,786 | 303,360 | 217,413 |
| Total Pension Liability - Ending (a) | \$486,994 | \$459,428 | \$474,653 | \$447,786 | \$303,360 |
| Plan Fiduciary Net Position | | | | | |
| Contributions - Employer Contributions - Employee | \$37,814 | \$26,011 | \$36,925 | | \$10,333 |
| Net investment income | | (===0) | | (\$38,312) | 9,590 |
| Administrative Expenses Investment Experience (Loss)/Gain | (7,750) 16,288 | (7,750) 33,444 | (7,750) 20,492 | (7,750) | (10,333) 81,140 |
| Net Change in Plan Fiduciary Net Position | 46,352 | 51,705 | 49,667 | (46,062) | 90,730 |
| Plan Fiduciary Net Position - Beginning | 370,717 | 319,012 | 269,345 | 315,407 | 224,677 |
| Plan Fiduciary Net Position - Ending (b) | \$417,069 | \$370,717 | \$319,012 | \$269,345 | \$315,407 |
| Net Pension (Asset) Liability - Ending [(a) - (b)] | \$69,925 | \$88,711 | \$155,641 | \$178,441 | (\$12,047) |
| Plan Fiduciary Net Position as a Percentage of the Total Pension Liability | 85.64% | 80.69% | 67.21% | 60.15% | 103.97% |
| Covered Payroll | N/A | N/A | N/A | N/A | N/A |
| Net Pension (Asset) Liability as a Percentage of Covered Payroll | N/A | N/A | N/A | N/A | N/A |

^{*} Fiscal year 2021 was the 1st year of implementation

MARIN COUNTY TRANSIT DISTRICT REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF CONTRIBUTIONS FOR THE LAST 10 YEARS ENDED JUNE 30, 2025

| | June 30, 2025 | June 30, 2024 | June 30, 2023 | June 30, 2022 | June 30, 2021 |
|---|---------------|---------------|---------------|---------------|---------------|
| Actuarial Determined Contributions Contributions in Relation to the Actuarially | \$18,904 | \$26,011 | \$27,557 | \$9,368 | |
| Determined Contributions | 37,814 | 26,011 | 36,925 | | \$10,333 |
| Contribution Deficiency (Excess) | (\$18,910) | \$0 | (\$9,368) | \$9,368 | (\$10,333) |
| Covered Payroll | N/A | N/A | N/A | N/A | N/A |
| Contributions as a Percentage of Covered Payroll | N/A | N/A | N/A | N/A | N/A |

Notes to Schedule:

Valuation Date June 30, 2024

Methods and assumptions used to determine contribution rates:

Actuarial Cost Method Entry Age Normal (level % of pay)
Asset Valuation Method Fair Value
Amortization Method and Period Open, level dollar, 15 years starting
7/1/20

Investment Rate of Return 6%
Salary Scale 2.8% wage inflation, plus rates
varying by entry age

Pre-Retirement Mortality

Post-Retirement Mortality

Rates from the 2021 CALPERS
Experience Study, PA Misc.,

Healthy Retiree and Beneficiary Mortality Tables

SUPPLEMENTARY INFORMATION

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MARIN COUNTY TRANSIT DISTRICT BUDGETARY COMPARISON SCHEDULE - OPERATIONS BUDGETARY BASIS FOR THE YEAR ENDED JUNE 30, 2025

| Fair Revenue | | Original Budget | Final Budget | Actual | Variance with Final Budget |
|--|---------------------------------|--------------------|-----------------|-------------|----------------------------|
| Fare Revenue \$3,434,005 \$3,241,874 (\$192,131) Advertising & Other Revenue 50,000 50,000 48,324 (1,676) Fee for Service 1,521,924 1,521,924 1,641,092 119,168 Interest 800,700 800,700 976,962 176,262 Measure A 18,561,868 18,561,868 18,166,692 (395,176) Measure B 913,000 913,000 882,180 (30,820) Property Taxes 6,166,642 6,166,642 6,159,394 (7,248) Redevelopment Area (RDA) Fees 84,000 84,000 74,573 (9,427) State Transit Assistance (STA) 5,784,253 5,784,253 4,583,004 (12,007,49) Transit Development Act (TDA) 11,412,830 11,412,830 10,948,070 (864,760) Other State 22,300 22,300 40,893 18,593 National Park Service 658,047 658,047 619,854 (38,193) Cost Center Revenue Transfers (1,980,049) (3,67,000) (3,482,759) 1,993,947 <td>DEVENIUM</td> <td></td> <td></td> <td></td> <td></td> | DEVENIUM | | | | |
| Advertising & Other Revenue 50,000 50,000 48,324 (1,676) Fee for Service 1,521,924 1,521,924 1,641,092 119,168 Interest 800,700 800,700 976,962 119,168 Measure A 80,832 80,832 80,830 (2) Measure A 18,561,868 18,561,868 18,166,692 395,176 Measure B 913,000 913,000 882,180 (30,820) Property Taxes 6,166,642 6,166,642 6,159,394 (7,248) Redevelopment Area (RDA) Fees 84,000 84,000 74,573 (9,427) State Transit Assistance (STA) 5,784,253 5,784,253 4,583,504 (1,200,749) Transit Development Act (TDA) 11,412,830 11,412,830 10,548,070 (864,760) Other State 22,2300 22,230 240,893 18,593 FTA Funds 1,773,055 1,773,055 2,209,993 436,938 National Park Service 658,047 658,047 619,854 (38,193) | | Ф2 424 00 <i>7</i> | #2 424 005 | Φ2 241 074 | (#102 121) |
| Fee for Service | | | | | |
| Measure A 800,700 800,700 976,962 176,262 Measure A 80,832 80,832 80,830 (2) Measure B 818,561,868 18,561,868 18,166,692 (395,176) Measure B 913,000 913,000 882,180 (30,820) Property Taxes 6,166,642 6,166,642 6,159,394 (7,248) Redevelopment Area (RDA) Fees 84,000 84,000 74,573 (9,427) State Transit Assistance (STA) 5,784,253 5,784,253 4,583,504 (1,200,749) Transit Development Act (TDA) 11,412,830 11,412,830 10,548,070 (864,760) Other State 22,300 22,300 40,893 18,593 FTA Funds 1,773,055 1,773,055 2,209,993 436,938 National Park Service 658,047 658,047 619,854 (38,193) Cost Center Revenue Transfers (1,980,054) (5,476,706) (3,482,759) 1,993,947 Total revenues 49,283,402 45,786,750 45,791,476 4,726 | - | | · | · · | |
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| Measure B 913,000 913,000 882,180 (30,820) Property Taxes 6,166,642 6,166,642 6,159,394 (7,248) Redevelopment Area (RDA) Fees 84,000 84,000 74,573 (9,427) State Transit Assistance (STA) 5,784,253 5,784,253 4,583,504 (1,200,749) Transit Development Act (TDA) 11,412,830 11,412,830 10,488,070 (864,760) Other State 22,300 22,300 40,893 18,593 FTA Funds 1,773,055 1,773,055 2,209,993 436,938 National Park Service 658,047 658,047 619,854 (38,193) Cost Center Revenue Transfers (1,980,054) (5,476,706) (3,482,759) 1,993,947 Total revenues 49,283,402 45,786,750 45,791,476 4,726 EXPENDITURES Salaries and Benefits 3,833,506 3,833,506 3,800,227 (33,279) Consultant Service 692,088 892,088 313,857 (378,231) Professional Service-Legal 154,500 | | | | | |
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| EXPENDITURES Salaries and Benefits 3,833,506 3,833,506 3,800,227 (33,279) Consultant Services 692,088 692,088 313,857 (378,231) Professional Service-Legal 154,500 154,500 35,347 (119,153) Security and Maintenance 260,783 260,783 190,723 (70,060) Mobility Management Support Programs 63,506 63,506 6,269 (57,237) Grants to External Agencies 768,388 768,388 779,367 10,979 Office Supplies 405,102 405,102 378,951 (26,151) General Insurance 162,000 162,000 143,028 (18,972) Contract Service Operation 35,065,755 35,065,755 34,295,488 (770,267) Membership & Prof Development 91,000 91,000 78,928 (12,072) Mileage and Travel 26,500 26,500 15,749 (10,751) Marketing 169,486 169,486 163,006 (6,480) Communication 268,649 268,649 <td>Cost Center Revenue Transfers</td> <td>(1,980,054)</td> <td>(5,476,706)</td> <td>(3,482,759)</td> <td>1,993,947</td> | Cost Center Revenue Transfers | (1,980,054) | (5,476,706) | (3,482,759) | 1,993,947 |
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| Consultant Services 692,088 692,088 313,857 (378,231) Professional Service-Legal 154,500 154,500 35,347 (119,153) Security and Maintenance 260,783 260,783 190,723 (70,060) Mobility Management Support Programs 63,506 63,506 6,269 (57,237) Grants to External Agencies 768,388 768,388 779,367 10,979 Office Supplies 405,102 405,102 378,951 (26,151) General Insurance 162,000 162,000 143,028 (18,972) Contract Service Operation 35,065,755 35,065,755 34,295,488 (770,267) Membership & Prof Development 91,000 91,000 78,928 (12,072) Mileage and Travel 26,500 26,500 15,749 (10,751) Marketing 169,486 169,486 163,006 (6,480) Communication 268,649 268,649 249,985 (18,664) Fuel 3,563,954 3,563,954 2,550,108 (1,013, | EXPENDITURES | | | | |
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| Utilities 70,072 70,072 71,758 1,686 Vehicle Leases 27,944 27,944 24,362 (3,582) Office - Rental and Overhead 192,000 192,000 189,916 (2,084) Cost Center Transfers (525,121) (525,121) (356,791) 168,330 Total expenditures 45,290,112 45,290,112 42,930,278 (2,359,834) Excess (Deficiency) of revenues | | | | · · | |
| Vehicle Leases 27,944 27,944 24,362 (3,582) Office - Rental and Overhead 192,000 192,000 189,916 (2,084) Cost Center Transfers (525,121) (525,121) (356,791) 168,330 Total expenditures 45,290,112 45,290,112 42,930,278 (2,359,834) Excess (Deficiency) of revenues | | | | | |
| Office - Rental and Overhead 192,000 192,000 189,916 (2,084) Cost Center Transfers (525,121) (525,121) (356,791) 168,330 Total expenditures 45,290,112 45,290,112 42,930,278 (2,359,834) Excess (Deficiency) of revenues | | | · | | |
| Cost Center Transfers (525,121) (525,121) (356,791) 168,330 Total expenditures 45,290,112 45,290,112 42,930,278 (2,359,834) Excess (Deficiency) of revenues | | | | | |
| Total expenditures 45,290,112 45,290,112 42,930,278 (2,359,834) Excess (Deficiency) of revenues | | | | | |
| | | | | | |
| | Excess (Deficiency) of revenues | | | | |
| | | \$3,993,290 | \$496,638 | \$2,861,198 | \$2,364,560 |

MARIN COUNTY TRANSIT DISTRICT BUDGETARY COMPARISON SCHEDULE - CAPITAL PROGRAM BUDGETARY BASIS FOR THE YEAR ENDED JUNE 30, 2025

| | Original Budget | Final Budget | Actual | Variance with Final Budget |
|--|--------------------|-----------------|------------|----------------------------|
| REVENUES | | | | |
| Local Government Payments | | | \$400,000 | \$400,000 |
| Measure A sales tax - capitalized | \$9,904 | \$9,904 | 9,903 | (1) |
| Measure AA sales tax - capitanized Measure AA sales tax | 20,000 | 20,000 | 14,265 | (5,735) |
| Measure AA sales tax Measure AA sales tax - capitalized | 1,188,871 | 1,959,371 | 1,235,765 | (723,606) |
| State Transit Assistance - SGA | 1,100,071 | 786,232 | 796,779 | 10,547 |
| State- Low Carbon Transit Operations Program | 1,462,728 | 1,438,442 | 38,205 | (1,400,237) |
| Fed-FTA 5307 Urbanized Area Formula | 4,866,010 | 9,641,182 | 6,266,198 | (3,374,984) |
| Fed-FTA 5339 Discretionary | 213,541 | 15,010,375 | 10,877,146 | (4,133,229) |
| Sale of Assets | 210,011 | 10,010,070 | 38,401 | 38,401 |
| Property Tax Transfer | 1,990,054 | 5,486,706 | 3,482,759 | (2,003,947) |
| Total revenues | 9,751,108 | 34,352,212 | 23,159,421 | (11,192,791) |
| EXPENDITURES | | | | |
| Vehicles | | | | |
| 10 2017 Hybrid Battery Refresh | 761,431 | 761,431 | 3,816 | 757,615 |
| 7 35 ft Hybrids | ŕ | 6,383,038 | 6,137,554 | 245,484 |
| Purchase 4 30ft and 5 40ft Replacements | 5,000 | 5,000 | 1,468 | 3,532 |
| Paratransit Electric Vehicles | 667,913 | 667,346 | 9,373 | 657,973 |
| Twelve Paratransit Vehicles Replacements | 5,000 | 5,000 | | 5,000 |
| Facilities and Stops | | | | |
| Novato Bus Stops | 55,143 | 93,656 | 93,654 | 2 |
| ADA Bus Stop Improvements | 1,461,679 | 1,441,985 | 93,566 | 1,348,419 |
| Capital Corridor Improvements | 800,000 | 806,755 | 149,533 | 657,222 |
| Facility | | | | |
| Fixed Route Facility | 355,902 | 20,096,458 | 14,623,237 | 5,473,221 |
| Kerner Parking Facility Improvements | 3,164,040 | 3,064,044 | 958,197 | 2,105,847 |
| Kerner Driver Break Room | 650,000 | 650,000 | | 650,000 |
| Technology Projects | | | | |
| On Board Vehicle Equipment FTA 5307 2024 | 1,250,000 | 1,250,000 | 835,477 | 414,523 |
| Ongoing Capital Expenses | | | | |
| Golden Gate capital costs | 20,000 | 20,000 | 14,265 | 5,735 |
| Infrastructure support | 400,000 | 400,000 | 35,204 | 364,796 |
| Major vehicle repairs | 200,000 | 200,000 | 114,774 | 85,226 |
| Total expenditures | 9,796,108 | 35,844,713 | 23,070,118 | 12,774,595 |
| Deficiency of revenues (under) expenditures | (\$45,000) | (\$1,492,501) | \$89,303 | (\$23,967,386) |

MARIN COUNTY TRANSIT DISTRICT BUDGETARY COMPARISON SCHEDULE - RECONCILIATION TO STATEMENT OF ACTIVITIES AND CHANGES IN NET POSITION FOR THE YEAR ENDED JUNE 30, 2025

| Excess of revenues over expenditures - budgetary basis (operations) | \$2,861,198 |
|---|--------------|
| Deficiency of revenues under expenditures - budgetary basis (capital program) | 89,303 |
| Amounts not budgeted: | |
| Capital asset additions | 20,357,534 |
| Depreciation and amortization expense | (3,266,387) |
| Lease addition | |
| Lease liability addition to budget | |
| Defined Benefit Plan | 406 |
| Increase in net position | \$20,042,054 |

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STATISTICAL SECTION

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STATISTICAL SECTION

This section of the Marin County Transit District's (the District) Annual Comprehensive Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the District's overall health.

| Contents | <u>ages</u> |
|---|-------------|
| Financial Trends | |
| This segment contains trend information to help the reader understand how the District's financial performance and well-being have changed over time | 55-57 |
| Revenue Capacity | |
| This segment includes information to help the reader assess the District's most significant own-source revenues: passenger fares and property taxes | 58-63 |
| Debt Capacity | |
| This segment presents information intended to assist the reader in understanding and assessing the District's current level of outstanding debt and its ability to issue additional debt in the future | 54-65 |
| Economic and Demographic Information | |
| This segment depicts county-wide demographic and economic indicators to help the reader understand the environment within which the District's financial activities take place | 66-67 |
| Operating Information | |
| These schedules contain information about the District's operations and resources to help the reader understand how the District's financial information relates to the services the District provides and the activities it performs | 58-72 |

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MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION FINANCIAL TRENDS SCHEDULE OF NET POSITION LAST TEN FISCAL YEARS

| | | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|----------------------------------|----|---------------|---|-----------------------------|---------------|-----------------|-------------------|---|---------------|---------------|----------------|
| Net investment in capital assets | €> | 19,166,232 | \$ 19,166,232 \$ 20,849,921 \$ 29,085,919 | \$ 29,085,919 | \$ 28,758,459 | 9 \$ 40,142,892 | ↔ | 40,895,229 \$ 46,378,836 \$ 48,674,795 \$ 45,876,537 \$ | \$ 48,674,795 | \$ 45,876,537 | 62,968,482 |
| Restricted net position | | 307,027 | 31,624 | • | | ı | 1 | 1 | • | • | ı |
| Unrestricted net position | | 15,421,852 | 15,421,852 19,402,481 23,136,349 | 23,136,349 | 27,234,152 | 2 32,012,829 | 36,786,818 | 8 35,579,756 | 36,261,158 | 41,438,893 | 44,389,002 |
| Total net position | \$ | \$ 34,895,111 | \$ 40,284,026 | \$ 40,284,026 \$ 52,222,268 | \$ 55,992,611 | 1 \$ 72,155,721 | 121 \$ 77,682,047 | 7 \$ 81,958,592 | \$ 84,935,953 | \$ 87,315,430 | \$ 107,357,484 |

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION FINANCIAL TRENDS STATEMENT OF ACTIVITIES AND CHANGES IN NET POSITION LAST TEN FISCAL YEARS

| | | 2016 | 2017 | | 2018 | | 2019 | | 2020 | 2021 | 2022 | 2 | 2023 | 2024 | 1 | 2025 |
|---|---|--------------|-----------------|-----------|--------------|--------|--------------|-------|--------------|-----------------|-----------------|-----|--------------|-----------------|--------|--------------|
| OPERATING REVENUES Transit fares | s | 3,586,587 | \$ 3,528,289 | \$ 682 | 3,570,143 | ė, | 3,303,234 | ↔ | 2,664,354 | \$ 1,456,012 | \$ 2,494,806 | es. | 3,986,759 | \$ 3,164,763 | æ | 3,083,093 |
| Contractual compensation | | 2,028,796 | 1,765,230 | 230 | 1,830,716 | 9 | 1,834,761 | | 1,778,963 | 1,291,815 | 1,607,414 | | 1,220,388 | 1,479,825 | 5 | 1,451,418 |
| Special fares | | 250,798 | 269,244 | 244 | 265,509 | 6 | 279,819 | | 225,860 | 193,008 | 258,493 | | 291,465 | 330,501 | 1 | 167,204 |
| School bus revenues Advertising ¹ | | 130,000 | 145,000 | 000 | 145,000 | ا و | 145,000 | | 151,010 | 1 1 | 46,112 | | 43,526 | 14,110 | 0 . | 16,459 |
| TOTAL OPERATING REVENUES | | 5,996,181 | 5,707,763 | 763 | 5,811,368 | ∞l | 5,562,814 | | 4,820,187 | 2,940,835 | 4,406,825 | | 4,542,138 | 4,989,199 | 6 6 | 4,718,174 |
| OPERATING EXPENSES | | | | | | | | | | | | | | | | |
| Purchased transportation services | | 20,461,632 | 21,422,651 | 651 | 22,698,220 | 0 | 24,245,772 | (4 | 24,614,822 | 23,220,993 | 24,818,237 | 25 | 29,353,390 | 32,705,677 | 7 | 34,301,756 |
| Depreciation and amortization | | 1,753,960 | 2,387,889 | 688 | 2,908,165 | . 2 | 3,549,062 | | 4,119,852 | 4,479,124 | 4,784,362 | 7 | 4,774,382 | 5,119,722 | 2 | 5,792,357 |
| Salaries and benefits | | 1,631,669 | 1,973,470 | 470 | 1,881,194 | 4 | 2,099,316 | | 2,420,797 | 2,435,258 | 2,527,315 | | 2,970,674 | 3,255,548 | 8 | 3,489,616 |
| Fuel | | 1,619,444 | 1,818,940 | 940 | 2,161,545 | 5 | 2,521,502 | | 2,112,076 | 1,891,121 | 2,997,169 | | 2,902,027 | 2,948,794 | 4 | 2,560,052 |
| Professional services | | 1,003,065 | 1,177,446 | 446 | 1,440,732 | 2 | 1,340,332 | | 1,352,263 | 1,571,188 | 1,696,700 | | 602,754 | 665,125 | 5 | 335,614 |
| General and administrative | | 179,181 | 199,985 | 586 | 244,554 | 4 | 223,930 | | 314,814 | 345,271 | 411,724 | | 461,010 | 458,034 | 4 | 479,590 |
| Utilities | | 106,949 | 116,578 | 578 | 98,832 | 2 | 64,639 | | 149,744 | 193,029 | 205,875 | | 215,512 | 194,418 | ∞ | 284,350 |
| Marketing | | 127,154 | 114,823 | 823 | 150,501 | - | 116,677 | | 126,142 | 96,231 | 56,052 | | 127,998 | 105,570 | 0 | 163,005 |
| Leases and rentals | | 94,469 | .96, | 899'96 | 47,873 | 50 | 126,723 | | 137,817 | 140,532 | 143,874 | | 26,210 | 27,130 | 0 | 24,362 |
| Other services | | 61,792 | 51, | 51,035 | 26,214 | 4 | 50,069 | | 48,090 | 23,115 | 51,120 | | 26,935 | 33,742 | 2 | 34,463 |
| Casualty and liability costs | | 29,580 | 18, | 18,083 | 31,526 | 9 | 31,798 | | 48,404 | 66,488 | 79,764 | | 26,077 | 128,991 | 1 | 131,132 |
| Maintenance costs | | 15,961 | 10, | 10,448 | 19,195 | 5 | 5,575 | | 14,578 | 39,422 | 167,280 | | 233,618 | 166,482 | 2 | 156,637 |
| Capital costs | | 109,393 | ·'6 | 9,085 | 98,034 | 4 | 17,893 | | (3,557) | 16,696 | 20,455 | | 17,036 | 19,941 | 1 | 14,266 |
| Contract labor ² | | ' | | - | | | • | | | 1 | | | | | | |
| TOTAL OPERATING EXPENSES | | 27,194,249 | 29,397,101 | 101 | 31,806,585 | 8 | 34,393,288 | ω | 35,455,842 | 34,518,468 | 37,959,927 | | 41,807,623 | 45,829,174 | 4 | 47,767,200 |
| COOL DIVINE ACTION | , | | | | | | | , | | | | | | | | |
| OPERATING LOSS | S | (21,198,068) | \$ (23,689,338) | 338) \$ | (25,995,217) | 3) | (28,830,474) | S | (30,635,655) | \$ (31,577,633) | \$ (33,553,102) | جه | (37,265,485) | \$ (40,839,975) | s) | (43,049,026) |
| | | | | | | | | | | | | | | | | |

FINANCIAL TRENDS STATEMENT OF ACTIVITIES AND CHANGES IN NET POSITION MARIN COUNTY TRANSIT DISTRICT LAST TEN FISCAL YEARS STATISTICAL SECTION

| 2025 | 37,137,856 6,233,967 621,540 | 976,956 | (9,472) | (314,396) | (779,367) | 43,867,084 | 818,058 | 19,223,996 | 19,223,996 | 20,042,054 | 87,315,430 | 87,315,430 | 107,357,484 |
|-----------------------|---|---|---|---|-------------|--|---|--|--------------------------------|------------------------|--|--|-----------------------------|
| 2024 | 34,841,998 \$ 5,993,956 48,324 | 922,091 | (13,191) | (80,996) | (771,899) | 40,940,284 | 100,309 | 2,279,168 | 2,279,168 | 2,379,477 | 84,935,953 | 84,935,953 | 87,315,430 \$ |
| 2023 | 31,490,602 \$ 5,705,817 227,233 93,189 | 285,138 | (16,753) | 30,870 | (514,606) | 37,301,490 | 36,005 | 2,941,356 | 2,941,356 | 2,977,361 | 81,958,592 | 81,958,592 | 84,935,953 \$ |
| 2022 | \$ 26,855,061 \$ 5,382,566 232,513 320,663 | 14,463 | (1,552) | 32,281 | (591,935) | 32,244,060 | (1,309,042) | 5,563,381 22,206 | 5,585,587 | 4,276,545 | 77,682,047 | 77,682,047 | \$ 81,958,592 \$ |
| 2021 | \$ 26,303,660 \$ 5,025,293 201,573 | 125,929 | | 110,250 | (232,085) | 31,871,815 | 294,182 | 5,225,566 6,578 | 5,232,144 | 5,526,326 | 72,155,721 | 72,155,721 | \$ 77,682,047 |
| 2020 | \$ 25,660,130 8 4,803,083 237,238 282,930 | 353,736 | | • | (85,000) | 31,252,117 | 616,462 | 15,495,044 | 15,546,648 | 16,163,110 | 55,992,611 | 55,992,611 | \$ 72,155,721 |
| 2019 | \$ 24,340,749 { 4,561,268 240,960 172,018 | 198,695 | | | (85,000) | 29,428,690 | 598,216 | 3,126,499 45,628 | 3,172,127 | 3,770,343 | 52,222,268 | 52,222,268 | 55,992,611 |
| 2018 | 22,142,502 4,321,194 280,788 158,256 | 118,552 | • | 2,093 | (85,000) | 26,938,385 | 943,168 | 10,979,056 16,018 | 10,995,074 | 11,938,242 | 40,284,026 | 40,284,026 | 52,222,268 \$ |
| 2017 | 20,529,158 | 51,968 | , | 1,102 | (85,000) | 25,006,675 | 1,317,337 | 4,038,739 | 4,071,578 | 5,388,915 | 34,895,111 | 34,895,111 | 40,284,026 \$ |
| 2016 | \$ 19,069,595 \$ 3,848,219 | 14,044 | | 88,571 | (85,000) | 23,322,343 | 2,124,275 | 12,250,751 | 12,258,462 | 14,382,737 | 20,512,374 | 20,512,374 | \$ 34,895,111 \$ |
| NONOPERATING REVENUES | (EXPENSES) Intergovenmental revenue Property tax revenue Advertising: Rental income | Interest income Miscellaneous income | Interest Expense Other revenues/gain (loss) on | disposal of capital assets Pass through of Measure A to | Golden Gate | TOTAL NONOPERATING REVENUES (EXPENSES) | INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS | CAPITAL CONTRIBUTIONS Intergovenmental revenue Other revenue | TOTAL CAPITAL CONTRIBUTIONS | CHANGE IN NET POSITION | Net position at beginning of year Prior period adjustment | Net position at beginning of year, as restated | NET POSITION AT END OF YEAR |

 $^{^1}$ Advertising revenue re-classified from Operating to Nonoperating Revenue beginning FY13. 2 Labeled "Staff Compensation" from FY09 to FY12.

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION REVENUE CAPACITY PASSENGER AND FARE DATA LAST TEN FISCAL YEARS

| | 2016 | ,] | 2017 | | 2018 | 20 | 2019 | 202 | 2020 | 2021 | | 2022 | | 2023 | 2024 | 42 | 2025 | 1 |
|---------------------------|--------------|-----------|---------------------------|---------------|-----------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|----------|--------------|-------|-----------|-----------|-----|
| Fare revenue ¹ | \$ 3,837 | 7,385 | \$ 3,837,385 \$ 3,797,533 | \$ | 4,044,536 | \$ 4,0 | \$ 4,024,376 | \$ 3,233,297 | 3,297 | \$ 1,654,777 | | \$ 2,931,085 | 8 | \$ 3,359,930 | 3,489 | 3,489,555 | 3,241,874 | 874 |
| assengers ² | 3,332 | 3,332,265 | 3,216,894 | m | ,293,385 | 3,2 | 3,263,451 | 2,64 | 2,643,771 | 1,485,512 | 512 | 2,427,606 | 2 | 2,841,652 | 3,05 | 3,054,393 | 3,361,170 | 170 |
| verage fare per passenger | S | 1.15 | \$ 1.18 | \$ | 1.23 | ∽ | 1.23 \$ | | 1.22 | ↔ | 1.11 | \$ 1.21 \$ | ⇔ | 1.18 | | 1.14 | \$ 0.96 | 96. |

¹ Source: Marin Transit Budgetary Comparison Schedule - Operations

² Sources: Marin Transit Short Range Transit Plans, Monthly Monitoring & Performance Statistic Reports

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION REVENUE CAPACITY FARE STRUCTURE AS OF JUNE 30, 2025

| Category | Cash Price | Clipper | Annual Pass | Annual Pass 1-Day Pass 31-Day Pass | 31-Day Pass |
|---------------------------------------|------------|----------|----------------------------------|------------------------------------|-------------|
| Adult | \$2.00 | \$1.80 | ı | \$5.00 | \$40.00 |
| Youth (5-18) | \$1.00 | \$1.00 | \$325.00 1 | \$2.50 | \$40.00 |
| Children Under 5 | | Free whe | ree when accompanied by an adult | ın adult | |
| Seniors (65+) | \$1.00 | \$1.00 | • | \$2.50 | \$20.00 |
| Persons with Disabilities | \$1.00 | \$1.00 | ı | \$2.50 | \$20.00 |
| ADA Mandated Service ² | \$4.00 | ı | ı | ı | ı |
| ADA Non-Mandated Service ³ | \$4.00 | ı | ı | ı | ı |

¹ Free to low income youth.

| Muir Woods Fare Category | Current Fare |
|--------------------------|--------------|
| Adult | \$3.75 |
| Youth (16-18) | \$3.75 |
| Youth (under 16) | Free |
| Senior/Disabled | |

¹ National Park Service (NPS) pays additional

\$3.75

(without NPS Pass)

Source: www.marintransit.org

² Americans with Disabilities Act (ADA) Regulations permit fares for ADA Mandated trips to be as high as \$4.00.

³ ADA Regulations set no maximum for Non-Mandated ADA trips.

^{\$1.50} per passenger

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION REVENUE CAPACITY COUNTY SALES TAX REVENUE LAST TEN FISCAL YEARS

| | 2016 2017 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025² |
|---|------------------------------|---|------------------------------|------------------------------|--------------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|-------------------------------|
| Local Measure A half cent sales tax revenue Annual growth | \$ 25,702,937 1.7% | \$ 25,702,937 \$ 25,755,761 1.7% 0.2% | \$ 27,507,852 6.8% | \$ 28,976,081 5.3% | \$ 27,345,662 -5.6% | \$ 30,832,521 12.8% | \$ 34,754,393 12.7% | \$ 35,086,472 1.0% | \$ 34,619,868 \$ 3. | \$ 34,619,868 0.0% |
| Sales tax revenue available to Marin Transit ¹ Percent of Measure A revenue Annual growth | \$ 13,117,917 51% 1.9% | \$ 13,117,917 \$ 13,144,538 51% 51% 1.9% 0.2% | \$ 13,215,609 48% 0.5% | \$ 14,163,872 49% 7.2% | \$ 12,195,090 45% -13.9% | \$ 15,766,869 48% 29.3% | \$ 15,856,840 46% 0.6% | \$ 16,987,656 48% 7.1% | \$ 17,665,337 51% 4.0% | \$ 17,475,401 50% -1.1% |
| Sales tax reserve funds | € | € | \$ 1,200,000 | € | € | . | . ∽ | | € | |

¹55% of Sales Tax Receipts after administrative reductions

Source: Transportation Authority of Marin (TAM) Annual Financial Report, TAM Measure A Programming Workbook

² Preliminary numbers

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION REVENUE CAPACITY PROPERTY TAX REVENUE LAST TEN FISCAL YEARS

| 2025 | 6,233,967 6,233,967 - 4.0% |
|------|---|
| 2024 | \$ 5,993,956 \$ 5,993,956 - 5.0% |
| 2023 | \$ 5,705,817 5,705,817 - 5.6% |
| 2022 | 5,404,772 5,382,566 22,206 7.4% |
| 2021 | 5,031,871 \$ 5,025,293 6,578 4.6% |
| | ↔ |
| 2020 | 4,810,992 4,803,083 7,009 4.4% |
| | s s s |
| 2019 | 4,606,896 4,561,268 45,628 6.2% |
| | €9 |
| 2018 | 4,337,212 4,321,194 16,018 4.6% |
| | 8 |
| 2017 | 4,144,496 4,111,657 32,839 7.5% |
| | ⇔ |
| 2016 | 3,855,930 3,848,219 1,556,521 6.8% |
| | € |
| | Property tax and development fee revenue Expended on operations Expended on capital Annual growth |

Source: MCTD Audited Financial Statements

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION REVENUE CAPACITY

ASSESSED VALUATION OF TAXABLE PROPERTY IN MARIN COUNTY LAST TEN FISCAL YEARS

(IN THOUSANDS)

| | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|------|------------------|---|---------------|---------------|---------------|---------------|-------------------|----------------------|-------------------|------|
| 9 \$ | \$ 66,718,112 \$ | \$ 70,952,207 | \$ 74,715,394 | \$ 78,744,004 | \$ 82,751,301 | \$ 86,556,017 | 017 \$ 90,041,721 | 21 \$ 95,865,532 | 32 \$ 101,819,488 | * |
| | 1,556,521 | 1,566,336 | 1,610,799 | 1,790,104 | 2,029,049 | 2,301,065 | 065 2,317,828 | 28 2,416,430 | 30 2,616,798 | * |
| | 2,067,204 | 2,079,024 | 2,157,806 | 2,336,693 | 2,619,669 | 2,883,830 | 830 2,990,976 | 3,054,567 | 3,221,127 | * |
| \$ | 6,207,429 | \$ 66,207,429 \$ 70,439,519 \$ 74,168,387 | \$ 74,168,387 | \$ 74,168,387 | \$ 87,400,019 | \$ 82,160,681 | 881 \$ 89,368,573 | <u>\$ 95,227,395</u> | 95 \$ 101,215,160 | * |
| | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1. | 00% 1.0 | 0% 1.0 | 0% 1.00% | * |
| | 7.1% | 6.4% | 5.3% | 5.5% | 5.3% | 7 | 4.6% | 9.8% | 6.6% 6.3% | * |

Secured property is generally real property, defined as land, mines, minerals, timber, and improvements such as buildings, structures, crops, trees, and vines.

Source: Department of Finance - County of Marin, California

 $^{^2}$ Unsecured property is generally personal property including machinery, equipment, office tools, and supplies.

³ Exempt properties include numerous full and partial exclusions/exemptions provided by the State Constitution and the legislature that relieve certain tax payers from the burden of paying property taxes.

^{*} Unavailable

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION REVENUE CAPACITY

LAST TEN FISCAL YEARS

DIRECT AND OVERLAPPING PROPERTY TAX RATES IN MARIN COUNTY

(RATE PER \$100 OF ASSESSED VALUE)

| I | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|--------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|
| County Direct Rate | 1.0000% | 1.0000% | 1.0000% | 1.0000% | 1.0000% | 1.0000% | 1.0000% | 1.0000% | 1.0000% | * |
| Local Special Districts | 0.8200% | 0.9221% | 0.9041% | 1.1128% | 1.0045% | 0.9722% | 1.0163% | 1.0260% | 1.0400% | * |
| Schools | 0.8114% | 0.8506% | 0.8381% | 0.9108% | 0.8414% | 0.8291% | 0.7552% | 0.7643% | 0.8100% | * |
| Cities | 0.2510% | 0.2394% | 0.2353% | 0.2357% | 0.2252% | 0.2165% | 0.2225% | 0.1994% | 0.1901% | * |
| Total Direct and Overlapping 2 | 2.8824% | 3.0121% | 2.9775% | 3.2593% | 3.0711% | 3.0178% | 2.9940% | 2.9897% | 3.0401% | * |

California public agencies. Legislation enacted by the California Legislature to implement Article XIIIA (Statutes of 1978, Chapter 292, as amended) provides that, notwithstanding any other law, local agencies may not levy property tax except to pay debt service on indebtedness approved by votes prior to July 1, 1978, and that each County will levy the maximum tax permitted by Article XIIIA of \$1 per \$100 of full cash value. Full cash value is equivalent to assessed value, pursuant to Senate Bill 1656, Statutes of 1978. The rates shown above are percentages of assessed value. On June 6, 1978, California voters approved a constitutional amendment to Article XIIIA of the California Constitution, commonly known as Proposition 13, which limits the taxing power of

Source: Department of Finance - County of Marin, California

² These rates represent the maximum rate charged to taxpayers if all rates applied to them. In reality, the rates applicable to tax rate areas will vary at amounts lower than these totals.

^{*} Unavailable

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION DEBT CAPACITY OUTSTANDING DEBT BALANCES LAST TEN FISCAL YEARS

| ٦ | | | |
|---------|---------|------|--|
| | 2025 | - \$ | |
| | 2024 | - % | |
| | 2023 | - \$ | |
| | 2022 | | |
| | 2021 | - | |
| | 2020 | · | |
| | 19 | - | |
| | 20 | S | |
| | 2018 | - | |
| | 2017 | | |
| | 2016 | | |
| | Purpose | N/A | |
| Date of | Loan | N/A | |
| | Amount | N/A | |
| | Lender | N/A | |

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION OTHER LONG TERM LIABILITIES LAST TEN FISCAL YEARS IN THOUSANDS

| 2023 2024 2025 | \$ 126,973 \$ 151,384 \$ 352,287 | \$ 533,533 \$ | |
|----------------|----------------------------------|---------------------|----------------------|
| 2022 | \$ 103,416 | \$ 873,386 | 1 |
| 2021 | \$ 133,280 | • | 1 |
| 2020 | \$ 135,846 | • | • |
| 2019 | \$ 106,886 | 1 | 1 |
| 2018 | \$ 99,327 | 1 | ı |
| 2017 | \$ 99,699 | 1 | 1 |
| 2016 | \$ 74,848 | 1 | • |
| | Compensated Absences | Lease Liabilities 1 | Claims and Judgments |

Source: MCTD Note 4 of the Financial Statements ¹ GASB Statement 87 was effective beginning after June 2021

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION ECONOMIC AND DEMOGRAPHIC INFORMATION ECONOMIC AND DEMOGRAPHIC STATISTICS LAST TEN FISCAL YEARS

| | 2015 | 2016 | 2017 | | 2018 | | 2019 | 2020 | 0 | 2(| 2021 | 2 | 2022 | 2023 | 2024 | 2025 |
|---|---------------|---------------|---------------|---------|---------------|---|------------|------|--------|---------------|---------|-------|----------|---------------|--------|--------|
| Population ¹ | 261,054 | 260,651 | | 260,955 | 259,666 | | 259,085 | | 57,332 | ., | 259,162 | | 256,018 | 254,407 | * | * |
| Personal income (in thousands) ¹ | \$ 29,227,230 | \$ 30,222,883 | \$ 32,502,500 | ,500 | \$ 34,866,708 | ↔ | 36,684,680 | ↔ | 51,199 | \$ 42, | 936,183 | \$ 43 | ,824,350 | \$ 45,939,619 | * | * |
| Per capita personal income ¹ | \$ 109,076 | \$ 115,952 | ⇔ | 1,552 | \$ 134,275 | ↔ | 141,735 | ↔ | 45,575 | 8 | 164,118 | \$ | 171,177 | \$ 180,575 | * | * |
| School enrollment ² | 33,207 | 33,638 | 33 | 33,633 | 33,741 | | 33,441 | | 33,516 | \$ | 31,939 | S | 30,811 | 30,483 | 30,255 | 30,077 |
| Unemployment rate ³ | 3.9% | 3.4% | Э | 3.16% | 2.62% | | 2.42% | | 4.91% | | 6.40% | | 3.54% | 2.97% | 3.78% | 4.01% |

US Department of Commerce, Bureau of Economic Analysis - www.bea.gov California Department of Education, Educational Demographics Office - www.ed-data.org/county/Marin, census day enrollment Employment Development Department, Labor Market Information - www.labormarketinfo.edd.ca.gov Unavailable Sources
1
2
3
**

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION ECONOMIC AND DEMOGRAPHIC INFORMATION PRINCIPAL EMPLOYERS CURRENT YEAR AND TEN YEARS AGO

| | 2024 | | 2015 | 5 | |
|-----------------------------|-----------|-------------------------------|----------------------------------|-----------|-------------------------------|
| | | Percentage of Total County | | | Percentage of Total County |
| Employer | Employees | Employment | Employer | Employees | Employment |
| Kaiser Permanente | 5,012 | 3.98% | County of Marin | 2,125 | 1.55% |
| BioMarin Pharmaceutical | 3,401 | 2.70% | San Quentin State Prison | 1,705 | 1.24% |
| County of Marin | 2,506 | 1.99% | Marin General Hospital | 1,575 | 1.15% |
| Marin Health Medical Center | 1,900 | 1.51% | Kaiser Permanente Medical Center | 1,378 | 1.01% |
| Corrections Department | 1,233 | %86.0 | Autodesk, Inc | 850 | 0.62% |
| YMCA San Francisco | 1,096 | 0.87% | BioMarin Pharmaceutical | 834 | 0.61% |
| RH (Restoration Hardware) | 1,048 | 0.83% | Novato Unified School District | 763 | 0.56% |
| Bay Equity | 1,012 | 0.80% | Fireman's Fund Insurance Co. | 721 | 0.53% |
| Glassdoor Inc. | 098 | %89.0 | Lucasfilm Ltd. | 610 | 0.45% |
| College of Marin | 508 | 0.40% | Bradley Real Estate | 422 | 0.31% |
| Total | 18,576 | 14.74% | | 10,983 | 8.03% |
| Total County Employment | 126,800 | | | 137,000 | |

Note: When information is not available, periods that are available are provided as an alternative.

Sources:

County of Marin ACFR

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION OPERATING INFORMATION DISTRICT PROFILE AS OF JUNE 30, 2025

| Date the District was Formed Form of Governance Total Employees Service Area Area of District (in square miles) Population of Service Area Local Financial Support Number of Fixed Route Bus Routes Revenue Service Hours Average Passenger Trips per Revenue Hour | Board of Directors, with General Manager 19 All of Marin County Approximately 520 262,321 Measure A Sales Tax Revenue 20 205,478 15.4 |
|--|--|
| Number of Vehicles in Service | 77 |
| Bus Stops | 550+ |

¹ As of 2020 US Census Bureau

Source: MCTD Finance Department, FY2023 System Performance Report

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION OPERATING INFORMATION NONOPERATING INTERGOVERNMENTAL REVENUE BY SOURCE LAST TEN FISCAL YEARS

| | | 2016 | 2 | 2017 | | 2018 | 2019 | _ | 2020 |] | 2021 | | 2022 | 20 | 2023 | 2024 | 1 | 2025 |
|--|----|------------|-------|------------|-------|------------|---------------|--------------|------------|--------|---------------|-------------|------------|--------|-------------------------|------------|------------|------------|
| Federal Revenue Federal Transit Administration | € | 901,433 | * | 1,065,347 | €9 | 1,151,839 | \$ 1,42 | 1,421,148 \$ | 3,475,476 | 476 \$ | 9,207,534 | ∻ | 8,115,859 | \$ | 5,421,507 \$ | 1,550,942 | \$ | 2,209,993 |
| United States Department of the Interior - National Park Service | | 150,865 | | 600'68 | | 154,736 | 32 | 323,371 | 370,245 | 245 | 14,177 | _ | 290,671 | | 521,982 | 548,596 | 9 | 619,854 |
| United States Department of the Interior - NPS Fare Reimbursement | | 1 | | 1 | | 187,050 | 40 | 406,475 | 113,828 | 828 | 2,302 | 61 | 71,414 | | 205,830 | 2,715 | 2 | ' |
| Total Federal Revenue | | 1,052,298 | - | 1,154,356 | | 1,493,625 | 2,15 | 2,150,994 | 3,959,549 | 549 | 9,224,013 | | 8,477,944 | , 6, | 6,149,319 | 2,102,253 | 3 | 2,829,847 |
| State Revenue Transportation Development Act State Transit Assistance | | 4,562,778 | 4 - | 4,440,516 | • | 4,614,306 | 5,10 | 5,109,399 | 5,225,171 | 171 | 3,817,097 | ~ 10 | 6,565,228 | 10, | 10,909,658 3.021.034 | 7,881,923 | <i>ლ</i> ლ | 10,548,070 |
| Public Transportation Modernization, Improvement, and Service Enhancement | | | | | | | | | | | | | | ì | | | | |
| Account | | , | | • | | • | | | | , | | | • | | , | | | • |
| State Renewable Energy Credits | | • | | • | | | | | | | 14,010 | • | 13,528 | | 6,915 | 7,579 | 6 | 22,556 |
| Home Owner Property Tax Relief | | 19,138 | | 18,953 | | 18,940 | _ | 18,779 | 18, | 18,719 | 18,541 | _ | 18,412 | | 18,298 | 18,36 | - | 18,146 |
| Low Carbon Haust Operations Program | | 275,413 | | ٠ | | 128,676 | 33 | 335,795 | | | | | ٠ | | | | | ٠ |
| Caltrans | | 283 | | 320 | | 334 | | 284 | | 239 | 217 | _ | 216 | | 206 | 192 | 2 | 191 |
| Total State Revenue | | 6,173,746 | 9 | 6,036,479 | | 6,047,476 | 7,37 | 7,373,459 | 7,292,031 | 331 | 5,530,070 | | 9,197,760 | 13, | 13,956,111 | 13,144,748 | ∞ ∞ | 15,172,467 |
| Local Revenue | | | | | | | | | | | | | | | | | , | |
| Measure A | _ | 10,998,120 | 12 | 12,542,551 | Ξ | 13,541,585 | 13,73 | 13,739,881 | 1,953,742 | 742 | 1,106,168 | ~ | | ľ, | 1,180,615 | 942,866 | 9 | 80,830 |
| Measure A Interest | | 85,000 | | 85,000 | | 85,000 | ∞ | 85,000 | 85, | 85,000 | | | • | | | | | • |
| Measure AA | | • | | | | • | | | 11,212,364 | 364 | 9,529,277 | 7 | 8,263,882 | 9, | 9,502,745 | 17,858,456 | 9 | 18,180,957 |
| Measure B | | 730,335 | | 627,198 | | 974,816 | 66 | 991,415 | 956,702 | 702 | 910,67 | _ | 808,354 | | 825,310 | 793,675 | 5 | 882,180 |
| Metropolitan Transportation Commission | | | | | | | | | | , | | | | | | | | • |
| Golden Gate Bridge Highway and | | | | | | | | | | | | | | | | | | |
| Transportation District | | • | | • | | | | | 30, | 30,000 | | | ٠ | | | | | • |
| County of Marin | | • | | | | | | | | | | | • | | | | | • |
| Miscellaneous | | 30,096 | | 83,574 | | | | 1 | 170,742 | 742 | 3,453 | _ | 107,121 | | 1 | | 1 | • |
| Total Local Revenue | 1 | 11,843,551 | 13 | 13,338,323 | 1 | 14,601,401 | 14,816,296 | 96799 | 14,408,550 | 550 | 11,549,577 | _ | 9,179,357 | 11, | 11,508,670 | 19,594,997 | 7 | 19,143,967 |
| Total Intergovernmental Revenue | \$ | 19,069,595 | \$ 20 | 20,529,158 | \$ 27 | 22,142,502 | \$ 24,340,749 | 0,749 \$ | 5,660,130 | | \$ 26,303,660 | S | 26,855,061 | \$ 31, | 31,614,100 \$ | 34,841,998 | ∻ | 37,146,281 |
| | | | | | | | | | | | | | | | | |] | |

Source: MCTD Audited Financial Statements

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION OPERATING INFORMATION SUMMARY OF CAPITAL ASSETS LAST TEN FISCAL YEARS

| | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | | 2024 | 20 | 2025 |
|--|-----------------------------|---------------|---------------|----------------------|-------------------------|-------------------------|---------------------------|------------------------|--------------|------------------------|---------|------------------------|
| Number of buses owned | 06 | 95 | 105 | 109 | 122 | 113 | 114 | 11 | & | 102 | | 118 |
| Cost of assets: Land Work in progress | \$ 1,746,405 | \$ 3,610,173 | . 748,556 | . 1,454,572 | \$ 1,550,836 206,286 | \$ 1,550,836 673,962 | \$ 3,027,167 6,132,779 | \$ 6,717,174 2,928,305 | 74 55 | 6,717,174 1,219,737 | \$ 20,0 | 0,648,211 3,365,219 |
| Revenue vehicles Facilities and stops | 17,466,010 | 19,108,821 | 26,957,885 | 29,173,879 8.583.219 | 38,400,723 9,425.818 | 40,972,893 | 40,767,669 | 44,936,890 | 90 | 42,032,508 | 45, | 45,678,189 |
| Communication and data equipment Fare revenue collection equipment | 1,251,626 | 1,634,293 | 1,821,367 | 1,881,522 | 1,875,943 | 1,522,292 | 1,728,266 | 2,080,425 | 55.00 | 1,931,433 | ξ, | 2,451,398 |
| Furniture and fixtures | 88,351 | 88,351 | 88,351 | 123,907 | 123,907 | 123,907 | 232,770 | 235,205 | 5.5 | 235,205 | | 235,205 |
| Administrative Buildings | • | • | • | • | 3,987,865 | 3,987,865 | 4,045,565 | 4,305,455 | 55 | 7,142,322 | 7, | 7,142,322 |
| Maintenance Buildings | • | • | • | • | • | • | 1,945,690 | 3,170,785 | 35 | 3,260,444 | 3, | ,261,578 |
| Non-revenue vehicles | 6,300 | 6,300 | 403,044 | 403,044 | 396,744 | 396,744 | 396,744 | 433,964 | 4 | 433,964 | • | 433,964 |
| Right-to-use leased asset | 1 | 1 | • | 1 | 1 | 1 | 912,893 | 902,219 | 6] | 902,219 | | 902,219 |
| Total cost of assets | 23,884,315 | 95,346,989 | 38,955,239 | 42,085,005 | 56,403,051 | 58,974,013 | 68,935,057 | 75,455,936 | 98 | 73,560,677 | 93, | 93,918,208 |
| Less: accumulated depreciation and amortization | 4,718,083 | 7,001,075 | 9,869,320 | 13,326,546 | 16,260,159 | 18,078,784 | 21,672,517 | 26,073,962 | 25 | 27,150,607 | 30, | 30,597,439 |
| Net capital assets | \$ 19,166,232 \$ 88,345,914 | \$ 88,345,914 | \$ 29,085,919 | \$ 28,758,459 | \$ 40,142,892 | \$ 40,895,229 | \$ 47,262,540 | \$ 49,381,974 | € | 46,410,070 | \$ 63, | 63,320,769 |

Source: MCTD Audited Financial Statements

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION OPERATING INFORMATION SUMMARY OF SERVICE PROVIDER CONTRACTS AS OF JUNE 30, 2024

| Current Term | October 1, 2022 — June 30, 2026 | July 1, 2018 — June 30, 2025 | February 1, 2022 — June 30,2026 | August 1, 2023 — June 30, 2026 | Feb 5, 2024 — March 15, 2026 | July 1, 2023 — June 30, 2025 | May 31, 2023 — June 30, 2025 | June 17, 2024 — June 17, 2025 |
|-------------------|---|--|---------------------------------|------------------------------------|------------------------------------|------------------------------|------------------------------|-------------------------------|
| Contractor | Golden Gate Bridge Highway and Transportation District | Marin Airporter | Transdev | Bauer's Intelligent Transportation | Bauer's Intelligent Transportation | North Bay Taxi | Uber | Lyft |
| Services Provided | Local Fixed Route | Community Shuttles and Fixed Route Service | Volunteer Driver Program | Yellow Bus Service | Muir Woods Shuttle | Catch-A-Ride Program | Catch-A-Ride Program | Catch-A-Ride Program |
| Contract Type | Intergovernmental agreement | Competitively bid | Competitively bid | Competitively bid | Competitively bid | Competitively bid | Competitively bid | Competitively bid |

MARIN COUNTY TRANSIT DISTRICT STATISTICAL SECTION OPERATING INFORMATION VEHICLE OPERATING STATISTICS LAST TEN FISCAL YEARS

| | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|-----------------------------|-----------------------------|-----------------------------|-------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| Motorbus: Vehicles Operated in Annual Maximum Service (VOMS) Vehicles Available for Annual Maximum Service | 53 | 55 74 | 54 71 | 54 71 | 54 71 | 56 75 | 59 77 | 59 83 | 50 | 55 |
| Total Actual Vehicle Revenue Miles Total Actual Vehicle Revenue Hours | 2,166,258 156,803 | 2,307,555 178,049 | 2,300,458 180,238 | 2,317,639 180,036 | 2,272,524 175,859 | 2,792,082 203,747 | 2,912,236 189,985 | 2,642,108 182,308 | 2,512,741 181,316 | 2,502,024 181,352 |
| Unlinked Passenger Trips Passenger Miles Traveled (PMT) | 3,031,450 12,312,979 | 2,926 11,970,345 | 3,001,619 12,281,711 | 2,978,991 12,189,124 | 2,423,027 9,914,289 | 1,429,586 8,048,569 | 2,294,429 12,671,390 | 2,648,326 11,440,768 | 2,823,735 12,198,535 | 3,116,155 13,496,751 |
| Days Operated | 366 | 365 | 365 | 365 | 366 | 365 | 365 | 365 | 366 | 365 |
| Demand Response: Vehicles Operated in Annual Maximum Service (VOMS) Vehicles Available for Annual Maximum Service | 27 34 | 26 46 | 31 | 33 | 31 | 18 | 21 35 | 19 | 22 32 | 22 29 |
| Total Actual Vehicle Revenue Miles Total Actual Vehicle Revenue Hours | 688,072 44,764 | 617,199 42,806 | 704,224 47,569 | 753,794 55,083 | 599,879 42,439 | 298,590 22,829 | 428,922 25,972 | 375,035 21,800 | 354,096 23,885 | 410,169 24,126 |
| Unlinked Passenger Trips ADA Unlinked Passenger Trips (UPT) Passenger Miles Traveled (PMT) | 98,483 98,236 811,798 | 93,410 93,174 757,048 | 98,068 97,832 772,059 | 108,076 106,918 717,078 | 86,049 85,409 592,626 | 31,166 25,880 210,912 | 51,300 42,843 375,530 | 46,102 39,079 367,021 | 44,100 43,226 327,246 | 44,319 43,059 335,428 |
| Days Operated | 366 | 365 | 365 | 365 | 366 | 365 | 365 | 365 | 366 | 365 |

Note: FY2015 was the first year the District reported its own information in the National Transit Database (NTD). Information will be added prospectively until ten years is available

Source: National Transit Database Reports

OTHER REPORTS

Transportation Development Act Compliance

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING, ON COMPLIANCE WITH THE TRANSPORTATION DEVELOPMENT ACT AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

To the Board of Directors Marin County Transit District San Rafael, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Marin County Transit District (District) as of and for the year ended June 30, 2025, and the related notes to the financial statements, and have issued our report thereon dated November 12, 2025.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we do not express an opinion on the effectiveness of the District's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the District's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our procedures included the applicable audit procedures contained in §6667 of Title 21 of California Code of Regulations and tests of compliance with the applicable provisions of the Transportation Development Act and the allocation instructions. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Attachment A

We have also issued a separate Memorandum on Internal Control dated November 12, 2025 which is an integral part of our audit and should be read in conjunction with this report.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

This report is intended solely for the information and use of the Metropolitan Transportation Commission, management, Board of Directors, others within the District, and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties; however, this restriction is not intended to limit the distribution of this report, which is a matter of public record.

Pleasant Hill, California

Muze + Associates

November 12, 2025

MARIN COUNTY TRANSIT DISTRICT REQUIRED COMMUNICATIONS FOR THE YEAR ENDED JUNE 30, 2025

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MARIN COUNTY TRANSIT DISTRICT REQUIRED COMMUNICATIONS

For the Year Ended June 30, 2025

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REQUIRED COMMUNICATIONS

To the Honorable Members of the Board of Directors Marin County Transit District San Rafael, California

We have audited the basic financial statements of the Marin County Transit District (District) for the year ended June 30, 2025. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards* and Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in the letter dated April 2, 2025. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

Qualitative Aspects of Accounting Practices

Accounting Policies – Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the District are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the year, except as follows:

The following pronouncements became effective, but did not have a material effect on the financial statements:

GASB 101 – Compensated Absences GASB 102 – Certain Risk Disclosures

Unusual Transactions, Controversial or Emerging Areas – We noted no transactions entered into by the District during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting Estimates – Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the District's financial statements were:

Estimated Net Pension Liabilities and Pension-Related Deferred Outflows and Inflows of Resources: Management's estimate of the net pension liabilities and deferred outflows/inflows of resources are disclosed in Note 7 to the financial statements and are based on actuarial studies determined by a consultant, which are based on the experience of the District. We evaluated the key factors and assumptions used to develop the estimate in determining that it is reasonable in relation to the basic financial statements taken as a whole.

Attachment B

Estimate of Depreciation: Management's estimate of the depreciation is based on useful lives determined by management. These lives have been determined by management based on the expected useful life of assets as disclosed in Note 1G to the financial statements. We evaluated the key factors and assumptions used to develop the depreciation estimate in determining that it is reasonable in relation to the basic financial statements taken as a whole.

Disclosures – The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

Professional standards require us to accumulate all known and likely uncorrected misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. We have no such misstatements to report to the Board of Directors.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in a management representation letter dated November 12, 2025.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the District's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the District's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to the required supplementary information that accompanies and supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the required supplementary information and do not express an opinion or provide any assurance on the required supplementary information.

We were engaged to report on the supplementary information that accompanies the financial statements, but is not required supplementary information. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We were not engaged to report on the Introductory and Statistical Sections which accompany the financial statements, but are not required supplementary information. Such information has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

This information is intended solely for the use of the Board of Directors and management and is not intended to be, and should not be, used by anyone other than these specified parties.

Pleasant Hill, California

Marc + Associates

November 12, 2025

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711 Grand Ave, #110 San Rafael, CA 94901 ph: 415.226.0855 marintransit.org December 1, 2025

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

Board of Directors

Eric Lucan

President
Supervisor District 5

Mary Sackett

Vice President
Supervisor District 1

Fred Casissa

Second Vice President Town of Corte Madera

Brian Colbert

Director Supervisor District 2

Stephanie Moulton-Peters

Director Supervisor District 3

Dennis Rodoni

Director Supervisor District 4

Maribeth Bushey

Director City of San Rafael

Maika Llorens Gulati

Alternate City of San Rafael Subject: Canal Neighborhood Community Engagement Efforts

Dear Board Members,

Recommendation

Discussion item.

Summary

In recent years, Marin Transit staff has increased community engagement efforts with residents of the Canal neighborhood and the Canal Alliance to strengthen our connection with and effectiveness serving the core of our ridership base – the Canal neighborhood in San Rafael. Marin Transit's connection with Canal Alliance has expanded greatly since both agencies are now co-located at the same site. At the September 8, 2025 Board meeting, staff presented an update on the broad range of community engagement efforts completed in FY 2024/25 and planned for FY 2025/26. The September 8, 2025 staff report is available at maintransit.org/meetings-events/2025/september-2025-board-directors-meeting.

In December 2025, staff will provide an overview of recent and upcoming efforts to deepen authentic engagement with the Canal neighborhood.

Discussion

A few highlights of recent efforts to engage our ridership base in and residents of the Canal neighborhood are:

- Regular meetings with Canal Alliance staff to coordinate on messaging and upcoming engagement efforts including Policy and Civic Engagement Team members and CEO
- Participation in Nuestro Canal Nuestro Futuro events (October 2024, May 2025, October 2025)
- Contracting with Canal Alliance to assist with community engagement efforts, including review of translation and materials for cultural relevance, and utilizing their staff, outreach resources and social media/email lists to expand the reach of our social media posts and effectiveness of our outreach efforts



- Hosting in-person events in Canal neighborhood, including community open house events (July 2025, October 2025), in-person outreach at bus stops (July 2025, October 2025), and monthly Satellite Hours at the Canal Alliance office in the Canal neighborhood (August 2025 – ongoing)
- Partnering with Canal Alliance to host a Facebook live event about Marin Transit service changes and adapting service proposal in response to feedback received (October 2025)

In 2026, staff plan to continue and expand on these efforts to further deepen our ability to reach riders from the Canal neighborhood to understand their needs and adapt our services and other efforts to best meet their needs. A key component of planned efforts in 2026 is community capacity building, which is described below.

Capacity Building Curriculum: In partnership with Ricardo Huerta- Niño, PhD and Canal Alliance, Marin Transit will deliver a participatory public transit engagement curriculum and training with residents of the Canal neighborhood. The course aims to:

- Strengthen community understanding of Marin Transit;
- Solicit targeted input from informed riders and residents to inform Marin Transit service planning, capital projects and engagement approach;
- Allow Marin Transit to deliver community engagement that is more relevant and responsive to community contexts; and
- Identify and train a cohort of community leaders who are trained and cultivated as "Transit Ambassadors" who can play a role as advocates and community engagement representatives for Marin Transit on an ongoing basis.

The course is expected to take place over a period of 6-8 weeks in early 2026.

Key topics for engagement with residents of the Canal neighborhood in the first half of 2026 include: Next Generation Clipper and farebox transitions on Marin Transit local bus service, MASCOTS service changes, 1075 E. Francisco Facility Design including potential incidental site uses, workforce development and childcare.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

Joanna Huitt

Program and Policy Manager

Attachment A: Canal Neighborhood Community Engagement Efforts Presentation



Community Engagement with the Canal Neighborhood



Goals for Public Participation



- Marin Transit takes an expansive approach
 to public engagement and seeks to engage
 with and address the needs of a wide range of
 community members.
- To amplify the voices that have been historically underrepresented and left out of the decision-making process.
- To avoid community outreach fatigue, staff seeks feedback on a variety of topics during a singular event
- To get feedback on our efforts and create a feedback loop to show how their input has informed our services, processes, and/or projects.



Recent Engagement in Canal

- Canal Alliance regular staff meetings
- Participation in Nuestro Canal Nuestro Futuro events
- Contracting with Canal Alliance on our engagement activities
- Hosting in-person events in Canal neighborhood
- Partnering with Canal Alliance to host a Facebook live event





Community Capacity Building Project

The Project:

- 6-8-week participatory public transit engagement curriculum and training
- Cohort of Canal residents
- Begins in early 2026
- Partnering with Ricardo Huerta-Niño and Canal Alliance

Goals:

- Strengthen Community Understanding of Marin Transit
- Inform Marin Transit Activities
- Identify and Train Transit Ambassadors







module 4: Marin Transit Facilities and Jobs

Module 5: Marin Transit Fares & Clipper

Module 6: Review, Reflect, & Report



Community Capacity Building Example Outcomes

- Facebook Live session(s) to engage with the community in real time
- Community leader participants can assist at MCTD events
- Public service announcements for education and awareness
- Community leader participants could present their learnings to MCTD Board of Directors

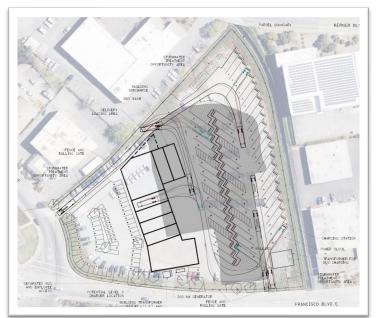


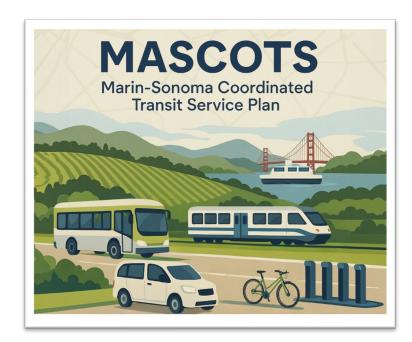
Photo Credit: Ricardo G. Huerta, Capacity Building Project with TAM



Key Topics for Community Engagement in 2026

- Next Generation Clipper and Farebox transitions
- Service Changes and deeper feedback on potential changes in Canal routes
- Facility at 1075 E. Francisco









Next Gen Clipper and Transition to Drop Fareboxes

- Next Gen Clipper anticipated to launch by end of 2025
- Marketing and Education campaign to riders to educate about changes and promote new benefits
- By summer 2026, plan to remove existing GFI fareboxes and transition to a Clipper-first fare collection environment
 - Discontinue GFI fare products





Service Changes and Bus Stops

- Educate riders on MASCOTS service changes, in partnership with GGT
- Solicit more in depth input on potential for service changes in and to/from the Canal
- Bus stop guidelines and future bus stop upgrades in the Canal
- Bus stop enhancement and beautification opportunities, including public art





New Facility at 1075 E. Francisco

Scoping/Environmental Phase – Complete in 2025

Design Phase – Launch in first quarter of 2026



- Sample topics for public input at 1075 E. Francisco site
 - Aesthetics of building opportunities for art, beautification, visual appeal, gateway elements
 - Perimeter streets ped/bike, lighting
 - EV Charging/EV Carshare
 - Food truck
- Topics for public input off-site
 - Workforce Development
 - Childcare



Highlights of Next Steps

December 2025

- Prepare Capacity Building Course and Clipper education/marketing
- Procure design consultant for 1075 E Francisco
 - Complete summary of phase 1 outreach/engagement and learnings for Facility

January - March 2026

- Deliver Capacity Building Course
- Next Gen Clipper marketing launch
- Onboard 1075 E. Francisco design consultant; finalize specifics of 2026 engagement

Spring – Summer 2026

- MASCOTS service change education and travel training
- Facility Design engagement
- Next Gen Clipper marketing and Farebox Transition education



Joanna Huitt
Program and Policy Manager
jhuitt@marintransit.org





711 Grand Ave, #110 San Rafael, CA 94901 ph: 415.226.0855 marintransit.org December 1, 2025

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

Board of Directors

Subject: Fixed Route Maintenance Facility CEQA Report Opportunity

for Comment and Project Update

Eric Lucan

President
Supervisor District 5

Dear Board Members:

Mary Sackett

Vice President
Supervisor District 1

Recommendation

Discussion item.

Fred Casissa

Second Vice President Town of Corte Madera

Summary

Marin Transit continues to work on the project planning and environmental process for the development of a fixed route bus maintenance and charging facility. Staff released an Initial Study and Preliminary Mitigated Negative Declaration (IS/MND) for public review on November 3, 2025 and is receiving comment through December 2, 2025. Comments can be made today, and can also be made by US Mail or email. Written comments should be addressed to Paul Haifley, Facility Development Project Manager, 711 Grand Avenue, Suite 110, San Rafael, CA 94901; or emailed to facility@marintransit.org.

Brian Colbert

Director Supervisor District 2

The environmental process has included technical studies to evaluate the project impacts on air quality, noise, traffic, and cultural and tribal resources. The evaluation determined there is no significant impact on the environment and that no environmental impact report is required.

Stephanie Moulton-Peters

Director Supervisor District 3

The report can be found at: http://marintransit.org/facility

Dennis Rodoni

Director Supervisor District 4 Staff has also finalized the community engagement plan and facility outreach in consultation with City of San Rafael, developed a conceptual design, updated project cost estimates and refined the project schedule.

Maribeth Bushey

Director City of San Rafael This board letter presents a summary of the environmental process and provides an update on the recent work, including a community engagement and facility outreach plan, and project schedule.

Maika Llorens Gulati

Alternate City of San Rafael

Background

Marin Transit has been working towards ownership of bus parking and maintenance facilities for over ten years. In 2023, the Federal Transit Administration (FTA) awarded Marin Transit a \$31.5 million grant for the development of a fixed route bus maintenance and charging facility. Marin



Transit purchased a 3.5-acre site at 1075 E. Francisco in San Rafael in 2024 and began the project planning and environmental process.

Staff presented an update on the facility project to the Marin Transit Board at its meeting on September 8, 2025 on the following topics:

- Site constraints and project requirements;
- Presentation of preliminary concept design and renderings;
- Community outreach efforts and community engagement plan framework;
- Progress on community engagement plan framework; and
- Evaluation of potential on-site and off-site community benefits project components.

At the November 3, 2025 Marin Transit Board meeting, the General Manager reported on planned release of the project's draft CEQA report.

The September 8, 2025 staff report is available at <u>marintransit.org/meetings-events/2025/september-2025-board-directors-meeting</u>.

Environmental Process Overview and Status

The initiation of a capital project by Marin Transit requires an evaluation of potential environmental impacts as required by state and federal statutes, known as the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively.

Marin Transit began this environmental evaluation process in January of 2025, and is the designated lead applicant and approving agency under CEQA, while the Federal Transit Administration (FTA) is the lead approving agency under NEPA. Marin Transit prepared an initial evaluation of environmental impacts and determined that where potentially significant impacts would occur, mitigation measures can be implemented. This resulting report for CEQA is known as an Initial Study/Mitigated Negative Declaration (IS/MND). The report includes mitigation measures as available and necessary to ensure that all known environmental project components have a less than significant impact.

The consultant team completed technical studies and reviews for the following areas: Air Quality, Cultural Resources, Noise and Vibration, Geology and Soils, and Traffic. Based on the studies, the IS/MND includes eight mitigation measures to bring all potentially significant impacts to less than significant levels. A description of each subject area is below.

<u>Air Quality:</u> An air quality and greenhouse gas technical study was completed for the project. The study covered expected near-term emissions for construction and long-term operational emissions scenarios after the project is completed with an overall determination of less than significant impact with mitigation during construction and a less than significant impact for long-term emissions. The following mitigation measure is included in the report:

<u>Mitigation Measure AQ-1:</u> During construction ground disturbance, the contractor shall implement measures to control dust and exhaust as recommended by BAAD.

<u>Cultural Resources and Tribal Cultural Resources:</u> An archaeological technical study was completed for the project, with an overall determination of less than significant impact with mitigation during construction. Along with cultural resources, tribal consultation is a requirement for interested tribes under the AB 52 process for CEQA and as provided by the Native American Heritage Commission (NAHC). After providing notification to the listed tribes on May 30, 2025, the Federated Indians of Graton Rancheria (FIGR) requested a consultation on June 26, 2025. The consultation concluded on October



24, 2025 with Marin Transit and FIGR in agreement on the project's tribal cultural resource mitigation measures. The mitigation measures will require a tribal monitor during the initial movement of the surcharge soil and outline procedures if resources are identified onsite.

<u>Mitigation Measure CU-1:</u> This mitigation measure specifies the protocol for an inadvertent discovery of prehistoric or historic cultural resources during construction. A qualified professional archaeologist shall be contacted upon discovery, along with the Federated Indians of Graton Rancheria, for evaluation and coordination.

<u>Mitigation Measure CU-2:</u> This measure specifies the protocol for human remains discovery. The protocol requires that all activity within a 50-foot radius of the find shall be stopped, the County Coroner is then notified and then they shall make a determination as to whether the remains are Native American in origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, then the Coroner shall notify the NAHC immediately, which will identify the most likely descendant (FIGR) and they will make recommendations regarding proper burial.

<u>Mitigation Measure TCR-1:</u> Tribal Cultural Monitoring by the Federated Indians of Graton Rancheria is required during ground disturbing activities. This includes blading, grading, and trenching which have a moderate to high potential to expose or impact tribal cultural resources.

Mitigation Measures CU-1 and CU-2 are to be implemented on the site as a whole during all ground disturbing activities, whereas Mitigation Measure TCR-1 will be limited to the initial movement of the existing imported surcharge material since the material does not have a clear origin.

Noise & Vibration: A noise and vibration technical study was completed, which reviewed noise and vibration impacts from the project during construction and for long-term site operations once the project is completed. The study determined that all impacts from resulting on-going site operations (bus circulation, mechanical equipment and bus maintenance/washing) after construction completion would be less than significant or have no impact and with a determination of less than significant impact with mitigation during construction. Mitigation measures included in the report for noise and vibration are:

<u>Mitigation Measure NOI-1:</u> The measure requires temporary barriers to be erected along southern perimeter of the site and around stationary equipment as feasible to minimize impact on Sensitive Receptor No. 1 (Recording Studio).

<u>Mitigation Measure NOI-2:</u> This measure_limits the use of heavy construction equipment to areas that are a minimum distance of 140 feet from off-site structure 1 (Recording Studio), or 109 feet from the project site's southern property line.

<u>Mitigation Measure NOI-3:</u> This measure requires the project to provide written notice, 60 days in advance, to the recording studio if heavy equipment is required to be used within 140 feet of off-site structure No. 1 (Recording Studio), or approximately 108 feet from the project site's property line. The notice must identify the dates and hours of the activity, types of equipment to be used, and the vibration levels to be anticipated at off-site structure No. 1 (Recording Studio).

<u>Geology and Soils</u>: A geotechnical evaluation was completed for the previously proposed hotel project on the project site by Miller Pacific Engineering group highlighting challenges related to the bay mud soil. The soil conditions do not create environmental impacts, but do identify that the site is highly



susceptible to settlement, and has potential for expansion, erosion, and instability. Due to the depth of the bed rod in the location, pile driving and other foundation technics can be either infeasible or cost prohibitive. Previous work completed for the site used surcharging to change soil conditions in the location of the proposed hotel building. A subsequent geotechnical investigation was conducted by Marin Transit's consultant team, and the resulting study recommended using similar surcharge process to improve the feasibility of placing the bus maintenance facility on the site. One mitigation measure is included in this section related to cultural resources.

<u>Mitigation Measure GEO-1:</u> This measure for Paleontological Discoveries provides the protocol in the event that paleontological resources are unearthed during grading. If discovered, ground disturbance work shall cease until a qualified paleontologist determines whether the resource requires further study and prepares a Paleontological Resources Monitoring Program (PRMP) for implementation and recovery of resources completed along with final monitoring report.

<u>Traffic:</u> A traffic study was completed for the facility and the project will not worsen or create new traffic issues in the neighborhood. Most employee trips to/from the facility and bus pull outs/ins occur in off-peak periods and thus will not add trips during congested periods. The facility entails no changes to bus service and thus no change to bus trips mid-day. No traffic mitigation measures are needed. The design phase will include looking at bicycle and pedestrian needs adjacent to the site. The project area may be impacted by the Transportation Authority of Marin's (TAM's) US 101/I-580 Multi-Modal and Local Access Improvement Project and it will be critical to continue coordinating the two projects.

CEQA Process

The draft IS/MND document follows formatting and evaluation guidelines to ensure compliance with the required CEQA process, and has been developed with the support of a qualified consultant team. The final IS/MND document will be revised based on comments received, and staff anticipates bringing it to your Board for adoption on January 5, 2026. A Mitigation Monitoring and Reporting Plan (MMRP) will also be submitted with the final IS/MND package. The MMRP will guide the implementation and oversite of the required mitigation measures during construction to ensure the project maintains less than significant impacts.

NEPA Process

For NEPA, Marin Transit submitted the required checklist to FTA in June of 2025. Marin Transit and FTA completed a joint tribal consultation process and FTA is currently completing their environmental review. Their review includes coordination with the State Historic Preservation Office (SHPO) and review of the technical studies. FTA Region 9 staff anticipates issuing a Categorical Exclusion (CE) in early 2026.

The timelines, expected determinations, and lead agency designations for both CEQA and NEPA are summarized in the table below:

| Statute | Timeline | Expected Determination | Lead Agency |
|---------|-------------------|---------------------------|---------------|
| CEQA | 01/2025 - 01/2026 | IS/MND | Marin Transit |
| NEPA | 01/2025 - 03/2026 | CE | FTA |



Community Engagement and Public Outreach

Marin Transit has been conducting outreach efforts for the fixed route bus operations and maintenance facility since the fall of 2024. Marin Transit began development of a community outreach framework for the project in March 2025, and executed a collaboration agreement with the City of San Rafael on March 3, 2025. Marin Transit is committed to a robust community engagement and communication process for the development of the proposed bus operations and maintenance facility and ensuring the work force development and childcare grant component provide community benefits.

Marin Transit met with the City of San Rafael staff on eight (8) occasions starting in December of 2024 to begin development of the outreach framework and continuing through October of 2025 to draft a Community Engagement Plan for this proposed project. City staff commented on the draft Facility Engagement Plan on September 30 and October 22, 2025 and the final Facility Engagement Plan was completed and submitted to the City staff on October 28, 2025. The engagement efforts during major project development phases as included in the plan are shown in Table 1 below:

Table 1: Engagement During Major Project Development Phases

| Phase | Facility Development Technical Milestone | Topics for Feedback | Engagement Tactics | Timeframe |
|------------------------------|---|---|--|---------------------|
| 1. Scoping/ Environmental | Create conceptual site layout, explore feasibility of proposed potential uses, understand project constraints and impacts, complete environmental process and preliminary costing. Explore options for workforce and childcare grant components. | Overall project scoping and baseline project feedback Initial site design Proposed potential uses Workforce and childcare grant components Project constraints and impacts Environmental documents | Noticing to Neighbors/ Stakeholders Community Events Community Meetings (virtual and in-person) Online Survey | Jan. – Dec. 2025 |
| 2a. Design Preparation | Procure design consultant and prepare for design process. Develop approach for workforce and childcare grant components. | Community Capacity Building: Develop communities' overall understanding of Marin Transit, transit service planning and delivery, and how Facility fits in to delivering reliable high-quality bus service to the community. | 6–8-week curriculumSite visits | Early 2026 |
| 2b. Facility Design | Design process will proceed from conceptual to 30%, 60%, and 90% design plans, each of which will be more precise and specific as to how the facility will be built and what it will look like. Finalize approach for workforce and childcare grant components | Workforce and childcare grant components Design elements, including: Aesthetics and architecture, incl. public art, placemaking, landscaping, fencing Lighting, wayfinding Circulation and safety improvements, including bike and pedestrian | Noticing to Neighbors/ Stakeholders Community Events Community Meetings (virtual and in- person) Focus Groups Other in-person outreach | 2026 |

During all phases Marin Transit will use the following additional tactics:



- Updates via Marin Transit E-newsletter
- Updates via Marin Transit social media channels
- Engage Community Partners

As part of the initial work, Marin Transit received requests to consider potential additional uses on the site beyond the bus charging and maintenance facility. The purpose of the additional components is to provide additional community benefits. A feasibility and priority determination was made for each of the proposed uses based on community feedback at outreach events, financial and physical feasibility. Community feedback at events through dot voting and conversations, online surveying, and discussions with community groups, consistently found general support for the project, and more support for transit service and bus stop improvements than investment in ancillary site uses.

Timeline and Next Steps

Marin Transit is planning to have the fixed route facility completed and ready for operations by 2030. Currently, staff is finalizing the facility project programming and completing the environmental phase. With NEPA clearance, Marin Transit can obligate the remaining FTA grant funds for the project. To maintain the project schedule, Marin Transit anticipates initiating two procurements (solicitations) for the project ahead of the January 5, 2025 board meeting, to allow for contract awards following CEQA and NEPA clearance. These solicitations are:

- Invitation for Bid for Construction Surcharge Grading
- Request for Qualifications for Engineering, Design, and PS&E Operations & Maintenance Facility

Major upcoming milestones are included in Table 2 below:

Table 2: Project Upcoming Milestones

| Milestone Dates | Description |
|-----------------------|---|
| Nov. 3 – Dec. 2, 2025 | 30-day Public Review of Draft CEQA Document |
| December 1, 2025 | Opportunity for CEQA Public Comment at Board Meeting |
| December 2025 | Release Procurement for Design Team |
| December 2025 | Release Invitation to Bid for Surcharge Construction |
| January 5, 2026 | Board consideration of CEQA approval |
| January 2026 | NEPA approval by FTA (tentative) |
| February 2, 2026 | Board consideration of award for surcharge construction contracts |
| March 2, 2026 | Board consideration of award for facility design contracts |



| Spring 2026 | Begin surcharge work to ensure soil consolidation |
|------------------|--|
| Spring 2026-2027 | Facility Design work |
| June 30, 2026 | Deadline to meet September 30, 2026 Obligation of remaining \$28.83 million in FTA 5339(b) funds |
| Spring 2027 | End Soil Consolidation |
| 2027-2029 | Facility Construction |
| June 30, 2030 | Deadline for facility opening to meet CARB requirements |

Fiscal/Staffing Impact

There is no fiscal impact from this item.

As part of the preliminary design and environmental phase, the consultant team has prepared updated project cost estimates. The original project budget of \$46.7 million, including \$25.9 million for construction was developed in 2023 as part of the federal grant application and before the project site was identified. The award of the FTA Section 5339 Bus and Bus Facilities Grant for \$32.5 million provides the majority of project funding and is matched with local capital reserves and a local RM3 grant.

Updated cost estimates are preliminary but indicate construction costs will exceed the original project budget. The primary drivers are recent increases in construction bids for similar projects and a substantial increase in prices for site electrification components. Once a design team is under contract, staff will work with them on the project budget and scoping and bring an update to your Board. Staff will use the following three strategies: 1) Alignment of the project within the available budget, 2) Identification of additional grants, primarily for site electrification, and 3) Project phasing to prioritize the core facility to meet immediate agency needs.

Respectfully Submitted,

Paul Haifley

Facility Development Project Manager

Attachment A: Fixed Route Maintenance Facility Update Presentation



Bus Operations and Maintenance Facility

CEQA Report Opportunity for Comment

AND PROJECT UPDATE



Topics

- Environmental Process and Overview
- CEQA Notification
- Technical Studies & Key Findings
- Community Engagement and Outreach
- Upcoming Project Procurements
- Upcoming Project Milestones



Environmental Process and Overview

Project Initiation requires evaluation of potential environmental impacts

| Statute | Level | Timeline | Lead Agency |
|---------|---------|-------------------|--------------------------------------|
| CEQA | State | 01/2025 - 01/2026 | Marin Transit |
| NEPA | Federal | 01/2025 - 03/2026 | Federal Transit Administration (FTA) |

- Initial study developed, including supporting technical studies
- Study findings and anticipated determination presented in draft report
 - Determination Categories: Categorical Exclusion (CE), Negative Declaration (ND), Mitigated Negative Declaration (MND), Environmental Impact Report (EIR)
- Anticipated Mitigated Negative Declaration (MND) for this project
 - Impacts are less than significant with mitigation measures
 - Mitigation Monitoring and Reporting Program (MMRP) required for implementation



CEQA Notification

Marin IJ

Postcards
To Neighbors

Email Notification to Stakeholders

Physical Posting On-Site

Website Posting

Website Comment Form



Technical Studies and Key Findings

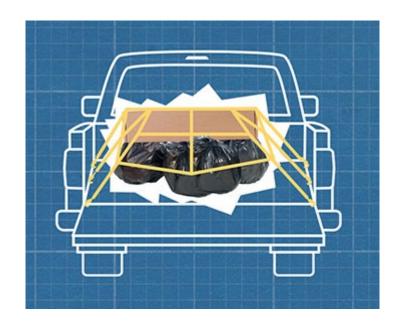
| Technical Studies | Key Findings | Mitigation Measures |
|---|---|---|
| Air Quality | Less Than Significant Impact w/Mitigation | AQ-1: Dust/Exhaust Control Measures |
| Cultural Resources/ Tribal Resources | Less Than Significant Impact w/Mitigation | CU-1: Inadvertent Discovery of Prehistoric/Historic Cultural Resources CU-2: Protocol for human remains discovery TCR-1: Tribal Cultural Monitoring |
| Noise and Vibration | Less Than Significant Impact w/Mitigation | NOI-1: Temporary Barriers NOI-2: Prohibition of heavy equipment NOI-3: Written noticing (60 days) |
| Geology and Soils | Less Than Significant Impact w/Mitigation | GEO-1: Protocol for Paleontological Discoveries |
| Traffic | Less Than Significant Impact | None |



Air Quality

Project has Less Than Significant Impact w/Mitigation

- One Mitigation during construction
- No ongoing mitigations



AQ- 1 Dust and Exhaust Control Measure



- Covered loads
- Street Sweeping
- Pave Quickly



- Equipment Certification (Tier 4 EPA)
- Reduce speeds
- Equipment Maintenance Requirements



Noise and Vibration

Project has Less Than Significant Impact w/Mitigation

- Three mitigations during construction
- No ongoing mitigations
- One sensitive sound receptor near southern property boarder



NOI-1: Temporary Barriers

Use of sound barriers during construction to minimize noise

NOI-2: Prohibition of heavy equipment

Limits on heavy equipment near southern property boarder

NOI-3: Written noticing (60 days)

If heavy equipment is needed, 60 day notice must be provided to the sensitive receptor



Cultural and Tribal Resources

Project has less than significant impact with 3 mitigations during construction

CU-1 Prehistoric/Historic Resources

Contact Qualified Archaeologist

FIGR Contact & Coordination

CU-2 Human Remains

Halt Localized Construction Activity

Contact County Coroner

Origin Determination

TCR-1 Monitoring

Tribal monitoring during initial movement of the existing surcharge soil



Traffic

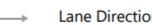
Project has Less Than Significant Impact

- No mitigations required
- Traffic study completed with report
- Most employee trips occur in off-peak periods
- Most Bus pull outs/ pull ins occur in off-peak periods
- Coordination will continue with TAM's US 101/I-580 Multimodal and Local Access Improvement Project

Bus Routing



Primary Bus Exit Route





Secondary Bus Exit Route



Geology and Soils

Project has Less Than Significant Impact w/Mitigation

- Mitigation GEO-01 during construction is protocol if there is a paleontological discovery
- Geotechnical investigation provided detailed soil condition information
- Analysis informs project need for surcharging a future building site
- Prior owner started surcharge process for their project





Community Engagement and Outreach

Phases & Tasks

Scoping / Environmental

Jan - Dec 2025

- Developed Community Engagement plan
- Partnered with Community-Based Organizations (CBO's)
- Sponsored or participated in 14 community events
- Received feedback on initial site design

Design

Early 2026

- Implement Phase 2 of Community Engagement plan
- Participate in Community Capacity Building
- Engage stakeholders
- Collect feedback and report to community

Workforce Development

2026

- Survey existing contractors
- Partner with CBOs & identify feasible programs



Upcoming Project Procurements

Invitation For Bid – Surcharge Grading Construction

December 2025 Release IFB

January 2026 Select contractor

February 2026 Board considers contract award

Request for Qualifications for Engineering, Design, and PS&E –
 Operations and Maintenance Facility

December 2025 Release RFQ

January 2026 Evaluate and interview design firms

February 2026 Select design firm

March 2026 Board considers contract award



Attachment A Timeline





Upcoming Project-Milestones

| December 1, 2025 | Opportunity for CEQA Public Comment |
|------------------|---|
| December 2, 2025 | 30-Day Public Review of CEQA Ends |
| December 2025 | Release Design RFQ Release Surcharge Construction IFB |
| January 5, 2026 | Board considers CEQA Adoption |
| January 2026 | Anticipated NEPA Approval |
| February 2, 2025 | Recommended Award of Surcharge Construction Contract |
| March 02, 2025 | Recommended Award of Design contract |
| Spring 2026 | Start Surcharge Construction |
| Spring 2026 | Start Facility Design Work |

Thank you

CONTACT

Paul Haifley

Facility Development Project Manager

phaifley@marintransit.org





711 Grand Ave, #110 San Rafael, CA 94901 ph: 415.226.0855 marintransit.org December 1, 2025

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

be implemented on April 12, 2026.

Board of Directors

Subject: Approve Marin Transit's MASCOTS Service Changes and

Title VI Equity Analysis Report

Eric Lucan

Dear Board Members:

President
Supervisor District 5

Recommendation

Mary Sackett

Approve the MASCOTS service changes for local fixed route service and the associated Title VI Equity Analysis Report.

Vice President
Supervisor District 1

Summary

Fred Casissa

Staff requests that your Board approve the proposed MASCOTS fixed route services changes outlined in Attachment A to this letter. These changes will impact eight of the District's 24 fixed route services, including discontinuing Route 29 and replacing it with Supplemental Route 629. In response to public comments received during the outreach process, this proposal includes significant changes from the proposal provided at the October and November Board of Directors meetings. If approved, the proposed service changes would

Second Vice President Town of Corte Madera

hanie .. _ . Background

Brian Colbert

MASCOTS is a cooperative effort of the Golden Gate Bridge Highway & Transportation District (GGBHTD), Sonoma Marin Area Rail Transit (SMART), Marin Transit, Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit, Sonoma County Transportation and Climate Authority (SCTCA), Transportation Authority of Marin (TAM), and Metropolitan Transportation Commission (MTC). These agencies committed to taking a fresh look at travel in the Highway 101 corridor as if all the local bus, regional bus, ferry and rail services were operated by one entity focused on efficiently growing overall transit ridership in the corridor utilizing existing resources.

Director
Supervisor District 2

Your Board originally received an introduction to MASCOTS in November 2024 that included history and a summary of existing conditions: https://marintransit.org/meetings-events/2024/november-2024-board-directors-meeting. The General Manager provided updates monthly on the progress of the effort through the first half of 2025. Your Board received additional updates on MASCOTS in July and September:

Stephanie Moulton-Peters

Director Supervisor District 3

Dennis Rodoni

Director Supervisor District 4

Maribeth Bushey

Director City of San Rafael

Maika Llorens Gulati

Alternate City of San Rafael



https://marintransit.org/meetings-events/2025/july-2025-board-directors-meeting and https://marintransit.org/meetings-events/2025/september-2025-board-directors-meeting. For more background information on the effort, please reference these Board items or https://mascotsplan.org.

In response to GGBHTD and SMART's proposed regional bus and rail service changes, staff developed a service plan proposal that improves connections and transfer options for riders. These changes to local bus service are primarily focused on routes in Southern Marin where the most significant regional GGBHTD bus routes changes will occur. This proposal was presented at the October 6, 2025 Board meeting (https://marintransit.org/meetings-events/2025/october-2025-board-directors-meeting).

At your October 2025 Board of Directors meeting, staff presented public comments on the proposal received during the outreach phases of the project. Staff noted at that meeting, some areas of the proposal received limited support. This included highlighting that specific recommendations for Routes 17 and 36 were flagged as potentially impactful to existing riders and not supported by City staff and elected officials in the communities they served. Staff has revised the prosed service changes to respond to these comments and the resulting recommendation eliminates most of the changes to these routes and allows the District to revisit these recommendations at a future date. A summary of the original and proposed service changes can be found in Attachment A.

Discussion

The MASCOTS service change proposal requested for approval by your Board was developed in response to the changes in the regional transit service in Marin County by SMART and GGBHTD. Staff focused on the following goals when developing the proposal:

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

The initial proposal shared with the public was revisited after public comments were received and modified to that shown in Table 1 below.



Table 1: MASCOTS Related Service Changes

| Route | Proposed Changes |
|-------|--|
| 17 | Remove weekday peak service to Strawberry from trips that currently serve these stops Add Strawberry service to evening trips that also serve Larkspur Landing. Evaluate schedule coordination opportunities to GGBHTD Route 130 in Strawberry |
| 22 | Remove Strawberry service from southbound alignment to improve efficiency and better connect to Route 130 in Marin City Additional service adjustments (see Table 2) |
| 36 | Evaluate schedule coordination opportunities with GGBHTD Route 130 in Strawberry Minor service adjustments (see Table 2) |
| 71 | Coordinate with GGBHTD for timed connections to Route 130 in Marin City Extend the northern terminus from Redwood/Olive to San Marin SMART Reroute service north of Rowland to use Redwood Blvd (add Marin Community Clinics stop) to get into Downtown Novato Move evening departures at the San Rafael Transit center pulse from X:30 to X:00 Decreasing evening span of service by 30 minutes on both weekdays and weekends Additional service adjustments (see Table 2) |

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



Table 2: Other Recommended Service Changes

| Route | Weekday Adjustments | Weekend Adjustments |
|--------------|--|---|
| 22 | Southbound trip to the College of Marin departing SRTC at 6:30 am would be cancelled Northbound trip from the College of Marin arriving at SRTC at 7:25 am would be cancelled. | |
| 29 | Cancel current route. Replace with Supplemental Route 629 | |
| 35 | Add two northbound and southbound trips operating to Northgate, extend northbound service by an hour and southbound service by 30 minutes in the evening Reassign the "short run" trips that only assign the Canal to a new route name. | |
| 36 | Northbound trips arriving at Kerner Blvd & Larkspur St at 6:23 am and 7:23 pm would be cancelled. Southbound trips departing Kerner Blvd & Larkspur St at 5:53 am and 7:23 am would be cancelled. | Northbound trip arriving at Kerner Blvd & Larkspur St at 7:14 am would be cancelled. |
| 49 | | Southbound trip arriving SRTC at 11:10 pm would be cancelled |
| 57 | Northbound trip arriving at San Marin SMART station at 1:55 pm would be cancelled. Vintage Oaks would not be served on the trip that departs from Hamilton at 3:18 pm and the trips that depart from the San Marin SMART station at 8:35 am and 1:20pm. | |
| 71 | Last southbound trip arriving at Marin City at 11:13 pm instead of 11:43 pm. Last northbound trip arriving at San Marin SMART at 12:26 pm instead of 12:51 pm. | Last southbound trip arriving at Marin City at 12:15 pm instead of 12:45 pm. Last northbound trip arriving at San Marin SMART at 12:26 pm instead of 12:53 pm. |
| 629 (new) | Add new Supplemental route to serve Hall MS and Redwood HS | |

Title VI Equity Analysis

The proposed service change constitutes a major service change, requiring a Title VI service equity analysis to determine if there will be a disparate impact or disproportionate burden on miniorties or low-income riders, respectively. The Title VI service equity analysis is included as Attachment B to this



letter. The analysis was conducted in accordance with the Federal Transit Administration's Title VI policies, as well as Marin Transit's adopted disparate impact and disproportionate burden policies. It shows that the proposed change will not create a disparate impact on minority riders, nor would it create a disproportionate burden on low-income riders.

Fiscal/Staffing Impact

The proposed service change is expected to change the total number of fixed route service hours by less than 1% (+600 hours). Since there is an assumed shift of approximately 3,800 revenue hours from GGBHTD operated service to Marin Airporter operated service, we estimate an annual savings of approximately \$200,000 in purchased transportation. No budget amendment is needed since the savings is less than 5% of the purchase transportation costs and will not be implemented until the end of the fiscal year.

Respectfully Submitted,

Robert Betts

Director of Operations & Service Development

Attachment A: Service Change Proposal

Attachment B: Title VI Equity Analysis

Attachment C: MASCOTS Service Change Presentation

Summary of MASCOTS Regional Service Recommendations

The MASCOTS recommended service changes reflect proposals to improve regional travel in Marin and Sonoma Counties as recommended by the consultant and agreed upon by agency staff. The new service structure will better serve the regional travel market in Marin and Sonoma Counties by (1) focusing service in areas with the highest ridership potential, (2) reducing underperforming service, and (3) decreasing duplication between transit agencies.

MASCOTS recommends the following changes to transit services in the 101 corridor:

1. SMART and Golden Gate Transit Route 101:

- Truncate GGT Route 101 in Novato and reinvest the Route 101 revenue hours in increased frequency between San Rafael and San Francisco.
- Increase SMART train frequency and operate trains earlier and later in the day.
- 2. **Southern Marin Bus Service**: Streamline bus routes between San Rafael, Marin City, Sausalito, and San Francisco including discontinuing GGT Route 150, truncating GGT Route 130 in Marin City and doubling frequency, and increasing frequency on the 101 south of San Rafael.
- 3. **Local Bus Connections to SMART**: Improve local bus connections to SMART; Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, and Marin Transit should make strong, direct connections to SMART stations through route realignments and schedule changes.
- 4. **GGT Commute Routes in Sonoma**: Combine the three GGT commute routes in Sonoma County into a single alignment with improved frequency and restrict San Francisco local travel to reduce travel time.
- 5. **GGT Route 580 in San Rafael:** Change GGT Route 580 to follow the 580X alignment in East San Rafael, staying on the freeway to Bellam Blvd. to improve travel time. In the East Bay, the 580 will continue to serve the stop in Point Richmond and all but three westbound morning trips will follow the Route 580 alignment.

6. Regional Paratransit: No changes

MASCOTS proposes routing and/or schedule changes to Golden Gate Routes 101, 130, 172, 580, and 580X and the discontinuation of Routes 150, 164, and 172X and increased service on SMART. No changes were recommended to the Golden Gate Ferry, or GGT Routes 114, 154. Nearly all riders on the routes proposed for discontinuation would have alternative service available. The recommendations propose maintaining current Golden Gate Transit total bus revenue hours in a re-structured form and propose increasing SMART service by 19% overall. If these proposed changes are approved, changes to these routes would take effect in Spring 2026. It should be noted that the agencies have agreed to continue to fund regional paratransit despite the cancellation of the 101 in Sonoma County to ensure no impacts to these most vulnerable riders.

The package of service changes is recommended and funded as a three-year pilot to be evaluated in summer 2028 after two years. This evaluation will inform continuation or further changes to the services.

Regional Bus and Rail Changes

Regional bus changes proposed by GGBHTD include the following:

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

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

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

These changes will impact local service in the following ways:

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

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

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

Route 150: This route would be cancelled.

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

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

Regional rail changes proposed by SMART include the following:

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

Local Marin Transit Bus Changes

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

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

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

The initial proposal shared with the public was revisited after public comments were received and modified. Table 1 shows the details of the initial and final proposal. Changes shown in the lighter grey color indicate no change from the initial to the final.

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

Table 1: MASCOTS Local Service Plan Summary

| Route | Initial Proposal | Final Proposal |
|----------|---|---|
| 17 | Move southern terminus from Sausalito Ferry to Marin City Add back Lucky bus pad to all trips Move SRTC pulse timing from :00/:30 to :15/:45 Span of service adjustments (see Table 2) | Remove service to Strawberry from trips that currently serve these stops. Add Strawberry service to evening trips that also serve Larkspur Landing. |
| 22 | Remove Strawberry service from southbound alignment to improve efficiency Additional service adjustments (see Table 2) | Remove Strawberry service from southbound alignment to improve efficiency Additional service adjustments (see Table 2) |
| 26 (new) | New route replacing Route 36 New route would operate: SRTC – Canal (clockwise) - Andersen Dr - Larkspur Landing - Lucky bus pad - Paradise bus pad - Strawberry. Weekday: 30 min peak/60 min off peak frequency, weekend: 60 min frequency. Route would not operate on the pulse at SRTC and be timed to connect to Route 130 in Strawberry | We will not advance this recommendation. |
| 36 | Cancel and replace it with New Route 26 | Service adjustments (see Table 2) |
| 71 | Move southern terminus from Marin City to Sausalito Ferry Move northern terminus from Redwood/Olive to San Marin SMART Reroute service north of Rowland to use Redwood Blvd (add Marin Community Clinics stop) to get into Downtown Novato Extend 30 min peak frequency from 7 pm to 9 pm Increase layover in Novato to improve on-time performance | Move northern terminus from Redwood/Olive to San Marin SMART. Reroute service north of Rowland to use Redwood Blvd (add Marin Community Clinics stop) to get into Downtown Novato Move evening departures at the San Rafael Transit center pulse from X:30 to X:00 Decreasing evening span of service by 30 minutes on both weekdays and weekends Increase layover in Novato to improve on-time performance |
| 219 | Adjust schedules based on new Route 26 and GGBHTD 130 Additional service adjustments (see Table 2) | |

Table 2: Other Proposed Local Changes

| | Initial I | Proposal | Final P | roposal |
|-------|---|--|---|---------------------|
| Route | Weekday Adjustments | Weekend Adjustments | Weekday Adjustments | Weekend Adjustments |
| 17 | The last northbound trip would arrive SRTC at 10:10 pm instead of 11:25 pm. The last southbound trip would depart SRTC at 8:15 pm instead of 9:30 pm. | Saturday, the last northbound trip would arrive SRTC at 10:10 pm instead of 11:25 pm. Sunday, the last northbound trip would arrive SRTC at 10:10 pm instead of 10:25 pm. Saturday, the last southbound trip would depart SRTC at 8:15 pm instead of 9:30 pm. Sunday, the last southbound trip would depart SRTC at 8:15 pm instead of 8:30 pm. | 5:55pm would be cancelled. | |
| 22 | Southbound trip to the College of Marin departing SRTC at 6:30 am would be cancelled Northbound trip from the College of Marin arriving at SRTC at 7:25 am would be cancelled. | | Southbound trip to the College of Marin departing SRTC at 6:30 am would be cancelled Northbound trip from the College of Marin arriving at SRTC at 7:25 am would be cancelled. | |
| 29 | Cancel current route. Replace with Supplemental Route 629 | | Cancel current route. Replace with Supplemental Route 629 | |

| | Initial | Proposal | Final P | roposal |
|-------|--|---|--|---|
| Route | Weekday Adjustments | Weekend Adjustments | Weekday Adjustments | Weekend Adjustments |
| 35 | | | Add two northbound and southbound trips operating to Northgate, extend northbound service by an hour and southbound service by 30 minutes in the evening Reassign the "short run" trips that only assign the Canal to a new route name. Two northbound short trips and one southbound short trip would be cancelled. | operating from Northgate, extend southbound service by half an hour in the morning. Two northbound short trips and one southbound short trip would be cancelled. |
| 36 | Cancel current route. Replace with Route 26 | Cancel current route. Replace with Route 26 | Northbound trips arriving at Kerner Blvd & Larkspur St at 6:23 am, 3:53pm, and 7:23 pm would be cancelled. Southbound trips departing Kerner Blvd & Larkspur St at 5:53 am, 3:53pm, and 7:23 pm would be cancelled. | Northbound trip arriving at Kerner Blvd & Larkspur St at 7:53 am would be cancelled. |
| 49 | | Southbound trip arriving SRTC at 11:10 pm would be cancelled | - | Southbound trip arriving SRTC at 11:10 pm would be cancelled |
| 57 | Northbound trip from Hamilton arriving at San Marin SMART at 1:55 pm would be cancelled. | | Northbound trip arriving at San Marin SMART station at 1:55 pm would be cancelled. Vintage Oaks would not be served on the trip that departs from Hamilton at 3:18 pm and the trips that depart from the San Marin SMART station at 8:35 am and 1:20pm. | |

| | Initial P | roposal | Final P | roposal |
|--------------|--|---|---|---|
| Route | Weekday Adjustments | Weekend Adjustments | Weekday Adjustments | Weekend Adjustments |
| 71 | | Last southbound trip departing SRTC at 12:00 am instead of 12:30 am. | Last southbound trip arriving at Marin City at 11:13 pm instead of 11:43 pm. Last northbound trip arriving at San Marin SMART at 12:26 pm instead of 12:51 pm. | Last southbound trip arriving at Marin City at 12:15 pm instead of 12:45 pm. Last northbound trip arriving at San Marin SMART at 12:26 pm instead of 12:53 pm. |
| 219 | Adjust span of service and frequency to align with new transfer connections in Strawberry. Eastbound service span adjusted to 7:30 am to 7:30 pm. Current span is 6:20 am to 8:00 pm Westbound service span adjusted to 7:10 am to 8:10 pm. Current span is 6:40 am to 8:20 pm | Adjust span of service and frequency to align with new transfer connections in Strawberry. Westbound service span adjusted to 8:10 am to 8:10 pm. Current span is 7:40 am to 7:40 pm | | |
| 629 (new) | Add new Supplemental route to serve Hall MS and Redwood HS | | Add new Supplemental route to serve Hall MS and Redwood HS | |



Title VI Service Equity Analysis

April 2026 Marin Transit Service Change

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

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Background

The Marin Sonoma Coordinated Transit Service Plan (MASCOTS) is a cooperative effort of the GGBHTD, SMART, Marin Transit, Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit, Sonoma County Transportation and Climate Authority (SCTCA), Transportation Authority of Marin (TAM), and Metropolitan Transportation Commission (MTC). These agencies committed to taking a fresh look at travel in the Highway 101 corridor as if all the local bus, regional bus, ferry and rail services were operated by one entity focused on efficiently growing overall transit ridership in the corridor utilizing existing resources. The MASCOTS study made several recommendations on how to improve and streamline transit service across the participating agencies. This analysis looks at the equity impacts of Marin Transit's proposed implementation of the MASCOTS plan.

Proposed Changes to Marin Transit Fixed-Route Services

The proposed service change was developed to respond to MASCOTS regional changes and to achieve the goals of the MASCOTS effort working within the existing funding and contractor restrictions. In addition, other local changes not related to the MASCOTS effort are included in the proposed service change. This analysis considers all proposed changes together as one. The details of the proposed changes are described in Attachment A included with this item.

Title VI Requirements

FTA Requirements

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

Marin Transit's Title VI Program

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

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

Major Service Change

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

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

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

Criteria 3 and 4 apply to the proposed cancellation of Route 29. The full service change package will be considered as a whole for the purpose of this analysis.

Disparate Impact and Disproportionate Burden

The FTA defines Disparate Impact as a situation where minority populations bear a greater impact associated with a service change than would be expected based on their underlying share of the service population. For example, if minority populations make up 30% of the service population, but analysis indicates that they will bear 60% of the impact associated with a service change, then a Disparate Impact may occur. Similarly, a Disproportionate Burden is when the same occurs for low-income populations.

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

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

Public Participation

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

In accordance with the District's Public Participation Plan, a public hearing was held at the Al Boro Community Center (50 Canal St, San Rafael) on Wednesday, October 15th, 2025, at 6:00 pm. To go above and beyond the requirement, the District held a second public hearing at the Marin City Library (164 Donahue St, Marin City) on Thursday, October 16th, 2025, at 5:00 pm. Spanish translation was

provided; translation services for other languages were not requested. In addition, Marin Transit performed extensive public outreach with community groups, at bus stops, and on-board buses in service. Staff will provide all public comment to the Board of Directors prior to considering adoption of these changes.

Attachment B included with November 3, 2025 board item documents all public participation activities the District engaged in to solicit feedback on the proposed service changes and Attachment C from that board item documents the public comments received as of 10/27/25.

Title VI Service Equity Analysis

Methodology

To assess the impact of the proposed service changes on Title VI populations, this analysis considers the residential population living within a quarter-mile of Marin Transit bus stops both before and after the proposed changes, including total population, minority population², and low-income population³. The analysis uses 2023 5-Year American Community Survey Census data at the block group level. This analysis looks at the Marin Transit system as a whole to determine if the proposed changes represent a disproportionate burden within the context of the full system.

To estimate the level of service that these populations would have access to under the current and proposed networks, Table 1 goes route-by-route and calculates these populations for each route. Some Marin Transit routes have multiple variations; for example, some trips on Route 17 serve Larkspur Landing, but most trips do not. For the purposes of this analysis, each unique variation of each route is treated as a separate route.

The populations are then multiplied by the number of bus trips per weekday, i.e. the number of times a bus would go by those stops on a typical weekday, to calculate the number of "population trips". Table 2 then calculates the difference in service levels, as measured by population trips, between the existing and proposed networks, for the total population, minority population, and low-income population.

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

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



Table 1: Population Trip Calculations by Route

| | | Existing Network Proposed Network | | | | | | | | | | | | | |
|-----------------|-------------------|-----------------------------------|-----------|---------------|------------------|-----------|--------------|---------------|--------|-----------|---------------|------------------|-----------|---------------------------|---------------|
| | | | Populatio | n | | Ро | pulation Tri | ps | | Populatio | n | | Ро | pulation Tri _l | os |
| Route | Variant | Total | Minority | Low Income | Weekday Trips | Total | Minority | Low Income | Total | Minority | Low Income | Weekday Trips | Total | Minority | Low Income |
| 17 | Standard | 52,466 | 15,320 | 7,987 | 43 | 2,256,038 | 658,760 | 343,438 | 52,466 | 15,320 | 7,987 | 49 | 2,570,834 | 750,680 | 391,360 |
| 17 | via Strawberry | 56,149 | 16,111 | 8,577 | 6 | 336,894 | 96,666 | 51,463 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | via Larkspur | 56,977 | 16,783 | 8,668 | 3 | 170,931 | 50,349 | 26,004 | 60,660 | 17,574 | 9,258 | 3 | 181,980 | 52,722 | 27,774 |
| 22 | СОМ | 28,207 | 8,328 | 4,362 | 24 | 676,968 | 199,872 | 104,696 | 28,207 | 8,328 | 4,362 | 22 | 620,554 | 183,216 | 95,972 |
| 22 | Marin City | 65,667 | 19,749 | 10,046 | 30 | 1,970,010 | 592,470 | 301,380 | 65,667 | 19,749 | 10,046 | 30 | 1,970,010 | 592,470 | 301,380 |
| 23 | | 57,128 | 23,251 | 13,700 | 46 | 2,627,888 | 1,069,546 | 630,209 | 57,128 | 23,251 | 13,700 | 46 | 2,627,888 | 1,069,546 | 630,209 |
| 29 | | 31,780 | 10,133 | 5,022 | 9 | 286,020 | 91,197 | 45,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35 ⁴ | Canal | 21,285 | 14,914 | 9,107 | 58 | 1,234,530 | 865,012 | 528,233 | 22,972 | 15,638 | 9,454 | 59 | 1,355,348 | 922,642 | 557,813 |
| 35 | Northgate | 40,707 | 23,277 | 12,540 | 58 | 2,361,006 | 1,350,066 | 727,296 | 42,394 | 24,001 | 12,887 | 62 | 2,628,428 | 1,488,062 | 798,969 |
| 36 | Canal | 21,285 | 14,914 | 9,107 | 5 | 106,425 | 74,570 | 45,537 | 21,285 | 14,914 | 9,107 | 2 | 42,570 | 29,828 | 18,215 |
| 36 | Marin City | 53,628 | 25,580 | 14,464 | 50 | 2,681,400 | 1,279,000 | 723,189 | 55,315 | 26,304 | 14,811 | 49 | 2,710,435 | 1,288,896 | 725,728 |
| 49 | | 80,561 | 35,246 | 17,601 | 53 | 4,269,733 | 1,868,038 | 932,839 | 80,561 | 35,246 | 17,601 | 53 | 4,269,733 | 1,868,038 | 932,839 |
| 57 | Novato | 46,691 | 20,426 | 10,143 | 8 | 373,528 | 163,408 | 81,148 | 46,691 | 20,426 | 10,143 | 7 | 326,837 | 142,982 | 71,004 |
| 57 | San Rafael | 83,477 | 36,227 | 18,548 | 31 | 2,587,787 | 1,123,037 | 574,974 | 83,477 | 36,227 | 18,548 | 31 | 2,587,787 | 1,123,037 | 574,974 |
| 61 | | 30,997 | 8,035 | 4,420 | 12 | 371,964 | 96,420 | 53,036 | 30,997 | 8,035 | 4,420 | 12 | 371,964 | 96,420 | 53,036 |
| 68 | | 47,160 | 11,896 | 7,325 | 17 | 801,720 | 202,232 | 124,530 | 47,160 | 11,896 | 7,325 | 17 | 801,720 | 202,232 | 124,530 |
| 71 | | 80,070 | 33,091 | 16,367 | 64 | 5,124,480 | 2,117,824 | 1,047,500 | 86,102 | 34,958 | 16,846 | 64 | 5,510,528 | 2,237,312 | 1,078,146 |
| 219 | | 21,057 | 5,163 | 2,114 | 36 | 758,052 | 185,868 | 76,101 | 21,057 | 5,163 | 2,114 | 36 | 758,052 | 185,868 | 76,101 |
| 228 | | 53,147 | 13,677 | 8,344 | 27 | 1,434,969 | 369,279 | 225,280 | 53,147 | 13,677 | 8,344 | 27 | 1,434,969 | 369,279 | 225,280 |
| 233 | | 25,486 | 12,700 | 6,299 | 26 | 662,636 | 330,200 | 163,777 | 25,486 | 12,700 | 6,299 | 26 | 662,636 | 330,200 | 163,777 |

⁴ This route may be renamed as part of the service change proposal.

| | | | | | Existing N | letwork | | | | | | Proposed Network | | | | | | | | | |
|-------|---------|--------|-----------|---------------|------------------|------------|--------------|---------------|------------|----------|---------------|------------------|------------|------------|---------------|--|------------|--|------------------|--|--|
| | | | Populatio | n | | Ро | pulation Tri | ps | Population | | Population | | Population | | Population | | Population | | Population Trips | | |
| Route | Variant | Total | Minority | Low Income | Weekday Trips | Total | Minority | Low Income | Total | Minority | Low Income | Weekday Trips | Total | Minority | Low Income | | | | | | |
| 245 | | 31,920 | 12,924 | 6,516 | 24 | 766,080 | 310,176 | 156,395 | 31,920 | 12,924 | 6,516 | 24 | 766,080 | 310,176 | 156,395 | | | | | | |
| 613 | | 18,129 | 4,726 | 1,871 | 3 | 54,387 | 14,178 | 5,612 | 18,129 | 4,726 | 1,871 | 2 | 36,258 | 9,452 | 3,741 | | | | | | |
| 619 | | 25,625 | 6,359 | 2,688 | 5 | 128,125 | 31,795 | 13,441 | 25,625 | 6,359 | 2,688 | 4 | 102,500 | 25,436 | 10,753 | | | | | | |
| 625 | | 28,882 | 5,869 | 3,994 | 2 | 57,764 | 11,738 | 7,987 | 28,882 | 5,869 | 3,994 | 2 | 57,764 | 11,738 | 7,987 | | | | | | |
| 629 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15,764 | 4,231 | 1,710 | 2 | 31,528 | 8,462 | 3,419 | | | | | | |
| 654 | | 28,677 | 10,808 | 5,134 | 1 | 28,677 | 10,808 | 5,134 | 28,677 | 10,808 | 5,134 | 1 | 28,677 | 10,808 | 5,134 | | | | | | |
| Total | | | | | | 32,128,012 | 13,162,509 | 6,994,400 | | | | | 32,455,080 | 13,309,502 | 7,034,538 | | | | | | |

Table 2: Population Trip Differences Between Existing and Proposed Networks

| | Рог | oulation Trips (To | tal) | Popu | lation Trips (Min | ority) | Population Trips (Low-Income) | | | |
|---------------------|---------------------|------------------------|----------|---------------------|------------------------|----------|-------------------------------|------------------------|----------|--|
| | Population Trips | Net change to existing | % change | Population Trips | Net change to existing | % change | Population Trips | Net change to existing | % change | |
| Existing Network | 32,128,012 | | | 13,162,509 | | | 6,994,400 | | | |
| Proposed Network | 32,455,080 | 327,068 | 1.0% | 13,309,502 | 146,993 | 1.1% | 7,034,538 | 40,137 | 0.6% | |



Results

Table 3 and Table 4 show the results of the Disparate Impact and Disproportionate Burden analyses, respectively. The reductions in people trips on the proposed network would not pose a disparate impact on minorities, nor would it pose a disproportionate burden on low-income residents.

Table 3: Disparate Impact Analysis

| Step | Figure |
|---|--------|
| % Change in Population Trips: Total | 1.0% |
| % Change in Population Trips: Minority | 1.1% |
| Difference of Minority Impacts to Total Impacts | 0.1% |
| Exceed 20% Disparate Impact Threshold | NO |

Table 4: Disproportionate Burden Analysis

| Step | Figure |
|---|--------|
| % Change in Population Trips: Total | 1.0% |
| % Change in Population Trips: Low-Income | 0.6% |
| Difference of Low-Income Impacts to Total Impacts | -0.4% |
| Exceed 20% Disproportionate Burden Threshold | NO |

Conclusion

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



Marin Transit MASCOTS Service Change Adoption

MARIN TRANSIT BOARD

December 1, 2025 marintransit.org

Marin Sonoma Coordinated Transit Service Plan (MASCOTS) Background

 Collaborative comprehensive analysis of transit services in Highway 101 corridor



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



















Proposal Development

2024/25 Existing Conditions Analysis / Study Recommendations

Summer 2025 Local Service Concepts Released

Public Outreach

October 2025 Proposed Local Changes Released (Marin Transit)

Public Outreach / Public Hearing

November 2025 Comments Reviewed / Further Data Analysis

December 2025 Final Local Service Proposal



Original MASCOTS Local Change Proposal

Route 17

• No longer serve Sausalito (Bridgeway), end route in Marin City

Route 22

No longer serve Strawberry Village

Route 36

 Cancel. Replace with a new Route 26 servicing SRTC-Canal-Larkspur Landing-Strawberry

Route 71

- Extend northern terminus to San Marin SMART
- Extend southern terminus to Sausalito Ferry







Original MASCOTS Local Change Proposal

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



Updated MASCOTS Local Change Proposal

- Provide new connections to regional service in Southern Marin
 - Route 71 Route 130 (Marin City)
 - Route 36 & 219 Route 130 (Strawberry)
 - Route 26 Larkspur Ferry / Larkspur SMART
 - Route 71 Sausalito Ferry
- Increase legibility of the network along Highway 101
- Preserve one-seat rides to/from Sausalito, 101 Bus Pads, and San Rafael
- Increase other regional connections
 - Route 71 -Extend northern terminus to San Marin SMART
 - Route 71 Extend southern terminus to Sausalito Ferry



Factors Considered in Development of Final Recommendation

Feedback from Outreach

- Concerns about loss of direct connection from Sausalito Mill Valley (Route 17)
- Limited support for replacement of Route 36 with Route 26

Financial Constraints

Cost neutral / cost reduction

Operational Constraints

Desire to maintain current contractor hours / vehicles / drivers (to the extent feasible)

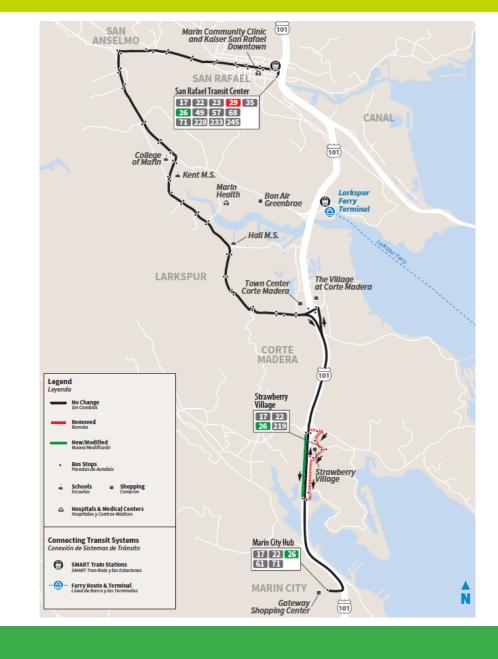
Upcoming Opportunities to Better Understand Rider Needs

- Onboard Survey (February April 2026)
- Upcoming Canal Engagement Efforts (early 2026)
- Rider response to regional MASCOTS changes (mid 2026)



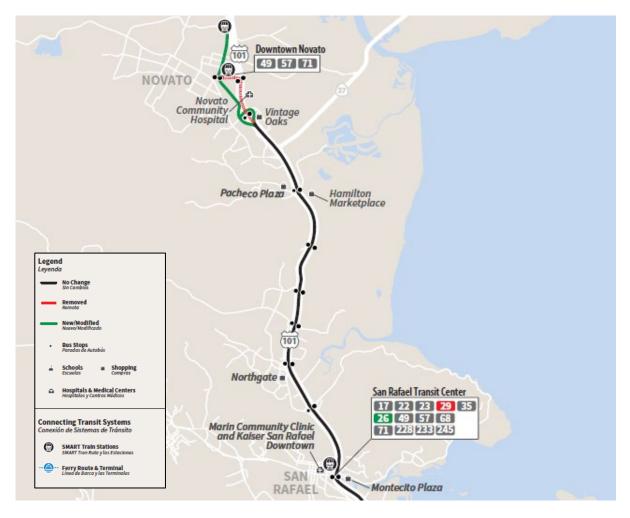
Proposed Route 22

Alignment Changes





Proposed Route 71
Alignment Changes



Southern Portion Not Shown Route will continue south to Marin City (no change)



Other Local Changes Proposed*

- Route Cancellation Due to Low Ridership
 - Cancel Route 29, Replace with new Supplemental Route 629
- Service Legibility Enhancements
 - Route 35 "short runs" pulled out as a new route. Minor service increase.
- Span of Service Adjustments Due to Low Ridership
 - Route 71 (weekend service would end 30 min earlier)
- Select Trip Cancellations Due to Low Ridership
 - Route 22 (cancel two weekday trips)
 - Route 36 (cancel four weekday trips, one weekend trip) replace Canal service with added Route 35 trips
 - Route 49 (cancel one weekend trip)
 - Route 57 (cancel one weekday trip)



MASCOTS Timeline

Summer 2024

PHASE 1: Current Conditions

Winter 2024/25

PHASE 2: Solutions to Address Opportunities

Spring 2025

PHASE 3: Impacts of Alternatives

July-August 2025

Public Outreach

September-December 2025

Boards Asked to Adopt Changes

~April 2026

Implementation

Marin Transit Timeline

July-August 2025

General Public Outreach

August-September 2025

Develop Service Change Proposal

October – November 2025

Outreach and Title VI

December 2025

Adopt Changes

~April 2026

Implementation



Thank you

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711 Grand Ave, #110 San Rafael, CA 94901 ph: 415.226.0855 marintransit.org December 1, 2025

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

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Maika Llorens Gulati

Alternate City of San Rafael Subject: Marin Transit FY 2024/25 System Performance Report

Dear Board Members:

Recommendation

Discussion item.

Summary

The attached report summarizes the operational performance of all Marin Transit local transit services for Fiscal Year 2024/25 and compares these results to the District's typology level performance goals adopted by your Board on September 9, 2024. Performance statistics presented in this report are unaudited and will be updated as needed prior to submittal to the National Transit Database.

The report is a detailed assessment of systemwide, typology-level, and route-level performance data for FY 2024/25. Highlights related to the performance of the local transit system in FY 2024/25 are summarized below.

Ridership Trends

In FY 2024/25, there was a 10% increase in fixed route ridership compared to the previous fiscal year. The ridership increase was double the national trend (5%) and has brought Marin Transit fixed route services up to 111% of pre-COVID ridership levels. Fixed route service offered was largely the same as the prior fiscal year.

Marin Access ridership increased by 14% in FY 2024/25 compared to the previous fiscal year. The majority of this increase occurred on the Catch-A-Ride program, which nearly doubled in size (+92%). On April 7, 2025, your Board approved a new Mobility Wallet suite of programs to replace the Catch-A-Ride program and keep it financially solvent.

Passenger Revenues, Farebox Recovery and Financial Outlook

Systemwide passenger revenue decreased by 2% in FY 2024/25 compared to the prior fiscal year. This decrease is due to a large one-time Clipper reimbursement the District received in FY 2023/24, as well as a change in the way College of Marin pass revenue is allocated. Overall farebox recovery



decreased from 8.6% to 8.2% during the same period. Subsidy per passenger decreased to a systemwide average of \$11.38 from \$12.12 in FY 2023/24.

Areas for Performance Improvement

The report summarizes the four fixed route service typologies and their respective productivity and subsidy goals. All four fixed route typologies met their productivity and subsidy goals. The Demand Response typology met its subsidy goal, but did not meet its productivity goal. Staff continues to work with Transdev, the District's Demand Response operator, to improve productivity on ADA paratransit, the largest Demand Response program.

In April 2026, the Marin and Sonoma operators will implement service changes in accordance with the Marin-Sonoma Coordinated Transit Service Plan (MASCOTS). Marin Transit will implement a service change in FY 2025/26 to coordinate with the new regional service pattern.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

Char Butile

Asher Butnik

Senior Transit Planner

Attachment A: Marin Transit FY 2024/25 System Performance Report

Attachment B: Marin Transit FY 2024/25 System Performance Presentation

Marin Transit FY 2024/25 Annual Performance Report

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| | Yellow Bus | 3 | 3 |
| | Demand Response | | |
| | Mobility Management | | |
| | Performance Goals | | |
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System Performance Summary for FY 2024/25

This report summarizes the unaudited operational performance of Marin Transit local transit services for FY 2024/25 and compares these results to the District's typology level performance goals adopted by the Marin Transit Board on September 9, 2024. The report provides a detailed route level assessment of all Marin Transit services operating in FY 2024/25.

Overall, Marin Transit provided 3,352,945 unlinked passenger trips in FY 2024/25 with 214,453 revenue hours of service. Compared to FY 2023/24, these figures represent a 10% increase in unlinked passenger trips and no significant change in revenue hours.

Increased ridership was experienced across most service typologies and programs relative to the prior fiscal year, with the exception of the Muir Woods Shuttle service, which will be discussed in further detail later in this report. The system-wide productivity rate this fiscal year was 15.6 riders per revenue hour, 10% higher than FY 2023/24. Passenger revenues decreased in FY 2024/25 by 2% due to a large one-time Clipper reimbursement from the prior year that makes FY 2023/24 seem larger by

comparison, as well as a change in the way College of Marin pass revenue is allocated that no longer counts some of the revenue as passenger fare revenue. Even with these reduced passenger revenues, ridership increases meant that passenger subsidy decreased to a system-wide average of \$11.38 per passenger in FY 2024/25, from \$12.12 per passenger in FY 2023/24.

Fixed Route

Fixed Route operations carried 3.1 million unlinked passenger trips in FY 2024/25 with 181,352 revenue hours. These figures represent 93% of the District's total ridership and 85% of revenue hours for the fiscal year. Compared to FY 2023/24, unlinked passenger trips on fixed route services increased by 10% and revenue hours did not change significantly. Overall fixed route productivity was 17.2 passengers per revenue hour in FY 2024/25, which is 10% higher than 15.5 per hour last fiscal year. Pre-COVID productivity was 16.2 passenger per revenue hour in FY 2018/19. Compared to FY 2023/24, all Fixed Route typologies experienced an increase in overall ridership.

Fixed Route passenger revenue decreased by 4% in FY 2024/25 compared to last year due to the one-time Clipper reimbursement from the prior year and the change in the way College of Marin pass revenue is allocated. Operating costs increased 2%, lowering farebox recovery on Fixed Route services from 8.8% in FY 2023/24 to 8.2% in FY 2024/25.

Fixed Route services underwent a major service change on June 11, 2023, three weeks before the end of FY 2022/23. This service change was proposed and approved due to operational challenges, not due to performance concerns. The sustained growth over the last two fiscal years demonstrates that riders have successfully found the appropriate routes to reach their destinations, even though those routes may have changed between FY 2022/23 and the current service structure.

Muir Woods Shuttle

As of the service typology update adopted by the Marin Transit Board on September 9, 2024, the Muir Woods Shuttle, formerly known as Route 66, is no longer considered part of the District's Fixed Route operations. This is primarily due to the new service delivery model that took effect when Bauer's Intelligent Transportation took over operation of the Shuttle on May 27, 2023, which requires pre-reservation and no longer allows walk-ups or cash payments.

In FY 2024/25, the Muir Woods Shuttle carried 43,085 unlinked passenger trips and performed 3,829 revenue hours of service. These totals represent 1% of the District's total ridership and 2% of revenue hours. The Shuttle's ridership represents a 14% decrease from the prior year, with a 9% decrease in revenue hours. Service on the Muir Woods Shuttle decreased from the previous year at the request of the National Parks Service, which felt that the reduced service level would be sufficient to meet demand. The Shuttle operated for 3 fewer days in FY 2024/25 than in the previous year, and also offered fewer trips per day of operation.

Yellow Bus

In FY 2024/25, Yellow Bus service for the Ross Valley School District carried 109,800 unlinked passenger trips and operated 1,464 revenue hours. These totals represent 3% of the District's total ridership and 1% of revenue hours. Yellow Bus ridership represents a 7% increase from the prior fiscal year, with a 13% increase in revenue hours.

Demand Response

Marin Access Demand Response programs include the ADA paratransit and Marin Access Shuttles programs. Demand Response programs carried 51,122 unlinked passenger trips in FY 2024/25 and provided 27,807 revenue hours of service. These totals represent 2% of the District's total trips and 13% of revenue hours. Compared to FY 2023/24, unlinked passenger trips on Demand Response services did not change significantly, and revenue hours increased by 1%. Overall productivity was 1.8 passengers per revenue hour, a decrease of 1% compared to FY 2023/24.

ADA Paratransit, the largest demand response program, saw ridership, revenue hours, and productivity stay the same in FY 2024/25 compared to the prior year. Marin Access Shuttles saw ridership increase by 30% compared to the prior year, but due to the implementation of the new coastal shuttle route, revenue hours increased by 44%, leading to a decline in productivity of 9% from the prior year.

Mobility Management

Marin Access Mobility Management services include the Volunteer Driver and Catch-A-Ride programs. In FY 2024/25, these programs provided 32,783 unlinked passenger trips, approximately 1% of the District's total trips. Compared to the prior fiscal year, ridership increased by 47%. The entirety of that growth was on the Catch-A-Ride program, which individually almost doubled in size (+92%) from the prior year. The Volunteer Driver program decreased in ridership by 11% from the previous year.

Performance Goals

On September 9, 2024, the Marin Transit Board adopted typology-level performance targets, establishing goals for productivity (unlinked passenger trips per revenue hour) and subsidy per passenger (unlinked passenger trip). Table 1 below summarizes route level performance goals by typology. There are no productivity or cost-effectiveness goals for the Muir Woods Shuttle, Yellow Bus service, or Mobility Management programs.

Appendix A: Performance Data Summary by Route provides a detailed summary of annual FY 2024/25 performance data by program, route, and service typology.

Table 1: Productivity and Subsidy Goals 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 | 219, 228, (2)29, 233, 245, (2)57 | 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 |

^{*} These targets have been adjusted for inflation from the FY 2023/24 annual report.

Using the productivity goals identified in Table 1 (unlinked passenger trips per hour), every fixed route typology met its productivity goal. The Local typology served an average of 21 passengers per revenue hour, an increase of 10% over the prior year. The Community typology served an average of 10 passengers per revenue hour, an increase of 9% over the prior year. The Supplemental typology served an average of 21 passengers per trip, an increase of 20% over the prior year. And the Rural typology served an average of 7 passengers per revenue hour, an increase of 17% over the prior year.

Only one typology did not meet its productivity goal: Demand Response. The Demand Response typology served an average of 1.8 passengers per revenue hour, a decrease of 1% from the prior year. This decrease in productivity is due to the new coastal route on the Marin Access Shuttles program, which has seen moderate ridership, but has lower productivity than other shuttle routes.

Using the subsidy goals identified in Table 1 (subsidy per passenger trip), all five service typologies met their subsidy goals. The Local typology had an average subsidy per passenger of \$7.96. The Community typology had an average subsidy per passenger of \$15.78. The Supplemental typology had an average subsidy per passenger of \$10.80. The Rural typology had an average subsidy per passenger of \$22.22. And the Demand Response typology had an average subsidy per passenger of \$108.47.

Appendix B: Productivity and Subsidy Charts provides FY 2024/25 productivity and subsidy levels, as well as respective performance goals, by service typology and at the route level for the entire fiscal year.

Ridership Trends

Fixed Route ridership in FY 2024/25 surpassed pre-COVID ridership levels by 11%. Year-over-year Fixed Route ridership growth was 10%, which is comparable to last year's growth. Now that Marin Transit Fixed Route ridership has officially surpassed pre-pandemic levels, it remains to be seen whether ridership will continue to grow at its current high rate or whether ridership growth will relax back to pre-COVID levels.

The 10% increase in fixed route ridership was double the nationwide bus ridership growth in FY 2024/25 which, as reported by the National Transit Database, averaged 5% in FY 2024/25. Within the Bay Area, most peer agencies experienced ridership increases that were less than Marin Transit's. These include County Connection (+5%), SamTrans (+8%), Napa VINE (+2%) and Sonoma County Transit (+8%). Golden Gate Transit reported an increase of 5% in fixed route bus ridership for FY 2024/25. Note that none of these agencies has reached pre-COVID ridership levels; their ridership recovery levels range from 48% (Golden Gate Transit bus service) to 98% (SamTrans).

Overall demand for Marin Access programs in FY 2024/25 increased by 14% compared with FY 2023/24. ADA paratransit, which comprises the majority of total Marin Access ridership, had stable ridership, as previously discussed. The majority of Marin Access growth came from the Catch-A-Ride program, which increased in ridership by 92% from the previous year.

In June 2023, at the end of FY 2022/23, Marin Transit implemented a major service change designed to reduce missed service. The FY 2023/24 annual report pointed out that the drastic reduction in missed service was a major contributor to the ridership increase the District saw that year. This year, that trend continued, with missed service again being reduced significantly from the prior year. This is one of the contributing factors to the strong increase in fixed route ridership in FY 2024/25.

The rate at which riders transfer between Marin Transit routes can also affect bus ridership, since ridership is measured as unlinked passenger trips, and therefore more transfers contribute to more trips. This is measured via the ratio of total trips to newly originating (non-transfer) trips, known as the transfer ratio. In FY 2023/24, the transfer ratio was 1.40, roughly the same as the prior year (1.39). The route with the highest individual transfer ratio was Route 219 (at a ratio of 1.94), which is consistent with the prior year.

Table 2 summarizes the factors that can influence ridership numbers year-over-year and qualitatively evaluates their impact.

Table 2: Factors Impacting Ridership Comparison

| Factor | FY 2023/24 | FY 2024/25 | Impact |
|--|------------|------------|----------|
| # of Weekdays | 252 | 250 | • |
| # of Weekends & Holidays | 114 | 115 | |
| # of School days | 180 | 180 | |
| # of days of Muir Woods Shuttle service | 106 | 103 | V |
| Transfer Ratio (ratio of unlinked to linked trips) | 1.39 | 1.40 | |
| Missed service (# of cancelled trips) | 1,180 | 223 | |
| Rainfall (inches) | 26 | 24 | |
| Average Gas Price | \$4.96 | \$4.53 | V |
| Unemployment Rate | 3.6% | 3.9% | A |

FY 2025/26 Performance Outlook

The District operated 215,152 hours of service across all programs in Marin County in FY 2024/25. Fixed route service levels have continuously increased since 2010 to provide more frequency and expanded transit options for Marin County residents, and Demand Response program offerings have generally expanded over that time as well (although precise revenue hours fluctuate with demand). In April FY 2025/26, Marin Transit will implement a major service change as part of the Marin-Sonoma Coordinated Transit Service Plan. District staff are actively performing outreach on the proposed service change and will craft the final version of the change to align with community input.

Due to the rapid growth in demand for the Catch-A-Ride program, the Marin Transit Board approved a new Mobility Wallet program to replace the Catch-A-Ride program starting in FY 2025/26. The new Mobility Wallet program will allow the District to better control costs while still offering a flexible subsidized taxi program for older adults and people with disabilities. The new Mobility Wallet program focuses the majority of the program's subsidy on Marin Access Fare Assistance riders, who are the most in need of the subsidized rides. In the FY 2025/26 annual report, District staff will pay extra attention to the new Mobility Wallet program to ensure that it is still serving riders well.

Overall, the District appears poised to sustain strong ridership trends in FY 2025/26, although whether the District will maintain COVID-recovery levels of ridership growth remains to be seen.

Appendix A: Performance Data Summary by Route

11/19/2025

Annual Report - Summary

YEAR FY 2024/25

| Systemwide | Performance | Statistics |
|--------------|----------------|------------|
| Systelliwide | r el lulliance | Glatiotics |

| Systemwide Perfor Typology | Route | | % A Passangers | Pavanua Hours | Operating Cost | Passengers per Revenue Hou | | Farehov Recovery |
|-------------------------------|------------|-----------|-----------------|---------------|----------------|----------------------------|------------|------------------|
| | | | | | | | <i>y</i> . | |
| 1. Local 17 22 23 35 36 49 71 | | 225,810 | ▲ 6.4% | 15,726 | \$2,608,390 | 14.4 | \$10.72 | 7.2% |
| | | 183,628 | ▲ 3.8% | 13,505 | \$2,213,642 | 13.6 | \$10.21 | 15.3% |
| | | 316,562 | ▲ 21.5% | 14,372 | \$2,750,317 | 22.0 | \$7.88 | 9.3% |
| | | 626,968 | ▲8.2% | 19,566 | \$3,729,482 | 32.0 | \$5.17 | 13.1% |
| | | 319,923 | ▲ 11.0% | 15,357 | \$2,977,222 | 20.8 | \$8.48 | 8.8% |
| | | 384,205 | ▲ 12.7% | 20,507 | \$3,440,636 | 18.7 | \$8.19 | 8.5% |
| | | 485,591 | ▲9.0% | 24,074 | \$4,769,126 | 20.2 | \$8.95 | 8.8% |
| | Rollup | 2,542,687 | ▲10.4% | 123,107 | \$22,488,814 | 20.7 | \$7.96 | 10.0% |
| 2. Community | 219 | 36,488 | ▼5.9% | 5,151 | \$851,085 | 7.1 | \$22.42 | 3.9% |
| | 228 | 81,442 | ▲ 5.2% | 9,443 | \$1,546,141 | 8.6 | \$18.12 | 4.6% |
| | 233 | 42,870 | ▲3.7% | 4,289 | \$705,064 | 10.0 | \$15.68 | 4.7% |
| | 245 | 44,632 | ▼7.5% | 4,352 | \$725,711 | 10.3 | \$15.49 | 4.7% |
| | 29 | 15,802 | ▲20.4% | 2,006 | \$365,721 | 7.9 | \$22.42 | 3.1% |
| | 57 | 186,624 | ▲15.9% | 15,406 | \$2,562,449 | 12.1 | \$13.00 | 5.3% |
| | Rollup | 407,858 | ▲7.4% | 40,646 | \$6,756,170 | 10.0 | \$15.78 | 4.7% |
| 4. Supplemental | 613 | 14,610 | ▲12.7% | 429 | \$145,942 | 34.1 | \$9.47 | 5.2% |
| | 619 | 17,666 | ▲33.7% | 610 | \$216,652 | 29.0 | \$11.80 | 3.8% |
| | 625 | 8,363 | ▼2.3% | 296 | \$101,557 | 28.2 | \$11.57 | 4.8% |
| | 654 | 5,708 | ▲ 59.7% | 191 | \$60,349 | 29.9 | \$10.03 | 5.1% |
| | Rollup | 46,347 | ▲21.0% | 1,526 | \$524,499 | 30.4 | \$10.80 | 4.5% |
| 5. Rural | 61 | 40,909 | ▲24.7% | 6,337 | \$1,087,416 | 6.5 | \$25.79 | 3.0% |
| | 68 | 78,354 | ▲13.3% | 9,736 | \$1,651,066 | 8.0 | \$20.35 | 3.4% |
| | Rollup | 119,263 | ▲16.9% | 16,072 | \$2,738,482 | 7.4 | \$22.22 | 3.2% |
| 7. Yellow Bus | Hdn Valley | 17,100 | ▲10.7% | 183 | \$178,066 | 93.5 | \$5.39 | 48.3% |
| | White Hill | 92,700 | ▲6.0% | 1,281 | \$1,239,495 | 72.4 | \$8.35 | 37.6% |
| | Rollup | 109,800 | ▲6.7 % | 1,464 | \$1,417,561 | 75.0 | \$7.88 | 38.9% |
| 8. Recreational | 66 | 43,085 | ▼13.5% | 3,829 | \$1,103,185 | 11.3 | \$25.58 | 0.1% |
| | Rollup | 43,085 | ▼13.5% | 3,829 | \$1,103,185 | 11.3 | \$25.58 | 0.1% |
| 9. Demand Response | Local Para | 50,095 | ▼0.5% | 27,109 | \$5,520,639 | 1.8 | \$106.93 | 3.0% |
| | MA Shuttle | 1,027 | ▲30.5% | 698 | \$190,501 | 1.5 | \$183.78 | 0.9% |
| | Rollup | 51,122 | ▼0.0% | 27,807 | \$5,711,140 | 1.8 | \$108.47 | 2.9% |
| Catch-A-Ride | CAR_Taxi | 14,377 | ▲ 61.5% | | \$448,900 | | \$31.22 | 0.0% |
| | CAR_TNC | 9,833 | ▲ 164.6% | | \$239,799 | | \$24.39 | 0.0% |
| | Rollup | 24,210 | ▲91.9% | | \$688,699 | | \$28.45 | 0.0% |
| Volunteer Driver | VolDrvr | 7,427 | ▼4.1% | | \$96,203 | | \$12.95 | 0.0% |
| | VolDvrWM | 1,146 | ▼39.4% | | \$24,891 | | \$21.72 | 0.0% |
| | Rollup | 8,573 | ▼11.0% | | \$121,093 | | \$14.12 | 0.0% |
| Rollup | • | 3,352,945 | ▲9.9% | 215,152 | \$41,549,645 | 15.6 | \$11.38 | 8.2% |

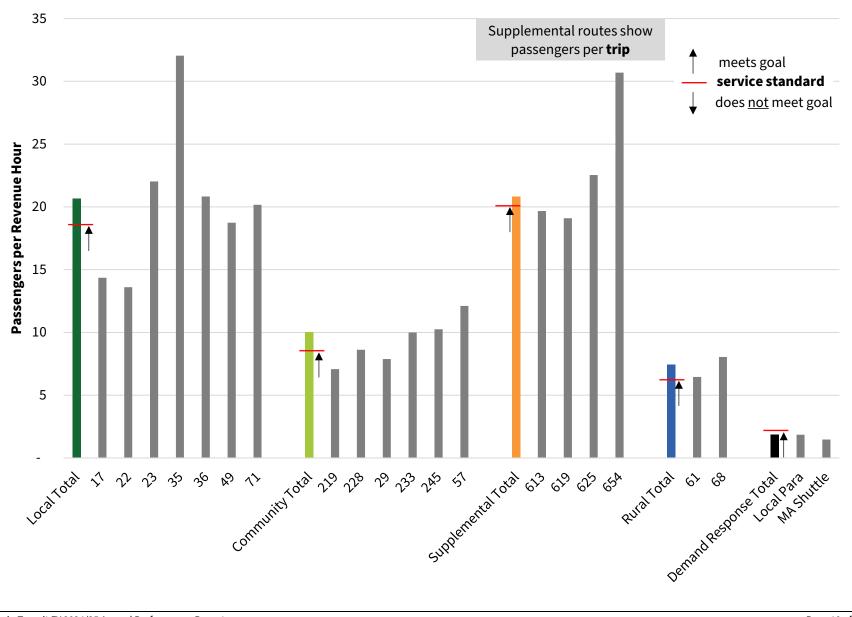
^{*} Change in passengers compared to same quarter of prior year

Appendix B: Productivity and Subsidy Charts

Figure 1: FY 2024/25 Passenger per Revenue Hour by Route

Figure 2: FY 2024/25 Subsidy per Passenger by Route

Figure 1: FY 2024/25 Passenger per Revenue Hour by Route



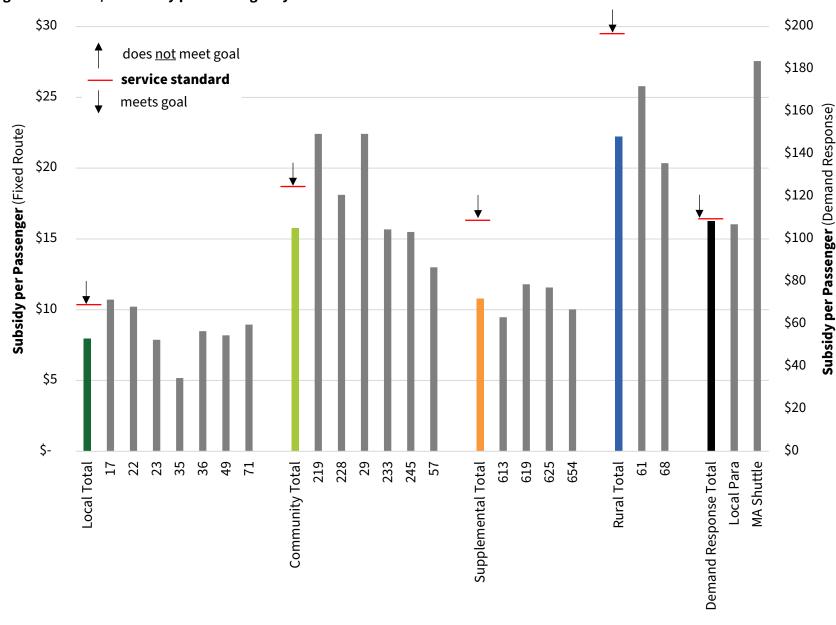


Figure 2: FY 2024/25 Subsidy per Passenger by Route

White Hill

Appendix C: Route Profiles

| 17 | Sausalito – Marin City – Mill Valley – San Rafael |
|--------|---|
| 22 | San Rafael Transit Center – San Anselmo – Marin City |
| 23 | Fairfax Manor – San Anselmo – San Rafael – Canal |
| 29 | San Rafael Transit Center – Larkspur Landing – Marin General – Redwood High – E. Corte Madera |
| 35 | Canal – San Rafael Transit Center – Marin Civic Center – Northgate Mall |
| | <u> </u> |
| 36 | Canal – San Rafael Transit Center – Strawberry – Marin City |
| 49 | San Marin – Novato – Hamilton – Marin Civic Center – San Rafael Transit Center |
| 57 | San Rafael – Dominican University – Northgate – Kaiser Hospital – Novato |
| 61 | West Marin Stagecoach (Sausalito – Marin City – Mill Valley – Stinson Beach – Bolinas) |
| 68 | West Marin Stagecoach (San Rafael Transit Center – San Anselmo – Pt. Reyes Station – |
| | Inverness) |
| 71 | Novato – San Rafael Transit Center – Marin City |
| 219 | Tiburon – Strawberry |
| 228 | San Rafael Transit Center – Larkspur – San Anselmo – Fairfax Manor |
| 233 | Santa Venetia – Marin Civic Center – San Rafael Transit Center |
| 245 | San Rafael Transit Center – Northgate Mall – Kaiser – Smith Ranch Road |
| 613 | Redwood High School – Paradise Cay |
| 619 | Tiburon – Belvedere – Redwood High School |
| 625 | Lagunitas – Sir Francis Drake HS – San Anselmo – San Rafael |
| 654 | Olive – San Marin High School – Sinaloa Middle School – Novato |
| MWS | Muir Woods Shuttle |
| Hdn Va | lley Ross Valley Yellow Bus (Fairfax – San Anselmo – Hidden Valley ES) |

Ross Valley Yellow Bus (San Anselmo – Sleepy Hollow – Fairfax – White Hill MS)



Farebox Recovery: **7%**Transfer Ratio: **1.60**% Clipper usage: **19%**

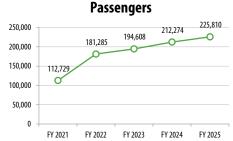
| | | Passengers | | | Revenue Hours | | | Revenue Miles | | |
|----------|---------|-------------|-----------|--------|---------------|-----------|---------|---------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | 174,394 | 14,533 | 698 | 12,365 | 1,030 | 49 | 164,992 | 13,749 | 660 | |
| Saturday | 25,606 | 2,134 | 492 | 1,558 | 130 | 30 | 22,017 | 1,835 | 423 | |
| Sunday | 25,810 | 2,151 | 410 | 1,803 | 150 | 29 | 25,100 | 2,092 | 398 | |
| Total | 225,810 | 18,818 | 619 | 15,726 | 1,311 | 43 | 212,109 | 17,676 | 581 | |

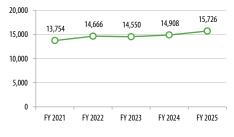
| | Operating Costs | | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-----------------|-------------|-----------|-------------------|-------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$2,049,514 | \$170,793 | \$8,198 | \$146,886 | \$12,241 | \$588 | \$1,902,628 | \$158,552 | \$7,611 |
| Saturday | \$258,938 | \$21,578 | \$4,980 | \$20,216 | \$1,685 | \$389 | \$238,722 | \$19,894 | \$4,591 |
| Sunday | \$299,937 | \$24,995 | \$4,761 | \$21,637 | \$1,803 | \$343 | \$278,300 | \$23,192 | \$4,417 |
| Total | \$2,608,389 | \$217,366 | \$7,146 | \$188,739 | \$15,728 | \$517 | \$2,419,650 | \$201,638 | \$6,629 |

| Total | 14.4 | \$10.72 | \$165.86 | 7.2% |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Sunday | 14.3 | \$10.78 | | 7.2% |
| Saturday | 16.4 | \$9.32 | | 7.8% |
| Weekday | 14.1 | \$10.91 | | 7.2% |
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |

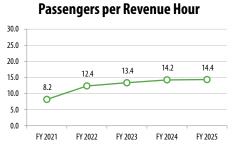
| | Passengers | Revenue Hours | Operating Costs | Passenger | Operating Subsidy | Passengers per | Subsidy per | Cost per Revenue | Farebox Recovery |
|---------|-------------|-----------------|-----------------|-----------|-------------------|----------------|-------------|------------------|-------------------|
| | i assengers | nevellue flouis | operating costs | Revenue | operating Jubsity | Revenue Hour | Passenger | Hour | I alebox necovery |
| FY 2021 | 112,729 | 13,754 | \$1,632,087 | \$125,957 | \$1,506,130 | 8.2 | \$13.36 | \$118.66 | 7.7% |
| FY 2022 | 181,285 | 14,666 | \$1,695,839 | \$188,572 | \$1,507,267 | 12.4 | \$8.31 | \$115.63 | 11.1% |
| FY 2023 | 194,608 | 14,550 | \$2,112,907 | \$185,571 | \$1,927,336 | 13.4 | \$9.90 | \$145.21 | 8.8% |
| FY 2024 | 212,274 | 14,908 | \$2,404,860 | \$196,857 | \$2,208,003 | 14.2 | \$10.40 | \$161.31 | 8.2% |
| FY 2025 | 225,810 | 15,726 | \$2,608,389 | \$188,739 | \$2,419,650 | 14.4 | \$10.72 | \$165.86 | 7.2% |

Revenue Hours

















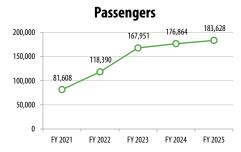
> Farebox Recovery: 15% Transfer Ratio: 1.58 % Clipper usage: 12%

| | | Passengers | | | Revenue Hours | | | Revenue Miles | | |
|----------|---------|-------------|-----------|--------|---------------|-----------|---------|---------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | 153,690 | 12,808 | 615 | 10,666 | 889 | 43 | 117,221 | 9,768 | 469 | |
| Saturday | 15,866 | 1,322 | 305 | 1,284 | 107 | 25 | 16,084 | 1,340 | 309 | |
| Sunday | 14,072 | 1,173 | 223 | 1,555 | 130 | 25 | 19,479 | 1,623 | 309 | |
| Total | 183,628 | 15,302 | 503 | 13,505 | 1,125 | 37 | 152,784 | 12,732 | 419 | |

| | | Operating Costs | | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-------------|-----------------|-----------|-----------|-------------------|-----------|-------------|-------------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | \$1,746,114 | \$145,510 | \$6,984 | \$255,899 | \$21,325 | \$1,024 | \$1,490,215 | \$124,185 | \$5,961 | |
| Saturday | \$211,190 | \$17,599 | \$4,061 | \$39,499 | \$3,292 | \$760 | \$171,691 | \$14,308 | \$3,302 | |
| Sunday | \$256,334 | \$21,361 | \$4,069 | \$42,773 | \$3,564 | \$679 | \$213,561 | \$17,797 | \$3,390 | |
| Total | \$2,213,638 | \$184,470 | \$6,065 | \$338,171 | \$28,181 | \$926 | \$1,875,467 | \$156,289 | \$5,138 | |

| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 14.4 | \$9.70 | | 14.7% |
| Saturday | 12.4 | \$10.82 | | 18.7% |
| Sunday | 9.1 | \$15.18 | | 16.7% |
| Total | 13.6 | \$10.21 | \$163.92 | 15.3% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 81,608 | 12,897 | \$1,390,467 | \$96,190 | \$1,294,277 | 6.3 | \$15.86 | \$107.81 | 6.9% |
| FY 2022 | 118,390 | 11,650 | \$1,337,383 | \$130,131 | \$1,207,252 | 10.2 | \$10.20 | \$114.79 | 9.7% |
| FY 2023 | 167,951 | 13,767 | \$1,972,771 | \$366,436 | \$1,606,335 | 12.2 | \$9.56 | \$143.30 | 18.6% |
| FY 2024 | 176,864 | 13,658 | \$2,167,215 | \$362,026 | \$1,805,189 | 12.9 | \$10.21 | \$158.68 | 16.7% |
| FY 2025 | 183,628 | 13,505 | \$2,213,638 | \$338,171 | \$1,875,467 | 13.6 | \$10.21 | \$163.92 | 15.3% |



30.0

25.0

20.0

15.0

10.0

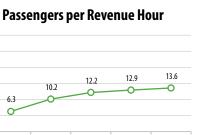
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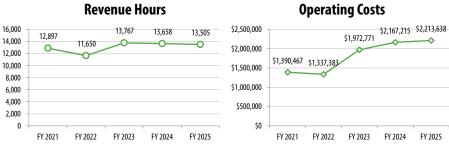
FY 2021

FY 2022

FY 2023



FY 2024











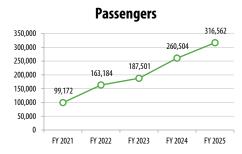
Farebox Recovery: 9%
Transfer Ratio: 1.35
% Clipper usage: 13%

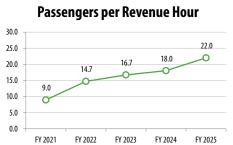
| | | Passengers | | | Revenue Hours | | | Revenue Miles | | |
|----------|---------|-------------|-----------|--------|---------------|-----------|---------|---------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | 256,753 | 21,396 | 1,019 | 11,165 | 930 | 44 | 106,520 | 8,877 | 423 | |
| Saturday | 29,616 | 2,468 | 570 | 1,476 | 123 | 28 | 13,860 | 1,155 | 267 | |
| Sunday | 30,193 | 2,516 | 495 | 1,731 | 144 | 28 | 16,257 | 1,355 | 267 | |
| Total | 316,562 | 26,380 | 867 | 14,372 | 1,198 | 39 | 136,638 | 11,386 | 374 | |

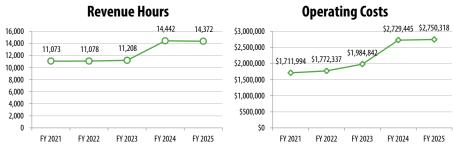
| | | Operating Costs | | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-------------|-----------------|-----------|-----------|-------------------|-----------|-------------|-------------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | \$2,137,858 | \$178,155 | \$8,484 | \$206,030 | \$17,169 | \$818 | \$1,931,828 | \$160,986 | \$7,666 | |
| Saturday | \$281,638 | \$23,470 | \$5,416 | \$24,781 | \$2,065 | \$477 | \$256,857 | \$21,405 | \$4,940 | |
| Sunday | \$330,822 | \$27,569 | \$5,423 | \$25,333 | \$2,111 | \$415 | \$305,489 | \$25,457 | \$5,008 | |
| Total | \$2,750,318 | \$229,193 | \$7,535 | \$256,144 | \$21,345 | \$702 | \$2,494,174 | \$207,848 | \$6,833 | |

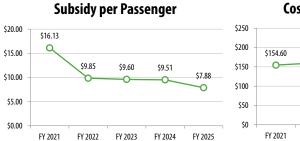
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 23.0 | \$7.52 | | 9.6% |
| Saturday | 20.1 | \$8.67 | | 8.8% |
| Sunday | 17.4 | \$10.12 | | 7.7% |
| Total | 22.0 | \$7.88 | \$191.36 | 9.3% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 99,172 | 11,073 | \$1,711,994 | \$112,417 | \$1,599,577 | 9.0 | \$16.13 | \$154.60 | 6.6% |
| FY 2022 | 163,184 | 11,078 | \$1,772,337 | \$164,692 | \$1,607,645 | 14.7 | \$9.85 | \$159.99 | 9.3% |
| FY 2023 | 187,501 | 11,208 | \$1,984,842 | \$184,897 | \$1,799,945 | 16.7 | \$9.60 | \$177.09 | 9.3% |
| FY 2024 | 260,504 | 14,442 | \$2,729,445 | \$251,647 | \$2,477,798 | 18.0 | \$9.51 | \$189.00 | 9.2% |
| FY 2025 | 316,562 | 14,372 | \$2,750,318 | \$256,144 | \$2,494,174 | 22.0 | \$7.88 | \$191.36 | 9.3% |















Days of Service: **Wkdy**Avg Freq (Wkdy Peak): **60 min**Avg Freq (Wkdy Non-Peak): Avg Freq (Wked): -

Farebox Recovery: 3%
Transfer Ratio: 1.45
% Clipper usage: 13%

| | | Passengers | | | Revenue Hours | | | Revenue Miles | | |
|----------|--------|-------------|-----------|--------|---------------|-----------|--------|---------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | 15,802 | 1,317 | 63 | 2,006 | 167 | 8 | 24,629 | 2,052 | 99 | |
| Saturday | - | - | - | - | - | - | - | - | - | |
| Sunday | - | - | - | - | - | - | - | - | - | |
| Total | 15,802 | 1,317 | 63 | 2,006 | 167 | 8 | 24,629 | 2,052 | 99 | |

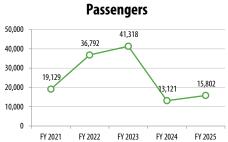
| | (| Operating Costs | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-----------|-----------------|-----------|-------------------|-------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$365,721 | \$30,477 | \$1,463 | \$11,356 | \$946 | \$45 | \$354,365 | \$29,530 | \$1,417 |
| Saturday | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- |
| Sunday | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- |
| Total | \$365,721 | \$30,477 | \$1,463 | \$11,356 | \$946 | \$45 | \$354,365 | \$29,530 | \$1,417 |

| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 7.9 | \$22.43 | | 3.1% |
| Saturday | - | \$ - | | - % |
| Sunday | - | \$- | | - % |
| Total | 7.9 | \$22.43 | \$182.29 | 3.1% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 19,129 | 2,602 | \$407,200 | \$22,377 | \$384,823 | 7.4 | \$20.12 | \$156.49 | 5.5% |
| FY 2022 | 36,792 | 2,610 | \$425,215 | \$35,297 | \$389,918 | 14.1 | \$10.60 | \$162.91 | 8.3% |
| FY 2023 | 41,318 | 2,618 | \$471,214 | \$40,991 | \$430,223 | 15.8 | \$10.41 | \$179.99 | 8.7% |
| FY 2024 | 13,121 | 2,377 | \$458,888 | \$13,252 | \$445,636 | 5.5 | \$33.96 | \$193.05 | 2.9% |
| FY 2025 | 15,802 | 2,006 | \$365,721 | \$11,356 | \$354,365 | 7.9 | \$22.43 | \$182.29 | 3.1% |

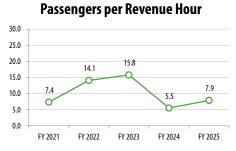
Revenue Hours

FY 2024















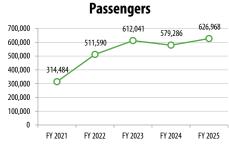
> Farebox Recovery: 13% Transfer Ratio: 1.42 % Clipper usage: 8%

| | | Passengers | | Revenue Hours | | | Revenue Miles | | |
|----------|---------|-------------|-----------|---------------|-------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 487,509 | 40,626 | 1,935 | 14,360 | 1,197 | 57 | 123,787 | 10,316 | 491 |
| Saturday | 69,258 | 5,772 | 1,332 | 2,394 | 200 | 46 | 20,100 | 1,675 | 387 |
| Sunday | 70,201 | 5,850 | 1,151 | 2,813 | 234 | 46 | 23,595 | 1,966 | 387 |
| Total | 626,968 | 52,247 | 1,718 | 19,566 | 1,631 | 54 | 167,483 | 13,957 | 459 |

| | | Operating Costs | | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-------------|-----------------|-----------|-----------|-------------------|-----------|-------------|-------------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | \$2,738,487 | \$228,207 | \$10,867 | \$374,920 | \$31,243 | \$1,488 | \$2,363,567 | \$196,964 | \$9,379 | |
| Saturday | \$455,230 | \$37,936 | \$8,754 | \$56,518 | \$4,710 | \$1,087 | \$398,712 | \$33,226 | \$7,668 | |
| Sunday | \$535,768 | \$44,647 | \$8,783 | \$57,158 | \$4,763 | \$937 | \$478,610 | \$39,884 | \$7,846 | |
| Total | \$3,729,485 | \$310,790 | \$10,218 | \$488,596 | \$40,716 | \$1,339 | \$3,240,889 | \$270,074 | \$8,879 | |

| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 33.9 | \$4.85 | | 13.7% |
| Saturday | 28.9 | \$5.76 | | 12.4% |
| Sunday | 25.0 | \$6.82 | | 10.7% |
| Total | 32.0 | \$5.17 | \$190.61 | 13.1% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 314,484 | 25,120 | \$3,951,879 | \$333,733 | \$3,618,146 | 12.5 | \$11.51 | \$157.32 | 8.4% |
| FY 2022 | 511,590 | 22,597 | \$3,704,467 | \$485,350 | \$3,219,117 | 22.6 | \$6.29 | \$163.93 | 13.1% |
| FY 2023 | 612,041 | 23,661 | \$4,293,157 | \$580,967 | \$3,712,190 | 25.9 | \$6.07 | \$181.44 | 13.5% |
| FY 2024 | 579,286 | 19,688 | \$3,699,168 | \$533,989 | \$3,165,179 | 29.4 | \$5.46 | \$187.89 | 14.4% |
| FY 2025 | 626,968 | 19,566 | \$3,729,485 | \$488,596 | \$3,240,889 | 32.0 | \$5.17 | \$190.61 | 13.1% |















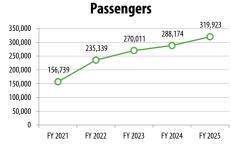
Farebox Recovery: 9%
Transfer Ratio: 1.37
% Clipper usage: 9%

| | | Passengers | | Revenue Hours | | | Revenue Miles | | |
|----------|---------|-------------|-----------|---------------|-------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 237,639 | 19,803 | 943 | 11,037 | 920 | 44 | 147,596 | 12,300 | 586 |
| Saturday | 40,234 | 3,353 | 774 | 1,988 | 166 | 38 | 26,444 | 2,204 | 509 |
| Sunday | 42,050 | 3,504 | 689 | 2,332 | 194 | 38 | 31,021 | 2,585 | 509 |
| Total | 319,923 | 26,660 | 877 | 15,357 | 1,280 | 42 | 205,062 | 17,088 | 562 |

| | | Operating Costs | | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-------------|-----------------|-----------|-----------|-------------------|-----------|-------------|-------------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | \$2,138,773 | \$178,231 | \$8,487 | \$194,678 | \$16,223 | \$773 | \$1,944,095 | \$162,008 | \$7,715 | |
| Saturday | \$385,572 | \$32,131 | \$7,415 | \$33,101 | \$2,758 | \$637 | \$352,471 | \$29,373 | \$6,778 | |
| Sunday | \$452,875 | \$37,740 | \$7,424 | \$34,898 | \$2,908 | \$572 | \$417,977 | \$34,831 | \$6,852 | |
| Total | \$2,977,220 | \$248,102 | \$8,157 | \$262,677 | \$21,890 | \$720 | \$2,714,543 | \$226,212 | \$7,437 | |

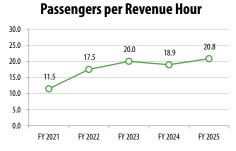
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 21.5 | \$8.18 | | 9.1% |
| Saturday | 20.2 | \$8.76 | | 8.6% |
| Sunday | 18.0 | \$9.94 | | 7.7% |
| Total | 20.8 | \$8.48 | \$193.87 | 8.8% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 156,739 | 13,661 | \$2,143,519 | \$163,647 | \$1,979,872 | 11.5 | \$12.63 | \$156.91 | 7.6% |
| FY 2022 | 235,339 | 13,449 | \$2,198,022 | \$230,927 | \$1,967,095 | 17.5 | \$8.36 | \$163.43 | 10.5% |
| FY 2023 | 270,011 | 13,500 | \$2,459,472 | \$262,696 | \$2,196,776 | 20.0 | \$8.14 | \$182.19 | 10.7% |
| FY 2024 | 288,174 | 15,218 | \$2,924,413 | \$284,713 | \$2,639,700 | 18.9 | \$9.16 | \$192.16 | 9.7% |
| FY 2025 | 319,923 | 15,357 | \$2,977,220 | \$262,677 | \$2,714,543 | 20.8 | \$8.48 | \$193.87 | 8.8% |















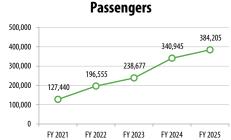
Farebox Recovery: 8%
Transfer Ratio: 1.38
% Clipper usage: 10%

| | | Passengers | | Revenue Hours | | | Revenue Miles | | |
|----------|---------|-------------|-----------|---------------|-------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 321,668 | 26,806 | 1,287 | 16,569 | 1,381 | 66 | 256,971 | 21,414 | 1,028 |
| Saturday | 30,266 | 2,522 | 582 | 1,778 | 148 | 34 | 30,181 | 2,515 | 580 |
| Sunday | 32,271 | 2,689 | 512 | 2,160 | 180 | 34 | 36,645 | 3,054 | 582 |
| Total | 384,205 | 32,017 | 1,053 | 20,507 | 1,709 | 56 | 323,797 | 26,983 | 887 |

| | | Operating Costs | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-------------|-----------------|-----------|-------------------|-------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$2,775,680 | \$231,307 | \$11,103 | \$242,548 | \$20,212 | \$970 | \$2,533,132 | \$211,094 | \$10,133 |
| Saturday | \$299,906 | \$24,992 | \$5,767 | \$24,230 | \$2,019 | \$466 | \$275,676 | \$22,973 | \$5,301 |
| Sunday | \$365,053 | \$30,421 | \$5,794 | \$25,637 | \$2,136 | \$407 | \$339,416 | \$28,285 | \$5,388 |
| Total | \$3,440,639 | \$286,720 | \$9,426 | \$292,415 | \$24,368 | \$801 | \$3,148,224 | \$262,352 | \$8,625 |

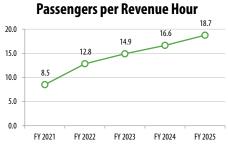
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 19.4 | \$7.87 | | 8.7% |
| Saturday | 17.0 | \$9.11 | | 8.1% |
| Sunday | 14.9 | \$10.52 | | 7.0% |
| Total | 18.7 | \$8.19 | \$167.78 | 8.5% |

| | Dassangars | Davanua Haure | Onarating Casts | Passenger | Operating Subsidy | Passengers per | Subsidy per | Cost per Revenue | Farebox Recovery |
|---------|------------|---------------|-----------------|-----------|-------------------|----------------|-------------|------------------|------------------|
| | Passengers | Revenue Hours | Operating Costs | Revenue | Operating Subsidy | Revenue Hour | Passenger | Hour | raiebox Recovery |
| FY 2021 | 127,440 | 14,963 | \$1,623,438 | \$126,560 | \$1,496,878 | 8.5 | \$11.75 | \$108.50 | 7.8% |
| FY 2022 | 196,555 | 15,313 | \$1,789,689 | \$167,916 | \$1,621,773 | 12.8 | \$8.25 | \$116.87 | 9.4% |
| FY 2023 | 238,677 | 16,014 | \$2,347,868 | \$196,401 | \$2,151,467 | 14.9 | \$9.01 | \$146.62 | 8.4% |
| FY 2024 | 340,945 | 20,485 | \$3,354,269 | \$279,271 | \$3,074,998 | 16.6 | \$9.02 | \$163.74 | 8.3% |
| FY 2025 | 384.205 | 20.507 | \$3,440,639 | \$292,415 | \$3,148,224 | 18.7 | \$8.19 | \$167.78 | 8.5% |















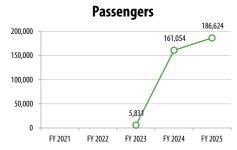
Farebox Recovery: 5%
Transfer Ratio: 1.30
% Clipper usage: 8%

| | | Passengers | | | Revenue Hours | | Revenue Miles | | |
|----------|---------|-------------|-----------|--------|---------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 167,739 | 13,978 | 668 | 13,058 | 1,088 | 52 | 180,985 | 15,082 | 721 |
| Saturday | 9,269 | 772 | 178 | 1,070 | 89 | 21 | 14,999 | 1,250 | 288 |
| Sunday | 9,616 | 801 | 155 | 1,277 | 106 | 21 | 17,873 | 1,489 | 288 |
| Total | 186,624 | 15,552 | 511 | 15,406 | 1,284 | 42 | 213,856 | 17,821 | 586 |

| | | Operating Costs | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-------------|-----------------|-----------|-------------------|-------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$2,174,239 | \$181,187 | \$8,662 | \$121,506 | \$10,126 | \$484 | \$2,052,733 | \$171,061 | \$8,178 |
| Saturday | \$176,792 | \$14,733 | \$3,400 | \$7,363 | \$614 | \$142 | \$169,429 | \$14,119 | \$3,258 |
| Sunday | \$211,416 | \$17,618 | \$3,410 | \$7,831 | \$653 | \$126 | \$203,585 | \$16,965 | \$3,284 |
| Total | \$2,562,447 | \$213,537 | \$7,020 | \$136,700 | \$11,392 | \$375 | \$2,425,747 | \$202,146 | \$6,646 |

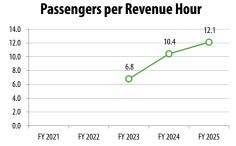
| Sunday Total | 12.1 | \$13.00 | \$166.33 | 5.3% |
|-----------------|--------------------------------|--------------------------|--------------------------|------------------|
| Cunday | 7.5 | \$21.17 | | 3.7% |
| Saturday | 8.7 | \$18.28 | | 4.2% |
| Weekday | 12.8 | \$12.24 | | 5.6% |
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |

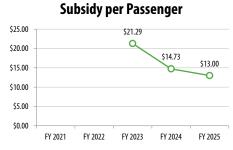
| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | perating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | | | | | | | | | |
| FY 2022 | | | | | | | | | |
| FY 2023 | 5,831 | 856 | \$128,770 | \$4,646 | \$124,124 | 6.8 | \$21.29 | \$150.35 | 3.6% |
| FY 2024 | 161,054 | 15,447 | \$2,492,953 | \$120,330 | \$2,372,623 | 10.4 | \$14.73 | \$161.38 | 4.8% |
| FY 2025 | 186,624 | 15,406 | \$2,562,447 | \$136,700 | \$2,425,747 | 12.1 | \$13.00 | \$166.33 | 5.3% |















61Rural

Days of Service: **Wkdy, Sa, Su**Avg Freq (Wkdy Peak):
Avg Freq (Wkdy Non-Peak):
Avg Freq (Wked): **7 trips**

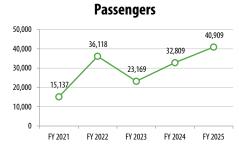
Farebox Recovery: 3%
Transfer Ratio: 1.20
% Clipper usage: 20%

| | | Passengers | | | Revenue Hours | | | Revenue Miles | | |
|----------|--------|-------------|-----------|--------|---------------|-----------|---------|---------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | 22,952 | 1,913 | 93 | 3,909 | 326 | 16 | 66,952 | 5,579 | 270 | |
| Saturday | 8,605 | 717 | 165 | 1,075 | 90 | 21 | 17,753 | 1,479 | 341 | |
| Sunday | 9,352 | 779 | 144 | 1,353 | 113 | 21 | 22,332 | 1,861 | 344 | |
| Total | 40,909 | 3,409 | 112 | 6,337 | 528 | 17 | 107,037 | 8,920 | 293 | |

| | | Operating Costs | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-------------|-----------------|-----------|-------------------|-------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$676,522 | \$56,377 | \$2,728 | \$17,817 | \$1,485 | \$72 | \$658,705 | \$54,892 | \$2,656 |
| Saturday | \$181,927 | \$15,161 | \$3,499 | \$6,962 | \$580 | \$134 | \$174,965 | \$14,580 | \$3,365 |
| Sunday | \$228,967 | \$19,081 | \$3,523 | \$7,604 | \$634 | \$117 | \$221,363 | \$18,447 | \$3,406 |
| Total | \$1,087,416 | \$90,618 | \$2,979 | \$32,383 | \$2,699 | \$89 | \$1,055,033 | \$87,919 | \$2,891 |

| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 5.9 | \$28.70 | | 2.6% |
| Saturday | 8.0 | \$20.33 | | 3.8% |
| Sunday | 6.9 | \$23.67 | | 3.3% |
| Total | 6.5 | \$25.79 | \$171.60 | 3.0% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 15,137 | 6,116 | \$760,686 | \$13,509 | \$747,177 | 2.5 | \$49.36 | \$124.38 | 1.8% |
| FY 2022 | 36,118 | 9,192 | \$1,139,089 | \$35,722 | \$1,103,367 | 3.9 | \$30.55 | \$123.92 | 3.1% |
| FY 2023 | 23,169 | 5,614 | \$841,539 | \$20,609 | \$820,930 | 4.1 | \$35.43 | \$149.90 | 2.4% |
| FY 2024 | 32,809 | 6,358 | \$1,045,152 | \$29,945 | \$1,015,207 | 5.2 | \$30.94 | \$164.37 | 2.9% |
| FY 2025 | 40,909 | 6,337 | \$1,087,416 | \$32,383 | \$1,055,033 | 6.5 | \$25.79 | \$171.60 | 3.0% |

















> Farebox Recovery: 3% Transfer Ratio: 1.29 % Clipper usage: 11%

> > \$1,564,372 \$1,580,347 \$1,651,062

FY 2024

FY 2025

FY 2023

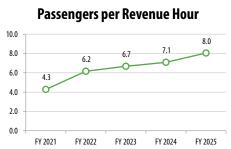
| | | Passengers | | Revenue Hours | | | Revenue Miles | | |
|----------|--------|-------------|-----------|---------------|-------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 57,861 | 4,822 | 233 | 6,919 | 577 | 28 | 129,659 | 10,805 | 523 |
| Saturday | 9,884 | 824 | 190 | 1,252 | 104 | 24 | 23,247 | 1,937 | 447 |
| Sunday | 10,609 | 884 | 163 | 1,564 | 130 | 24 | 29,051 | 2,421 | 447 |
| Total | 78,354 | 6,530 | 215 | 9,736 | 811 | 27 | 181,957 | 15,163 | 499 |

| | | Operating Costs | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-------------|-----------------|-----------|-------------------|-------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$1,175,255 | \$97,938 | \$4,739 | \$41,684 | \$3,474 | \$168 | \$1,133,571 | \$94,464 | \$4,571 |
| Saturday | \$211,473 | \$17,623 | \$4,067 | \$7,189 | \$599 | \$138 | \$204,284 | \$17,024 | \$3,929 |
| Sunday | \$264,334 | \$22,028 | \$4,067 | \$7,498 | \$625 | \$115 | \$256,836 | \$21,403 | \$3,951 |
| Total | \$1,651,062 | \$137,589 | \$4,523 | \$56,371 | \$4,698 | \$154 | \$1,594,691 | \$132,891 | \$4,369 |

| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 8.4 | \$19.59 | | 3.5% |
| Saturday | 7.9 | \$20.67 | | 3.4% |
| Sunday | 6.8 | \$24.21 | | 2.8% |
| Total | 8.0 | \$20.35 | \$169.59 | 3.4% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 43,526 | 10,174 | \$1,266,230 | \$41,064 | \$1,225,166 | 4.3 | \$28.15 | \$124.45 | 3.2% |
| FY 2022 | 64,318 | 10,444 | \$1,283,469 | \$51,385 | \$1,232,084 | 6.2 | \$19.16 | \$122.90 | 4.0% |
| FY 2023 | 69,394 | 10,397 | \$1,564,372 | \$54,436 | \$1,509,936 | 6.7 | \$21.76 | \$150.46 | 3.5% |
| FY 2024 | 69,170 | 9,766 | \$1,580,347 | \$51,268 | \$1,529,079 | 7.1 | \$22.11 | \$161.82 | 3.2% |
| FY 2025 | 78,354 | 9,736 | \$1,651,062 | \$56,371 | \$1,594,691 | 8.0 | \$20.35 | \$169.59 | 3.4% |











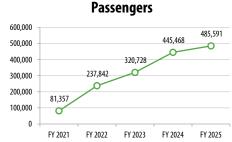
Farebox Recovery: 9%
Transfer Ratio: 1.39
% Clipper usage: 14%

| | | Passengers | | Revenue Hours | | | Revenue Miles | | |
|----------|---------|-------------|-----------|---------------|-------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 350,229 | 29,186 | 1,390 | 16,799 | 1,400 | 67 | 316,349 | 26,362 | 1,255 |
| Saturday | 67,699 | 5,642 | 1,302 | 3,347 | 279 | 64 | 65,250 | 5,437 | 1,255 |
| Sunday | 67,663 | 5,639 | 1,109 | 3,928 | 327 | 64 | 76,543 | 6,379 | 1,255 |
| Total | 485,591 | 40,466 | 1,330 | 24,074 | 2,006 | 66 | 458,141 | 38,178 | 1,255 |

| | | Operating Costs | | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-------------|-----------------|-----------|-----------|-------------------|-----------|-------------|-------------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | \$3,322,816 | \$276,901 | \$13,186 | \$307,101 | \$25,592 | \$1,219 | \$3,015,715 | \$251,310 | \$11,967 | |
| Saturday | \$665,012 | \$55,418 | \$12,789 | \$56,968 | \$4,747 | \$1,096 | \$608,044 | \$50,670 | \$11,693 | |
| Sunday | \$781,297 | \$65,108 | \$12,808 | \$57,387 | \$4,782 | \$941 | \$723,910 | \$60,326 | \$11,867 | |
| Total | \$4,769,125 | \$397,427 | \$13,066 | \$421,456 | \$35,121 | \$1,155 | \$4,347,669 | \$362,306 | \$11,911 | |

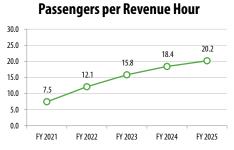
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 20.8 | \$8.61 | | 9.2% |
| Saturday | 20.2 | \$8.98 | | 8.6% |
| Sunday | 17.2 | \$10.70 | | 7.3% |
| Total | 20.2 | \$8.95 | \$198.10 | 8.8% |

| | Dassangars | Revenue Hours | Onorating Costs | Passenger | Operating Subsidy | Passengers per | Subsidy per | Cost per Revenue | Carobay Dasayanı |
|---------|------------|----------------|-----------------|-----------|-------------------|----------------|-------------|------------------|------------------|
| | Passengers | neveriue nours | Operating Costs | Revenue | Operating Subsidy | Revenue Hour | Passenger | Hour | Farebox Recovery |
| FY 2021 | 81,357 | 10,917 | \$1,790,344 | \$97,821 | \$1,692,523 | 7.5 | \$20.80 | \$164.00 | 5.5% |
| FY 2022 | 237,842 | 19,629 | \$3,457,958 | \$269,293 | \$3,188,665 | 12.1 | \$13.41 | \$176.16 | 7.8% |
| FY 2023 | 320,728 | 20,265 | \$3,826,256 | \$347,090 | \$3,479,166 | 15.8 | \$10.85 | \$188.81 | 9.1% |
| FY 2024 | 445,468 | 24,192 | \$4,772,681 | \$482,195 | \$4,290,486 | 18.4 | \$9.63 | \$197.28 | 10.1% |
| FY 2025 | 485,591 | 24,074 | \$4,769,125 | \$421,456 | \$4,347,669 | 20.2 | \$8.95 | \$198.10 | 8.8% |

















Farebox Recovery: 4%
Transfer Ratio: 1.94
% Clipper usage: 13%

| | | Passengers | | | Revenue Hours | | Revenue Miles | | |
|----------|--------|-------------|-----------|--------|---------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 26,587 | 2,216 | 106 | 3,708 | 309 | 15 | 47,692 | 3,974 | 191 |
| Saturday | 4,851 | 404 | 93 | 654 | 54 | 13 | 9,303 | 775 | 179 |
| Sunday | 5,050 | 421 | 80 | 789 | 66 | 13 | 11,216 | 935 | 178 |
| Total | 36,488 | 3,041 | 100 | 5,151 | 429 | 14 | 68,211 | 5,684 | 187 |

| | | Operating Costs | | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-----------|-----------------|-----------|----------|-------------------|-----------|-----------|-------------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | \$612,056 | \$51,005 | \$2,448 | \$23,757 | \$1,980 | \$95 | \$588,299 | \$49,025 | \$2,353 | |
| Saturday | \$108,147 | \$9,012 | \$2,080 | \$4,466 | \$372 | \$86 | \$103,681 | \$8,640 | \$1,994 | |
| Sunday | \$130,882 | \$10,907 | \$2,077 | \$4,663 | \$389 | \$74 | \$126,219 | \$10,518 | \$2,003 | |
| Total | \$851,085 | \$70,924 | \$2,332 | \$32,886 | \$2,741 | \$90 | \$818,199 | \$68,183 | \$2,242 | |

| Sunday Total | 6.4 7.1 | \$24.99 \$22.42 | \$165.22 | 3.6% 3.9% |
|-----------------|--------------------------------|---------------------------|--------------------------|---------------------|
| Saturday | 7.4 | \$21.37 | <u> </u> | 4.1% |
| Weekday | 7.2 | \$22.13 | | 3.9% |
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 26,331 | 6,330 | \$673,342 | \$28,675 | \$644,667 | 4.2 | \$24.48 | \$106.37 | 4.3% |
| FY 2022 | 35,760 | 6,262 | \$711,147 | \$37,653 | \$673,494 | 5.7 | \$18.83 | \$113.57 | 5.3% |
| FY 2023 | 30,550 | 6,107 | \$890,399 | \$30,867 | \$859,532 | 5.0 | \$28.14 | \$145.81 | 3.5% |
| FY 2024 | 38,761 | 5,178 | \$842,839 | \$38,359 | \$804,480 | 7.5 | \$20.75 | \$162.79 | 4.6% |
| FY 2025 | 36,488 | 5,151 | \$851,085 | \$32,886 | \$818,199 | 7.1 | \$22.42 | \$165.22 | 3.9% |

















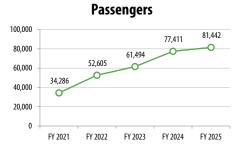
> Farebox Recovery: 5% Transfer Ratio: 1.43 % Clipper usage: 14%

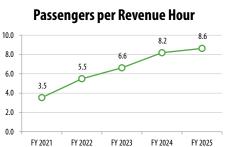
| | | Passengers | | Revenue Hours | | | Revenue Miles | | |
|----------|--------|-------------|-----------|---------------|-------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 61,597 | 5,133 | 246 | 6,654 | 554 | 27 | 78,207 | 6,517 | 313 |
| Saturday | 10,935 | 911 | 210 | 1,261 | 105 | 24 | 15,071 | 1,256 | 290 |
| Sunday | 8,910 | 743 | 141 | 1,528 | 127 | 24 | 18,255 | 1,521 | 290 |
| Total | 81,442 | 6,787 | 223 | 9,443 | 787 | 26 | 111,532 | 9,294 | 306 |

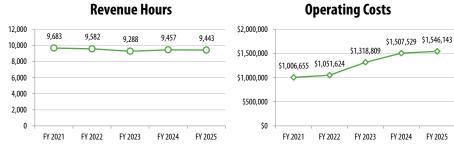
| | | Operating Costs | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-------------|-----------------|-----------|-------------------|-------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$1,088,565 | \$90,714 | \$4,354 | \$52,932 | \$4,411 | \$212 | \$1,035,633 | \$86,303 | \$4,143 |
| Saturday | \$206,666 | \$17,222 | \$3,974 | \$9,749 | \$812 | \$187 | \$196,917 | \$16,410 | \$3,787 |
| Sunday | \$250,912 | \$20,909 | \$3,983 | \$7,783 | \$649 | \$124 | \$243,129 | \$20,261 | \$3,859 |
| Total | \$1,546,143 | \$128,845 | \$4,236 | \$70,464 | \$5,872 | \$193 | \$1,475,679 | \$122,973 | \$4,043 |

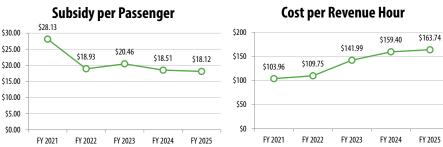
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 9.3 | \$16.81 | | 4.9% |
| Saturday | 8.7 | \$18.01 | | 4.7% |
| Sunday | 5.8 | \$27.29 | | 3.1% |
| Total | 8.6 | \$18.12 | \$163.74 | 4.6% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 34,286 | 9,683 | \$1,006,655 | \$42,135 | \$964,520 | 3.5 | \$28.13 | \$103.96 | 4.2% |
| FY 2022 | 52,605 | 9,582 | \$1,051,624 | \$55,789 | \$995,835 | 5.5 | \$18.93 | \$109.75 | 5.3% |
| FY 2023 | 61,494 | 9,288 | \$1,318,809 | \$60,583 | \$1,258,226 | 6.6 | \$20.46 | \$141.99 | 4.6% |
| FY 2024 | 77,411 | 9,457 | \$1,507,529 | \$74,280 | \$1,433,249 | 8.2 | \$18.51 | \$159.40 | 4.9% |
| FY 2025 | 81,442 | 9,443 | \$1,546,143 | \$70,464 | \$1,475,679 | 8.6 | \$18.12 | \$163.74 | 4.6% |













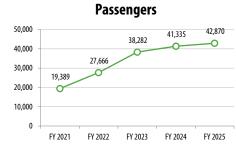
Farebox Recovery: 5%
Transfer Ratio: 1.36
% Clipper usage: 9%

| | | Passengers | | | Revenue Hours | | | Revenue Miles | | |
|----------|--------|-------------|-----------|--------|---------------|-----------|--------|---------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | 34,881 | 2,907 | 140 | 3,207 | 267 | 13 | 37,885 | 3,157 | 152 | |
| Saturday | 3,977 | 331 | 76 | 489 | 41 | 9 | 5,739 | 478 | 110 | |
| Sunday | 4,012 | 334 | 64 | 593 | 49 | 9 | 6,962 | 580 | 111 | |
| Total | 42,870 | 3,573 | 117 | 4,289 | 357 | 12 | 50,585 | 4,215 | 139 | |

| | | Operating Costs | | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-----------|-----------------|-----------|----------|-------------------|-----------|-----------|-------------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | \$527,528 | \$43,961 | \$2,110 | \$26,685 | \$2,224 | \$107 | \$500,843 | \$41,737 | \$2,003 | |
| Saturday | \$80,113 | \$6,676 | \$1,541 | \$3,150 | \$263 | \$61 | \$76,963 | \$6,414 | \$1,480 | |
| Sunday | \$97,426 | \$8,119 | \$1,546 | \$3,177 | \$265 | \$50 | \$94,249 | \$7,854 | \$1,496 | |
| Total | \$705,067 | \$58,756 | \$1,932 | \$33,012 | \$2,751 | \$90 | \$672,055 | \$56,005 | \$1,841 | |

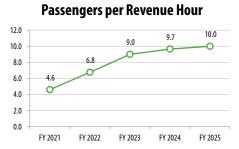
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 10.9 | \$14.36 | | 5.1% |
| Saturday | 8.1 | \$19.35 | | 3.9% |
| Sunday | 6.8 | \$23.49 | | 3.3% |
| Total | 10.0 | \$15.68 | \$164.39 | 4.7% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 19,389 | 4,207 | \$439,154 | \$21,887 | \$417,267 | 4.6 | \$21.52 | \$104.40 | 5.0% |
| FY 2022 | 27,666 | 4,087 | \$450,612 | \$26,173 | \$424,439 | 6.8 | \$15.34 | \$110.27 | 5.8% |
| FY 2023 | 38,282 | 4,253 | \$603,617 | \$34,378 | \$569,239 | 9.0 | \$14.87 | \$141.93 | 5.7% |
| FY 2024 | 41,335 | 4,280 | \$682,957 | \$35,400 | \$647,557 | 9.7 | \$15.67 | \$159.57 | 5.2% |
| FY 2025 | 42,870 | 4,289 | \$705,067 | \$33,012 | \$672,055 | 10.0 | \$15.68 | \$164.39 | 4.7% |

















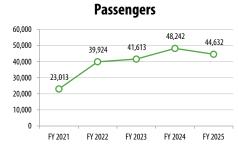
> Farebox Recovery: 5% Transfer Ratio: 1.37 % Clipper usage: 9%

| | | Passengers | | | Revenue Hours | | | Revenue Miles | | |
|----------|--------|-------------|-----------|--------|---------------|-----------|--------|---------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | 35,516 | 2,960 | 142 | 2,997 | 250 | 12 | 48,691 | 4,058 | 195 | |
| Saturday | 4,693 | 391 | 90 | 611 | 51 | 12 | 9,887 | 824 | 190 | |
| Sunday | 4,423 | 369 | 70 | 744 | 62 | 12 | 12,019 | 1,002 | 191 | |
| Total | 44,632 | 3,719 | 122 | 4,352 | 363 | 12 | 70,597 | 5,883 | 193 | |

| | | Operating Costs | | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-----------|-----------------|-----------|----------|-------------------|-----------|-----------|-------------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | \$498,791 | \$41,566 | \$1,995 | \$26,867 | \$2,239 | \$107 | \$471,924 | \$39,327 | \$1,888 | |
| Saturday | \$102,260 | \$8,522 | \$1,967 | \$3,832 | \$319 | \$74 | \$98,428 | \$8,202 | \$1,893 | |
| Sunday | \$124,661 | \$10,388 | \$1,979 | \$3,532 | \$294 | \$56 | \$121,129 | \$10,094 | \$1,923 | |
| Total | \$725,712 | \$60,476 | \$1,988 | \$34,231 | \$2,853 | \$94 | \$691,481 | \$57,623 | \$1,894 | |

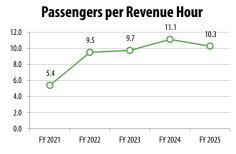
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 11.9 | \$13.29 | | 5.4% |
| Saturday | 7.7 | \$20.97 | | 3.7% |
| Sunday | 5.9 | \$27.39 | | 2.8% |
| Total | 10.3 | \$15.49 | \$166.77 | 4.7% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 23,013 | 4,268 | \$451,067 | \$24,500 | \$426,567 | 5.4 | \$18.54 | \$105.68 | 5.4% |
| FY 2022 | 39,924 | 4,207 | \$477,247 | \$33,064 | \$444,183 | 9.5 | \$11.13 | \$113.45 | 6.9% |
| FY 2023 | 41,613 | 4,279 | \$620,827 | \$32,951 | \$587,876 | 9.7 | \$14.13 | \$145.10 | 5.3% |
| FY 2024 | 48,242 | 4,346 | \$705,567 | \$37,218 | \$668,349 | 11.1 | \$13.85 | \$162.36 | 5.3% |
| FY 2025 | 44,632 | 4,352 | \$725,712 | \$34,231 | \$691,481 | 10.3 | \$15.49 | \$166.77 | 4.7% |

















Days of Service: School Days Avg Freq (Wkdy Peak): 4 trips Avg Freq (Wkdy Non-Peak): -Avg Freq (Wked): -

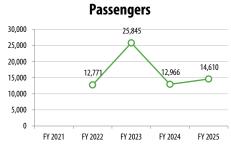
Farebox Recovery: 5%
Transfer Ratio: 1.08
% Clipper usage: 1%

| | | Passengers | | Revenue Hours | | | Revenue Miles | | |
|----------|--------|-------------|-----------|---------------|-------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 14,610 | 1,328 | 78 | 429 | 39 | 2 | 3,884 | 353 | 21 |
| Saturday | - | - | - | - | - | - | - | - | - |
| Sunday | - | - | - | - | - | - | - | - | - |
| Total | 14,610 | 1,328 | 78 | 429 | 39 | 2 | 3,884 | 353 | 21 |

| | | Operating Costs | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-----------|-----------------|-----------|-------------------|-------------|-----------|-------------------|-------------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$145,943 | \$13,268 | \$780 | \$7,652 | \$696 | \$41 | \$138,291 | \$12,572 | \$740 |
| Saturday | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- |
| Sunday | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- |
| Total | \$145,943 | \$13,268 | \$780 | \$7,652 | \$696 | \$41 | \$138,291 | \$12 <i>,</i> 572 | \$740 |

| Total | 34.1 | \$9.47 | \$340.34 | 5.2% |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Sunday | - | \$- | | - % |
| Saturday | - | \$- | | - % |
| Weekday | 34.1 | \$9.47 | | 5.2% |
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | | | | | | | | | |
| FY 2022 | 12,771 | 539 | \$119,851 | \$6,158 | \$113,693 | 23.7 | \$8.90 | \$222.31 | 5.1% |
| FY 2023 | 25,845 | 658 | \$142,759 | \$10,110 | \$132,649 | 39.3 | \$5.13 | \$216.82 | 7.1% |
| FY 2024 | 12,966 | 434 | \$141,111 | \$3,904 | \$137,207 | 29.9 | \$10.58 | \$325.41 | 2.8% |
| FY 2025 | 14,610 | 429 | \$145,943 | \$7,652 | \$138,291 | 34.1 | \$9.47 | \$340.34 | 5.2% |

















Days of Service: School Days Avg Freq (Wkdy Peak): 6 trips Avg Freq (Wkdy Non-Peak): -Avg Freq (Wked): -

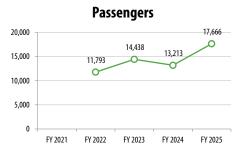
Farebox Recovery: 4%
Transfer Ratio: 1.37
% Clipper usage: 1%

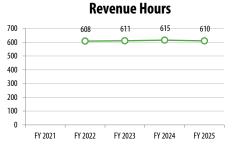
| | | Passengers | | Revenue Hours | | | Revenue Miles | | |
|----------|--------|-------------|-----------|---------------|-------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 17,666 | 1,606 | 95 | 610 | 55 | 3 | 8,201 | 746 | 44 |
| Saturday | - | - | - | - | - | - | - | - | - |
| Sunday | - | - | - | - | - | - | - | - | = |
| Total | 17,666 | 1,606 | 95 | 610 | 55 | 3 | 8,201 | 746 | 44 |

| | | Operating Costs | | P | assenger Revenue | | Operating Subsidy | | |
|----------|-----------|-----------------|-----------|---------|------------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$216,652 | \$19,696 | \$1,171 | \$8,251 | \$750 | \$45 | \$208,401 | \$18,946 | \$1,126 |
| Saturday | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- |
| Sunday | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- |
| Total | \$216,652 | \$19,696 | \$1,171 | \$8,251 | \$750 | \$45 | \$208,401 | \$18,946 | \$1,126 |

| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 29.0 | \$11.80 | | 3.8% |
| Saturday | - | \$- | | - % |
| Sunday | - | \$- | | - % |
| Total | 29.0 | \$11.80 | \$355.32 | 3.8% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | | | | | | | | | |
| FY 2022 | 11,793 | 608 | \$133,262 | \$5,760 | \$127,502 | 19.4 | \$10.81 | \$219.23 | 4.3% |
| FY 2023 | 14,438 | 611 | \$137,978 | \$6,153 | \$131,825 | 23.6 | \$9.13 | \$225.97 | 4.5% |
| FY 2024 | 13,213 | 615 | \$211,512 | \$3,349 | \$208,163 | 21.5 | \$15.75 | \$343.97 | 1.6% |
| FY 2025 | 17,666 | 610 | \$216,652 | \$8,251 | \$208,401 | 29.0 | \$11.80 | \$355.32 | 3.8% |

















Days of Service: School Days Avg Freq (Wkdy Peak): 2 trips Avg Freq (Wkdy Non-Peak): -Avg Freq (Wked): -

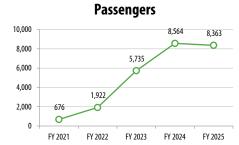
> Farebox Recovery: 5% Transfer Ratio: 1.01 % Clipper usage: 3%

| | | Passengers | | Revenue Hours | | | Revenue Miles | | |
|----------|--------|-------------|-----------|---------------|-------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 8,363 | 760 | 45 | 296 | 27 | 2 | 3,513 | 319 | 19 |
| Saturday | - | - | - | - | - | - | = | - | - |
| Sunday | - | - | - | - | - | - | - | - | - |
| Total | 8,363 | 760 | 45 | 296 | 27 | 2 | 3,513 | 319 | 19 |

| | | Operating Costs | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-----------|-----------------|-----------|-------------------|-------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$101,557 | \$9,232 | \$543 | \$4,827 | \$439 | \$26 | \$96,730 | \$8,794 | \$517 |
| Saturday | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- |
| Sunday | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- |
| Total | \$101,557 | \$9,232 | \$543 | \$4,827 | \$439 | \$26 | \$96,730 | \$8,794 | \$517 |

| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 28.2 | \$11.57 | | 4.8% |
| Saturday | - | \$- | | - % |
| Sunday | - | \$- | | - % |
| Total | 28.2 | \$11.57 | \$342.61 | 4.8% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 676 | 118 | \$17,206 | \$716 | \$16,490 | 5.8 | \$24.39 | \$146.42 | 4.2% |
| FY 2022 | 1,922 | 160 | \$33,746 | \$1,306 | \$32,440 | 12.0 | \$16.88 | \$211.04 | 3.9% |
| FY 2023 | 5,735 | 281 | \$58,588 | \$2,843 | \$55,745 | 20.4 | \$9.72 | \$208.72 | 4.9% |
| FY 2024 | 8,564 | 287 | \$92,900 | \$3,527 | \$89,373 | 29.9 | \$10.44 | \$324.17 | 3.8% |
| FY 2025 | 8,363 | 296 | \$101,557 | \$4,827 | \$96,730 | 28.2 | \$11.57 | \$342.61 | 4.8% |

















Days of Service: School Days Avg Freq (Wkdy Peak): 1 trip Avg Freq (Wkdy Non-Peak): -Avg Freq (Wked): -

> Farebox Recovery: 5% Transfer Ratio: 1.00 % Clipper usage: 1%

| | | Passengers | | Revenue Hours | | | Revenue Miles | | |
|----------|--------|-------------|-----------|---------------|-------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 5,708 | 519 | 31 | 191 | 17 | 1 | 2,011 | 183 | 11 |
| Saturday | - | - | - | - | - | - | - | = | - |
| Sunday | - | - | - | - | - | - | - | - | - |
| Total | 5,708 | 519 | 31 | 191 | 17 | 1 | 2,011 | 183 | 11 |

| | | Operating Costs | | P | assenger Revenue | | Operating Subsidy | | |
|----------|----------|-----------------|-----------|---------|------------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$60,347 | \$5,486 | \$324 | \$3,106 | \$282 | \$17 | \$57,241 | \$5,204 | \$308 |
| Saturday | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- |
| Sunday | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- |
| Total | \$60,347 | \$5,486 | \$324 | \$3,106 | \$282 | \$17 | \$57,241 | \$5,204 | \$308 |

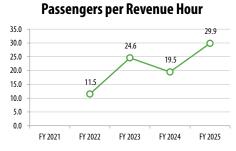
| Sunday | - | \$- | | - % |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Saturday | - | \$- | | - % |
| Weekday | 29.9 | \$10.03 | | 5.1% |
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |

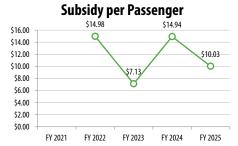
| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue 0 | perating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|------------------------|------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | | | | | | | | | |
| FY 2022 | 2,064 | 180 | \$32,335 | \$1,423 | \$30,912 | 11.5 | \$14.98 | \$180.05 | 4.4% |
| FY 2023 | 4,537 | 184 | \$34,585 | \$2,223 | \$32,362 | 24.6 | \$7.13 | \$187.59 | 6.4% |
| FY 2024 | 3,574 | 183 | \$54,798 | \$1,413 | \$53,385 | 19.5 | \$14.94 | \$299.05 | 2.6% |
| FY 2025 | 5,708 | 191 | \$60,347 | \$3,106 | \$57,241 | 29.9 | \$10.03 | \$315.82 | 5.1% |

















Days of Service: Wkdy, Sa, Su Avg Freq (Wkdy Peak): Seasonal (varies) Avg Freq (Wkdy Non-Peak): Seasonal (varies) Avg Freq (Wked): Seasonal (varies)

Farebox Recovery: N/A
Transfer Ratio: N/A
% Clipper usage: N/A

| | | Passengers | | | Revenue Hours | | | Revenue Miles | | |
|----------|--------|-------------|-----------|--------|---------------|-----------|--------|---------------|-----------|--|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | |
| Weekday | 11,447 | 3,816 | 286 | 1,282 | 427 | 32 | 17,920 | 5,973 | 448 | |
| Saturday | 15,342 | 2,192 | 511 | 1,203 | 172 | 40 | 18,592 | 2,656 | 620 | |
| Sunday | 16,296 | 2,328 | 494 | 1,344 | 192 | 41 | 20,608 | 2,944 | 624 | |
| Total | 43,085 | 6,155 | 418 | 3,829 | 547 | 37 | 57,120 | 8,160 | 555 | |

| | | Operating Costs | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-------------|-----------------|-----------|-------------------|-------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$423,615 | \$141,205 | \$10,590 | \$345 | \$115 | \$9 | \$423,270 | \$141,090 | \$10,582 |
| Saturday | \$329,228 | \$47,033 | \$10,974 | \$332 | \$47 | \$11 | \$328,896 | \$46,985 | \$10,963 |
| Sunday | \$350,342 | \$50,049 | \$10,616 | \$372 | \$53 | \$11 | \$349,970 | \$49,996 | \$10,605 |
| Total | \$1,103,185 | \$157,598 | \$10,711 | \$1,049 | \$150 | \$10 | \$1,102,136 | \$157,448 | \$10,700 |

| Total | 11.3 | \$25.58 | \$288.11 | 0.1% |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Sunday | 12.1 | \$21.48 | | 0.1% |
| Saturday | 12.8 | \$21.44 | | 0.1% |
| Weekday | 8.9 | \$36.98 | | 0.1% |
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | 1,231 | 471 | \$46,358 | \$6,334 | \$40,024 | 2.6 | \$32.51 | \$98.49 | 13.7% |
| FY 2022 | 69,725 | 4,134 | \$829,446 | \$188,228 | \$641,218 | 16.9 | \$9.20 | \$200.63 | 22.7% |
| FY 2023 | 76,646 | 5,433 | \$1,156,135 | \$217,356 | \$938,779 | 14.1 | \$12.25 | \$212.81 | 18.8% |
| FY 2024 | 49,811 | 4,204 | \$1,235,291 | \$7,953 | \$1,227,338 | 11.8 | \$24.64 | \$293.84 | 0.6% |
| FY 2025 | 43,085 | 3,829 | \$1,103,185 | \$1,049 | \$1,102,136 | 11.3 | \$25.58 | \$288.11 | 0.1% |

















Days of Service: School Days Avg Freq (Wkdy Peak): 2 trips Avg Freq (Wkdy Non-Peak): -Avg Freq (Wked): -

Farebox Recovery: 48%
Transfer Ratio: N/A
% Clipper usage: N/A

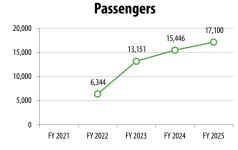
| | | Passengers | | Revenue Hours | | | Revenue Miles | | |
|----------|--------|-------------|-----------|---------------|-------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 17,100 | 1,555 | 95 | 183 | 17 | 1 | - | - | - |
| Saturday | - | - | - | - | - | - | - | - | - |
| Sunday | - | - | - | - | - | - | - | - | - |
| Total | 17,100 | 1,555 | 95 | 183 | 17 | 1 | - | - | - |

| | | Operating Costs | | P | assenger Revenue | | Operating Subsidy | | |
|----------|-----------|-----------------|-----------|----------|------------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$178,066 | \$16,188 | \$989 | \$85,939 | \$7,813 | \$477 | \$92,127 | \$8,375 | \$512 |
| Saturday | \$- | \$- | \$ - | \$- | \$- | \$- | \$- | \$- | \$- |
| Sunday | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- |
| Total | \$178,066 | \$16,188 | \$989 | \$85,939 | \$7,813 | \$477 | \$92,127 | \$8,375 | \$512 |

| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 93.5 | \$5.39 | | 48.3% |
| Saturday | - | \$- | | - % |
| Sunday | - | \$- | | - % |
| Total | 93.5 | \$5.39 | \$973.14 | 48.3% |

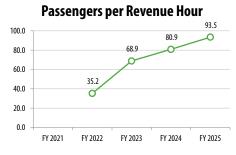
| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | | | | | | | | | |
| FY 2022 | 6,344 | 180 | \$500,911 | \$30,281 | \$470,630 | 35.2 | \$74.19 | \$2,782.84 | 6.0% |
| FY 2023 | 13,151 | 191 | \$148,105 | \$49,597 | \$98,508 | 68.9 | \$7.49 | \$775.42 | 33.5% |
| FY 2024 | 15,446 | 191 | \$207,332 | \$76,193 | \$131,139 | 80.9 | \$8.49 | \$1,085.51 | 36.7% |
| FY 2025 | 17,100 | 183 | \$178,066 | \$85,939 | \$92,127 | 93.5 | \$5.39 | \$973.14 | 48.3% |

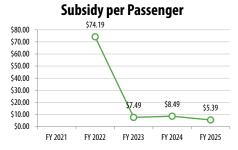
Revenue Hours

















Days of Service: School Days Avg Freq (Wkdy Peak): 17 trips Avg Freq (Wkdy Non-Peak): -Avg Freq (Wked): -

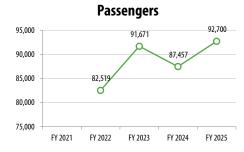
Farebox Recovery: 38%
Transfer Ratio: N/A
% Clipper usage: N/A

| | Passengers | | | Revenue Hours | | | Revenue Miles | | |
|----------|------------|-------------|-----------|---------------|-------------|-----------|---------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | 92,700 | 8,427 | 515 | 1,281 | 116 | 7 | = | - | - |
| Saturday | - | - | - | - | - | - | = | - | - |
| Sunday | - | - | - | - | - | - | - | - | - |
| Total | 92,700 | 8,427 | 515 | 1,281 | 116 | 7 | - | - | - |

| | Operating Costs | | | Passenger Revenue | | | Operating Subsidy | | |
|----------|-----------------|-------------|-----------|-------------------|-------------|-----------|-------------------|-------------|-----------|
| | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily | Annual | Avg Monthly | Avg Daily |
| Weekday | \$1,239,496 | \$112,681 | \$6,886 | \$465,886 | \$42,353 | \$2,588 | \$773,610 | \$70,328 | \$4,298 |
| Saturday | \$- | \$- | \$- | \$- | \$ - | \$ - | \$- | \$- | \$- |
| Sunday | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- | \$- |
| Total | \$1,239,496 | \$112,681 | \$6,886 | \$465,886 | \$42,353 | \$2,588 | \$773,610 | \$70,328 | \$4,298 |

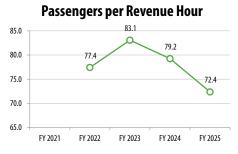
| | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|----------|--------------------------------|--------------------------|--------------------------|------------------|
| Weekday | 72.4 | \$8.35 | | 37.6% |
| Saturday | - | \$- | | - % |
| Sunday | = | \$- | | - % |
| Total | 72.4 | \$8.35 | \$967.64 | 37.6% |

| | Passengers | Revenue Hours | Operating Costs | Passenger Revenue | Operating Subsidy | Passengers per Revenue Hour | Subsidy per Passenger | Cost per Revenue Hour | Farebox Recovery |
|---------|------------|---------------|-----------------|----------------------|-------------------|--------------------------------|--------------------------|--------------------------|------------------|
| FY 2021 | | | | | | | | | |
| FY 2022 | 82,519 | 1,066 | \$500,911 | \$398,025 | \$102,886 | 77.4 | \$1.25 | \$469.90 | 79.5% |
| FY 2023 | 91,671 | 1,104 | \$833,857 | \$349,274 | \$484,583 | 83.1 | \$5.29 | \$755.58 | 41.9% |
| FY 2024 | 87,457 | 1,104 | \$1,196,872 | \$432,400 | \$764,472 | 79.2 | \$8.74 | \$1,084.52 | 36.1% |
| FY 2025 | 92,700 | 1,281 | \$1,239,496 | \$465,886 | \$773,610 | 72.4 | \$8.35 | \$967.64 | 37.6% |

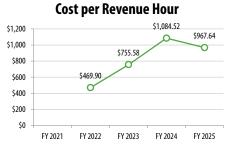










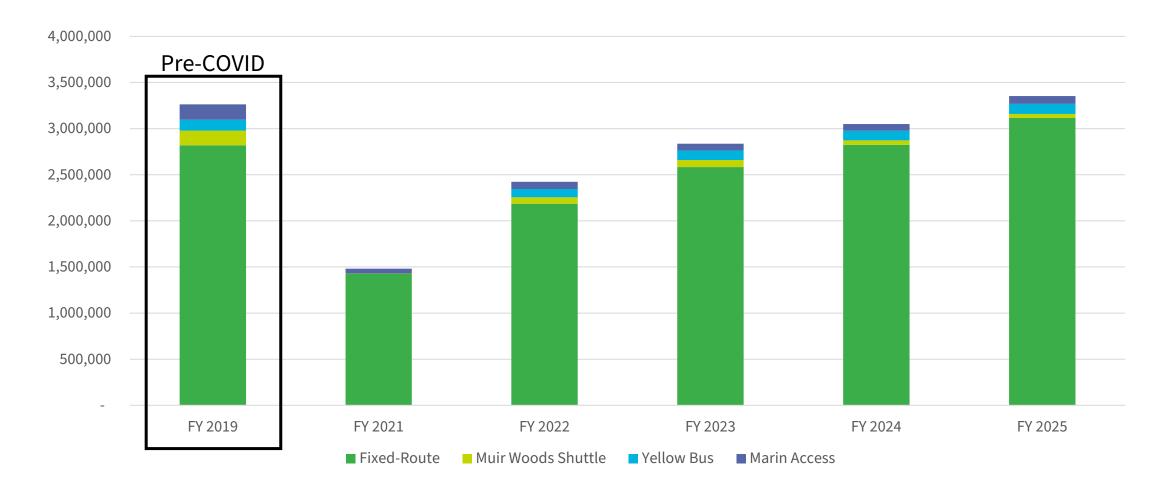




FY 2024/25 System Performance Report

JULY 1, 2024 - JUNE 30, 2025

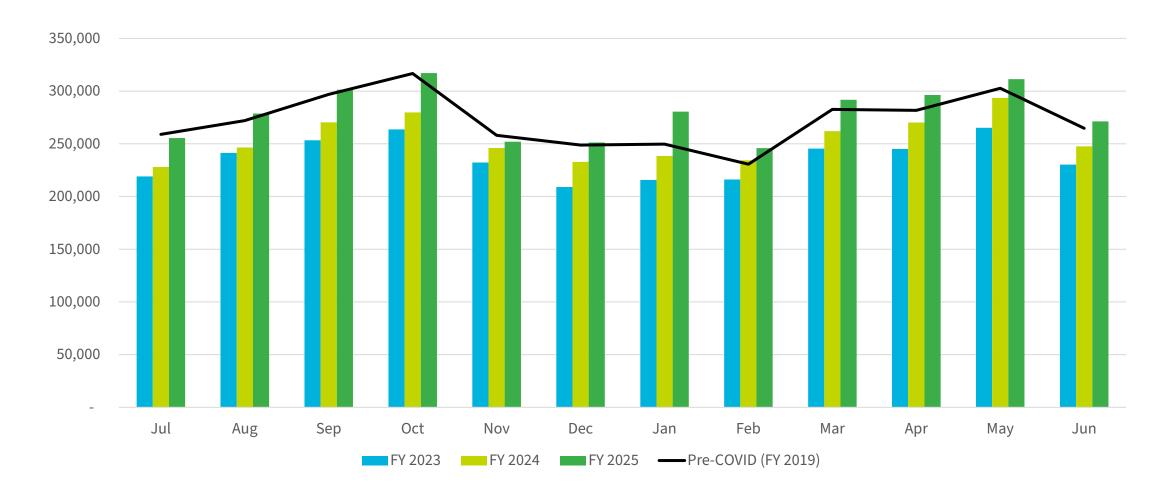
Total Ridership (Unlinked Passenger Trips)





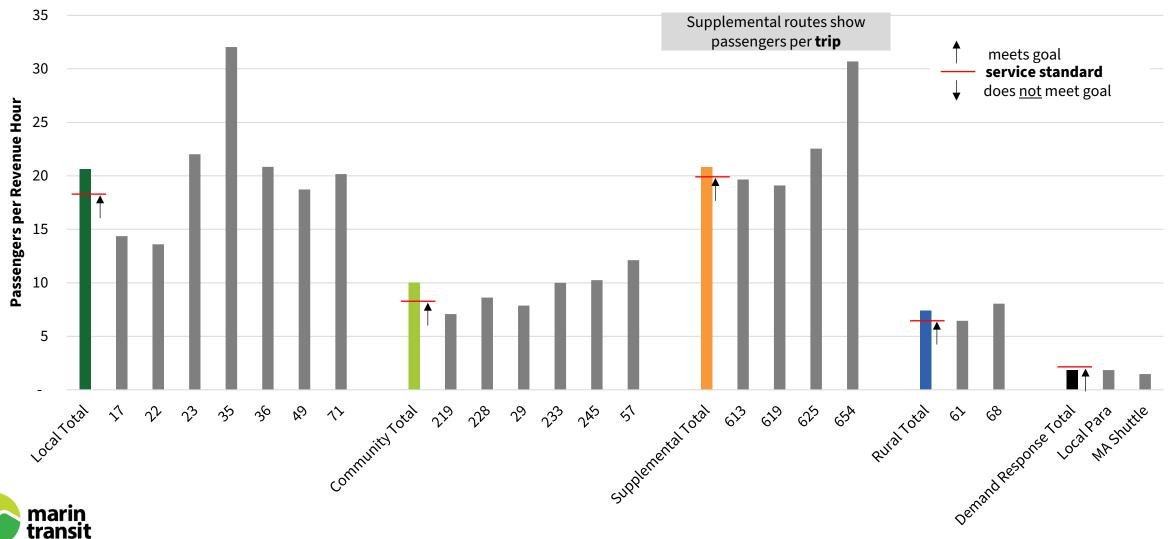
FY 2024/25 Systemwide Ridership: +10% from FY24, +3% from pre-COVID (FY19)

Total Ridership by Month (Unlinked Passenger Trips)

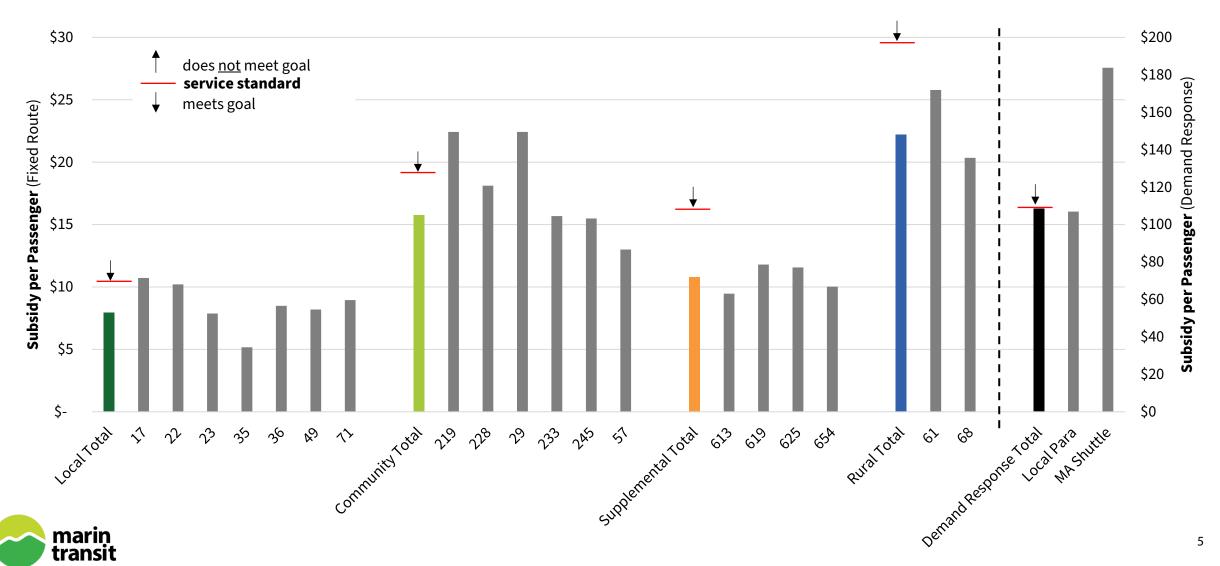




Productivity Targets (Passengers per Hour)



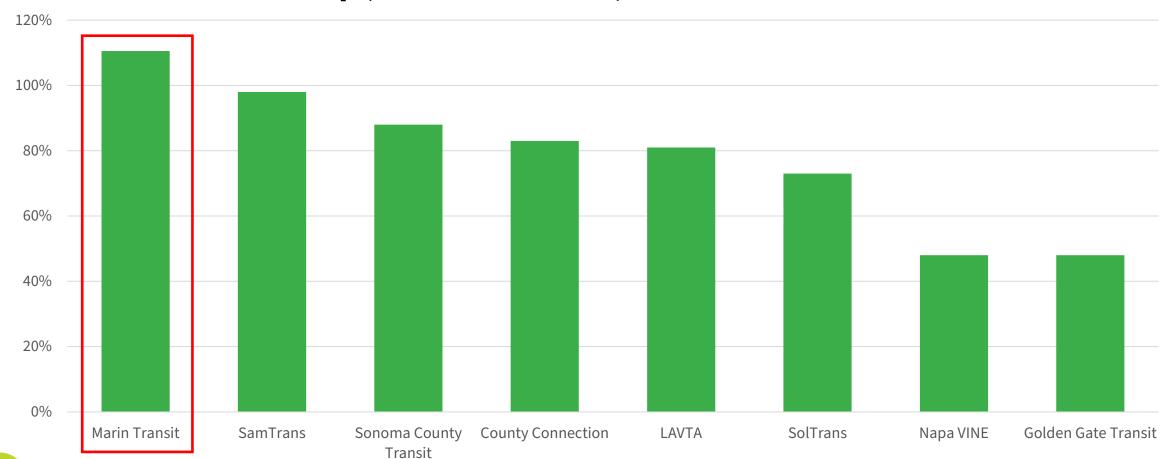
Cost Effectiveness Targets (Subsidy per Passenger)



marin

Peer Agency Ridership Trends – Fixed Route Bus

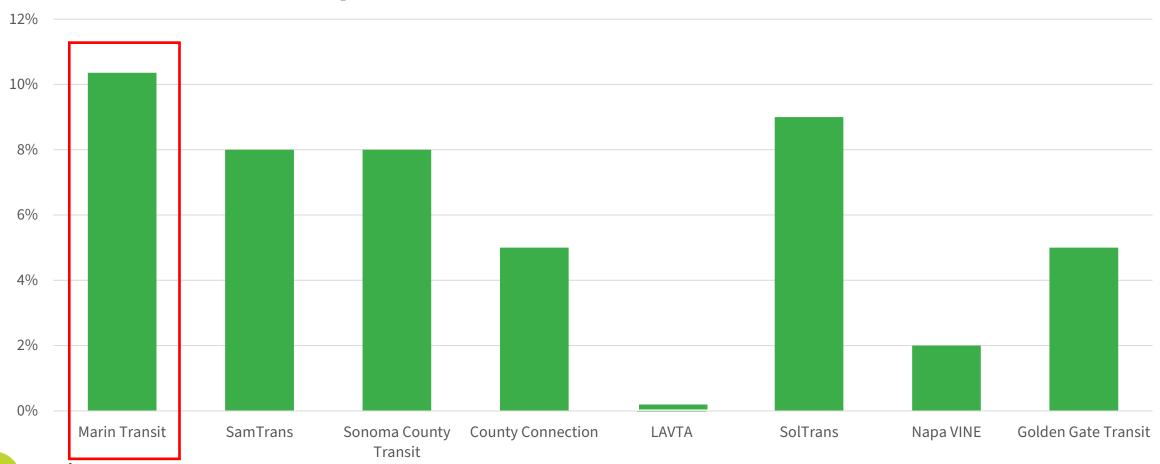
% Pre-COVID Ridership (FY 2025 vs FY 2019)



marin

Peer Agency Ridership Trends – Fixed Route Bus

% Increase in Ridership (FY 2025 vs FY 2024)



Future Considerations & FY 2025/26 Changes

- MASCOTS service change will go into effect in April 2026
- Catch-A-Ride program transitioned to the new Mobility Wallet suite of programs in July 2025
- Short Range Transit Plan will be complete by end of fiscal year







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December 1, 2025

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

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Supervisor District 5

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Director Supervisor District 4

Maribeth Bushey

Director City of San Rafael

Maika Llorens Gulati

Alternate City of San Rafael Subject: Marin Transit FY 2024/25 Year End Financial Report

Dear Board Members:

Recommendation

Discussion item.

Summary

The attached report presents Marin County Transit District's (Marin Transit) Year End Financial Report for Fiscal Year 2024/25 (July 1, 2024 - June 30, 2025). The report provides numbers on a full accrual basis, consistent with Generally Accepted Accounting Principles (GAAP). These reports are consistent with the Fiscal Year 2024/25 audited statements that are also being presented at this Board meeting.

In FY2024/25, expenditures for the District's Operations and Capital Programs were \$44.4 million (table 1). Operation expenses were 3% higher than the prior year and 5% below budget. Operation revenues were 2% less than the prior year and exceeded the budget by less than 1%. The District's fund balance increased \$2.9 million and at year end, the District had fully funded Emergency and Contingency Reserves and \$21.7 million available in the Capital Reserve.

In Fiscal Year 2024/25, the District provided a similar amount of fixed route revenue service and demand response services as the prior year. Marin Transit continues to be in strong financial position and contributed \$2.95 million to reserves in FY2024/25. The District's long term financial stability is less certain as the District used significant carryforward funding in FY2024/25 to fund operations, and revenue growth from sales tax and diesel tax have slowed.

In FY 2024/25, capital expenditures were \$23.1 million. This was a significant increase over our prior years due to the purchase of vehicles and land for the fixed route facility project. The expenditures included the following major projects:

- Purchase of property at 1075 Francisco East for facility project;
- Delivery of seven 35ft Hybrid Buses;
- Design work for 3010/3020 Kerner Parking Facility; and
- Ordering two electric paratransit vehicles.



Marin Transit is updating the District's Short Range Transit Plan (SRTP), which reviews ten-year revenue and expense projections. This update will develop an integrated plan for service levels, capital projects, and financial projections to develop a balanced financial plan over the 10-year period.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

Lauren Gradia

Director of Finance and Capital Programs

1 DBDM

Attachment A: Marin Transit FY 2024/25 Year End Financial Report

Attachment B: Marin Transit FY 2024/25 Year End Capital Report

Attachment C: Presentation for FY 2024/25 Year End Financial Report



FY 2024/25 Year End Financial Report

Fiscal Year 2024/25 (July 1, 2024 - June 30, 2025) operations expenditures tracked closely to the budget and slight dips in revenues were offset by the planned expenditure of carryforward funds. Marin Transit fixed route ridership continue to grow above pre-COVID levels. Demand response services have stabilized at about 50% of pre-pandemic ridership and new program changes are increasing ridership.

In FY2024/25, expenditures for the District's Operations and Capital Programs were \$66.0 million (table 1). Operation expenses were 3% higher than the prior year and 5% below budget. Operation revenues were 2% less than the prior year and exceeded the budget by less than 1%. The District's fund balance increased \$2.9 million and at year end, the District had fully funded Emergency and Contingency Reserves and \$21.7 million available in the Capital Reserve.

Table 1: Summary

| | FY 2023/24 Actual | FY2024/25 Original Budget | FY2024/25 Revised Budget | FY2024/25 Actual | Percent Total Budget Used |
|------------------------------|----------------------|---------------------------------|--------------------------------|---------------------|------------------------------|
| Operations | 46,688,114 | 49,283,402 | 45,786,750 | 45,791,476 | 100% |
| Capital | 2,441,429 | 9,751,108 | 34,352,213 | 23,159,421 | 67% |
| Total Revenue | 49,129,543 | 59,034,510 | 80,138,963 | 68,950,897 | 86% |
| Operations | 41,537,082 | 45,290,112 | 45,290,112 | 42,930,277 | 95% |
| Capital | 2,400,336 | 9,751,108 | 35,799,713 | 23,070,119 | 64% |
| Total Expenditures | 43,937,418 | 55,041,220 | 81,089,825 | 66,000,396 | 81% |
| Net Change in Fund Balance | \$5,192,125 | \$3,993,290 | (\$950,862) | \$2,950,501 | |
| Emergency Reserve | 7,156,636 | 7,548,352 | 7,548,352 | 7,548,352 | |
| Contingency Reserve | 14,313,271 | 15,096,704 | 15,096,704 | 15,096,704 | |
| Capital Reserve | 19,968,986 | 22,787,127 | 17,842,975 | 21,744,338 | |
| Fund Balance (total reserve) | \$41,438,893 | \$45,432,183 | \$40,488,031 | \$44,389,394 | |

In Fiscal Year 2024/25, the District provided a similar amount of fixed route revenue service demand response services as the prior year. Figures 1 and 2 show the District's expenses by type and by program over the past five years.

Marin Transit continues to be in strong financial position and contributed \$2.95 million to reserves in FY2024/25. The District's long term financial stability is less certain as the District used significant

carryforward funding in FY2024/25 to fund operations and revenue growth from sales tax and diesel tax have slowed.

Marin Transit has several capital projects to increase facility ownership to provide sufficient zero emission bus charging, parking, and maintenance facilities and ensure long term financial stability. The District purchased a grant funded property in San Rafael as an opportunity to develop a fixed route maintenance facility. This adds to the Rush Landing bus parking facility in Novato, purchased FY2019/20, a paratransit maintenance facility in San Rafael, purchased in FY2021/22 and a small parcel adjacent to the paratransit maintenance facility purchased in FY2022/23. The District worked on the Environmental clearance for the development of electric vehicle charging and a fixed route maintenance facility funded with a federal Section 5339 Bus and Bus Facilities grant.

District Reserve Balance

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. If the reserve balance exceeds six months of operating expenditures, the policy allows for funding to be placed in a capital reserve. This reserve provides resources for high priority capital projects or grant matching funds. If total reserves exceed six months of operating expenditures over a prolonged period, the policy advises the Board to consider a range of options that include expanding transit service or decreasing fares to provide the optimal level of transit service and benefits to Marin County residents.

Marin Transit ended FY2024/25 with an increase of \$2.95 million in reserves. After increasing operations reserves to the budgeted amounts, this resulted in an increase of the capital reserve to \$21.7 million at June 30, 2025 (table 1).

Figure 1: Marin Transit Expenditures by Type

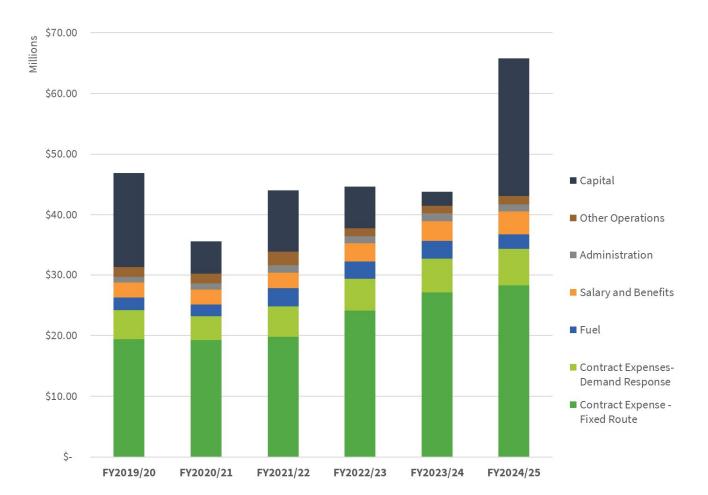
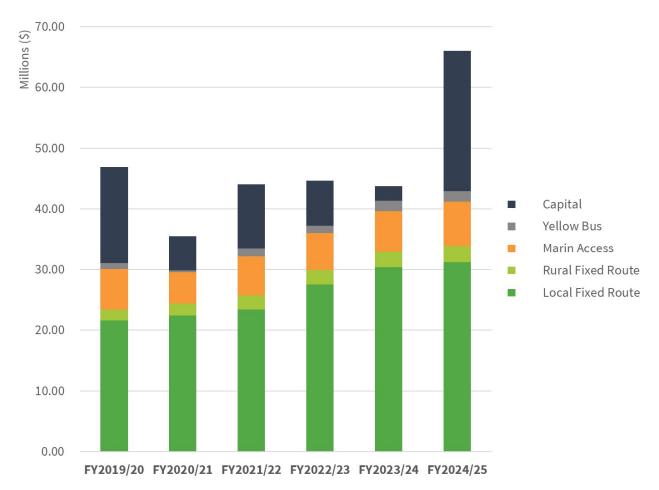


Figure 2: Marin Transit Expenditures by Program



Operations

For the purposes of this report, the Operations Budget includes all revenues and expenses not directly related to purchasing or maintaining capital infrastructure. The Operations expenditures enabled Marin Transit to deliver the transit services detailed in table 2. Marin Transit operated the same amount of fixed route revenue service hours and demand response service hours as the prior year. Demand response hours were below budget 14% below budget.

Table 3 shows actual FY 2024/25 operations revenues and expenses for the year as they compare to the adopted Budget. All Budget adjustments are shown in Attachment 1. Operations revenues were 2% lower and expenses were 3% higher than the prior year.

Table 2: Fiscal Year 2024/25 Transit Services

| Service | FY2023/24 Actual Revenue Hours | FY2024/25 Budgeted Revenue Hours | FY2024/25 Actual Revenue Hours | % of Budget |
|-------------------------------|--------------------------------------|--|---|----------------|
| Regular Local and Trunk Line | 140,415 | 143,000 | 140,520 | 98% |
| Local Connector | 23,260 | 24,000 | 23,234 | 97% |
| School Supplemental Service | 1,518 | 1,725 | 1,526 | 88% |
| Muir Woods Shuttle | 3,742 | 4,200 | 3,829 | 91% |
| West Marin Stagecoach Service | 16,122 | 16,500 | 16,073 | 97% |
| Fixed Route Subtotal | 185,057 | 189,425 | 185,182 | 98% |
| Marin Access Shuttle | 484 | 2500 | 698 | 28% |
| Local Paratransit Service | 27,253 | 30,000 | 27,173 | 91% |
| Demand Response Subtotal | 27,737 | 32,500 | 27,871 | 86% |
| Regional Paratransit Service | 4200 | 5,000 | 5,066 | 101% |
| Yellow School Bus Service | 4 buses | 4 buses | 4 buses | 100% |
| Service | | Annual Estimated Trips | FY2024/25 Actual Trips | % of Annual |
| Catch A Ride | 12,616 | 16,000 | 24,210 | 151% |
| Volunteer Driver | 14,717 | 10,000 | 8,545 | 85% |

Table 3: Operations FY 2024/25 Actuals (Admin, Local, Rural & Marin Access)

| | FY 2023/24 Actual | FY2024/25 Budget- Revised | FY 2024/25 Actual | Percent Budget Used |
|--------------------------------|----------------------|---------------------------------|----------------------|---------------------------|
| Revenue | | | | |
| Fare Revenue | 3,489,555 | 3,434,005 | 3,241,874 | 94% |
| Advertising & Other Revenue | 48,325 | 50,000 | 48,324 | 97% |
| Reimbursements (GGBHTD) | 1,493,935 | 1,521,924 | 1,641,092 | 108% |
| Interest | 922,103 | 800,700 | 976,962 | >100% |
| Measure A/AA | 18,697,863 | 18,642,700 | 18,247,522 | 98% |
| Measure B | 793,674 | 913,000 | 882,180 | 97% |
| Property Taxes | 5,909,281 | 6,166,642 | 6,159,394 | 100% |
| Development Fees | 84,675 | 84,000 | 74,573 | 89% |
| State Transit Assistance (STA) | 5,245,116 | 5,784,253 | 4,583,504 | 79% |
| Transit Development Act (TDA) | 7,881,923 | 11,412,830 | 10,548,070 | 92% |
| Other State | 26,132 | 22,300 | 40,893 | 183% |
| FTA Funds | 1,550,942 | 1,773,055 | 2,209,993 | 125% |
| National Park Service | 548,596 | 658,047 | 619,854 | 94% |
| Transfers to Capital Budget | -4,003 | -5,476,706 | -3,482,759 | 64% |
| Total Revenue | 46,688,117 | 45,786,750 | 45,791,476 | 100% |
| Expenses | 10,000,==1 | | 10,102,110 | |
| Salaries and Benefits | 3,317,126 | 3,833,506 | 3,800,227 | 99% |
| Professional Service | 650,434 | 846,588 | 349,204 | 41% |
| Security and Maintenance | 195,017 | 260,783 | 190,723 | 73% |
| Mobility Management Programs | 6,472 | 63,506 | 6,269 | 10% |
| Grants to External Agencies | 771,899 | 768,388 | 779,367 | 101% |
| Office Supplies | 349,611 | 405,102 | 378,951 | 94% |
| General Insurance | 125,419 | 162,000 | 143,028 | 88% |
| Contract Service Operation | 32,699,205 | 35,065,755 | 34,295,488 | 98% |
| Membership & Prof Development | 73,978 | 91,000 | 78,928 | 87% |
| Mileage and Travel | 23,933 | 26,500 | 15,749 | 59% |
| Marketing | 105,570 | 169,486 | 163,006 | 96% |
| Communication | 171,859 | 268,648 | 249,985 | 93% |
| Fuel | 2,948,794 | 3,563,954 | 2,550,108 | 72% |
| Utilities (Facilities) | 55,363 | 70,072 | 71,758 | 102% |
| Vehicle and Parking Leases | 27,130 | 27,944 | 24,362 | 87% |
| Office - Rental and Overhead | 186,838 | 192,000 | 189,916 | 99% |
| Transfers to Capital Budget | -171,566 | -525,121 | -356,791 | 68% |
| Total Expenses | 41,537,082 | 45,290,112 | 42,930,277 | 95% |
| Net Revenue Over Expenditures | 5,151,035 | 496,639 | 2,861,198 | |

Revenues

Marin Transit operations revenues were \$45.8 million in FY 2024/25. This is a decrease of \$900,000 (2%) from the prior year (figure 3). The primary changes were (1) a decrease in property tax revenue available for operations due to expenditures on facility right of way and, (2) additional TDA revenue available to the District primarily due to carryforward funds from prior years due to revenue fluctuations. The District continued to have a diverse set of revenue (figure 3 and figure 4). The District claimed \$18.2 million in Measure A/AA sales tax revenues for operations.

Revenue variances of more than \$100,000 and more than 10% over prior year are shown in table 4.

GGBHTD payments for paratransit increase primarily because 4% more regional paratransit hours were provided.

TDA allocations increased significantly primarily due to the timing of carryforward revenue from prior years. State Transit Assistance decreased due to a drop in fuel prices and consumption and a drop in Marin Transit's allocation percentage of County funds by 4% as the relative amount of passengers and service hours compared to GGBHTD and SMART changed.

Transfers to Capital reflect the amount of annual property tax dollars spent on capital projects. This was much higher due to the expenditure on the local match for the purchase of a property for a fixed route facility.

Table 4: Operations Revenue Variances >\$100,000 and >10% over Prior Year

| Revenue Category | FY 2024/25 Actual | Variance from Prior Year | | Notes |
|--------------------------------------|----------------------|-----------------------------|-------|--|
| category | Actuat | Amount (\$) | % | |
| Reimbursements (GGBHTD) | \$1,641,092 | \$147,157 | 10% | Returning paratransit ridership |
| State Transit Assistance | \$4,583,504 | (\$661,612) | -13% | Decrease in available revenues |
| Transportation Development Act | \$10,548,070 | \$2,666,147 | 34% | Increased availability of funds primarily due to pandemic volatility creating carryforward funds |
| FTA | \$2,209,993 | \$659,051 | 42% | Increase in grant funding for Marin Access Operations and Rural operations |
| Transfers to Capital budget | (\$3,482,759) | (\$3,478,756) | >100% | Transfer of property tax for the local matching fund for the purchase of facility right of way. |

Figure 3: Marin Transit Operations Revenues by Type

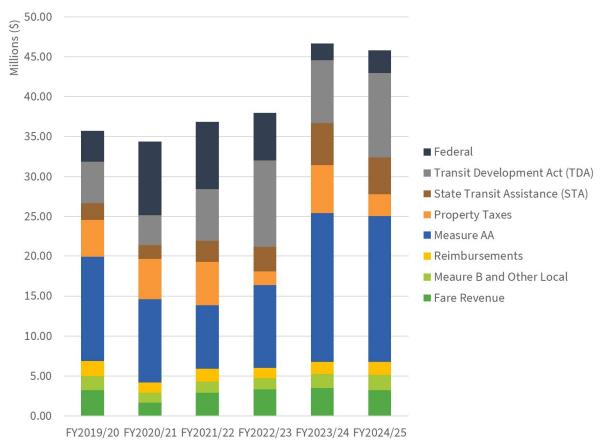
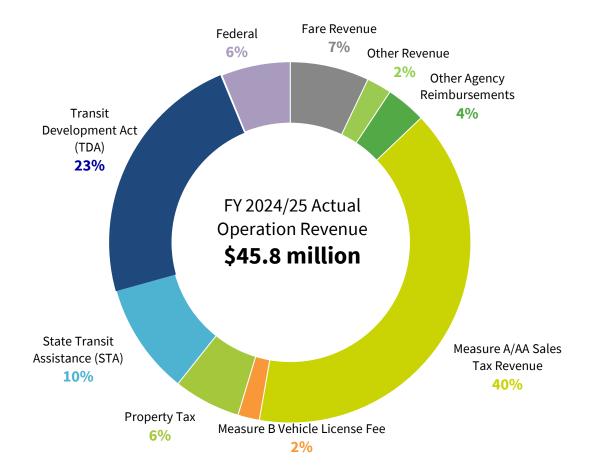


Figure 4: Operations Revenue Sources for FY 2023/24



Expenses

Marin Transit's FY 2024/25 operations expenses of \$42.9 million (table 3) were 3% higher than in FY2023/24 and 5% below the budget. This was a modest increase after three years of 11-15% in growth in expenses driven primarily by contract operations expenses. Contract service operations expenses (purchased transportation) continue to be the majority of expenses at 80% of total operations costs (figure 5), including 66% Fixed Route, 12% Local Paratransit, and 2% Regional Paratransit Operations.

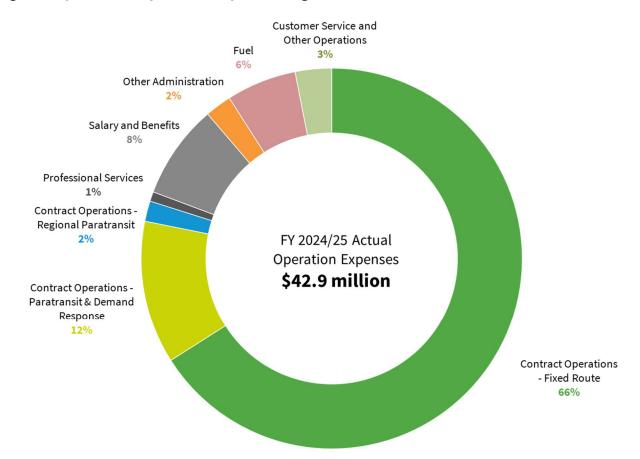
Expense variations greater than \$100,000 and greater than 10% from the prior year are shown in Table 5. Contract operations costs increases were 5% primarily from contract rate increases.

The program area budgets provide a more detailed discussion of expenses.

Table 5: Operations Expense Variances >\$100,000 and >10% from Prior Year

| Expense Category | FY 2024/25 Variance from Prior Actual Year | | | Notes |
|----------------------------------|--|-------------|-------|--|
| category | | Amount (\$) | % | |
| Salaries and Benefits | \$3,800,227 | \$483,101 | 15% | Filled multiple vacant positions and added a grant funded capital project manager. |
| Professional Services | \$349,204 | (\$301,230) | -154% | Less contract planning work in FY2024/25 |
| Contract Service Operation | \$34,295,488 | \$1,596,283 | 5% | Increased contract rates hourly and increased regional paratransit hours |
| Fuel | \$2,550,108 | (\$398,686) | -14% | Drop in fuel prices |
| Transfers to Capital | (\$356,791) | (\$185,225) | 108% | More staff time billed to capital projects |

Figure 5: Systemwide Operations Expense Categories for FY2024/25



Marin Transit accounts for expenses by program area: Administration, Local Fixed Route, Rural Service, Marin Access Service and Yellow Bus Service. Financial highlights from each program area are summarized below.

Administration

The Administration budget includes revenues and expenses shared by all program areas. These items are budgeted and recorded in Administration, and 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 administrative costs and identify the full cost of programs.

District Administrative revenues are primarily comprised of property tax revenue. Property tax revenue increased 4% from the prior year slightly below the prior year growth of 5%.

Marin Transit's Administrative expenses include staff salaries, benefits, and associated office space (table 7). Administrative costs were 5% under budget and increased 11% from the prior year. The District had no vacant position at the end of the fiscal year and had added the newly authorized grant funded capital projects position. Based on payroll hours, Marin Transit employed 18.7 FTEs (table 6) and ended FY2024/25 with 21 regular employees and one part time employee. All regular employees working a minimum of 20 hours a week receive contributions to a Governmental 401(a) single employer defined contribution pension plan (the Plan). District contributions are based on years of service and are posted into individual employee accounts under the Plan. A report of contributions, total balances, and investment returns is provided in Attachment 2. Marin Transit's closed defined benefit plan for employees hired under prior employment models was funded by agreements with CalPERS and Marin County in FY2020/21. In FY2024/25, the District paid \$18,904 in administrative fees and contributions for the plan.

Table 6: Marin Transit Staffing Full Time Equivalents (FTEs)

| | FY2023/24 | FY2024/25 |
|--------|-----------|-----------|
| Budget | 20.2 | 21.3 |
| Actual | 17.3 | 18.7 |

Table 7: Administration FY 2024/25 Actuals

| | | FY2023/24 Actual | FY2024/25 Budget Original | FY2024/25 Budget Revised | FY2024/25 Actual | Percent Budget Used |
|------------|------------------------------|---------------------|---------------------------------|--------------------------------|---------------------|---------------------------|
| Revenue | | | | | | |
| 4070400 | Interest | 922,103 | 800,700 | 800,700 | 976,962 | 122% |
| 4079950 | Development Fees | 45,589 | 49,000 | 49,000 | 45,774 | 93% |
| 4079954 | Residual ABX 126 | 39,086 | 35,000 | 35,000 | 28,799 | 82% |
| 4080101 | Property Tax-Current-Secured | 5,185,538 | 5,468,100 | 5,468,100 | 5,411,773 | 99% |
| 4080102 | County Fee-Admin Basic Tax | (59,603) | (68,959) | (68,959) | (67,143) | 97% |
| 4080103 | Property Tax-Unitary | 53,542 | 50,000 | 50,000 | 58,826 | 118% |
| 4080104 | Property Tax-Currnt UnSecur | 108,969 | 90,000 | 90,000 | 92,890 | 103% |
| 4080105 | Educ Rev Augm Fund-Redist | 510,865 | 513,500 | 513,500 | 558,034 | 109% |
| 4080106 | Property Tax-Supp CY Secure | 97,015 | 100,000 | 100,000 | 89,986 | 90% |
| 4080107 | Property Tax -Supp Unsecurd | 6,279 | 5,000 | 5,000 | 4,801 | 96% |
| 4080108 | Property Tax-Redemption | 984 | 3,500 | 3,500 | 4,063 | 116% |
| 4080109 | Property Tax-Prior Unsecured | 5,692 | 5,500 | 5,500 | 6,163 | 112% |
| 4119940 | Other | 192 | 300 | 300 | 191 | 64% |
| Subtotal I | Revenue | 6,916,251 | 7,051,641 | 7,051,641 | 7,211,119 | 102% |
| 4700001 | Property Tax Transfer | (1,643,981) | (2,535,380) | (6,032,032) | (3,974,791) | 66% |
| Net Rever | nue | 5,272,270 | 4,516,261 | 1,019,609 | 3,236,328 | 317% |
| Expense | | | | | | |
| 5010200 | Salaries | 2,020,831 | 2,376,983 | 2,376,983 | 2,348,198 | 99% |
| 5030301 | Benefits | 1,296,294 | 1,456,523 | 1,456,523 | 1,452,029 | 100% |
| 5030301 | Consultant Services | 185,859 | 240,400 | 240,400 | 148,549 | 62% |
| 5030304 | Prof Services – Legal | 27,563 | 154,500 | 154,500 | 35,347 | 23% |
| 5030305 | Prof Svcs - Audit | 36,571 | 38,500 | 38,500 | 36,239 | 94% |
| 5030701 | Security Services | 1,843 | 3,000 | 3,000 | 2,778 | 93% |
| 5049901 | Office Supplies | 6,220 | 14,626 | 14,626 | 6,499 | 44% |
| 5049902 | Small Furn/Equip | 7,306 | 10,300 | 10,300 | 7,100 | 69% |
| 5049903 | Software Maintenance | 108,247 | 97,850 | 97,850 | 115,954 | 119% |
| 5049904 | Copier Suppl & Srvc | 8,113 | 10,300 | 10,300 | 8,587 | 83% |
| 5049905 | Postage | 4,970 | 9,000 | 9,000 | 99 | 1% |
| 5049906 | Computers | 32,525 | 23,690 | 23,690 | 11,613 | 49% |
| 5050201 | Communication - Phone | 32,922 | 37,500 | 37,500 | 35,221 | 94% |
| 5060301 | Insurance - Gen Liability | 125,419 | 162,000 | 162,000 | 143,028 | 88% |
| 5090101 | Memberships & Prof Dev. | 71,176 | 91,000 | 91,000 | 78,928 | 87% |
| 5090202 | Mileage and Travel | 23,933 | 26,500 | 26,500 | 15,749 | 59% |
| 5090801 | Marketing | 17,160 | 15,000 | 15,000 | 13,124 | 87% |
| 5121200 | Office Rental | 186,838 | 192,000 | 192,000 | 189,916 | 99% |
| Subtotal I | Expense | 4,193,790 | 4,959,672 | 4,959,672 | 4,648,958 | 94% |
| 5100100 | Salary/Benefit Transfers | (3,449,455) | (3,773,191) | (3,773,191) | (3,725,107) | 99% |
| 5100101 | Transfer Overhead | (718,177) | (658,490) | (658,490) | (559,511) | 85% |
| Net Exper | 1Se | 26,158 | 527,991 | 527,991 | 364,340 | 69% |

Local Service

The Local Service budget (table 8) includes all revenues and expenses related to the provision of fixed route service. Local service includes the regular trunk line routes, Community Shuttles, supplemental school service, and the Muir Woods Shuttle service.

Marin Transit is operating a similar level of fixed route service hours to the prior year (figure 7) and ridership is above pre-COVID levels (figure 6). The District's annual performance report provides more analysis of ridership trends.

Total expenses for local service increased 1% percent over the previous fiscal year (table 9). Purchased transportation costs were the primary reason for the increased costs. These increases are offset by a drop in fuel costs. Table 9 summarizes the Contract Service rates for FY2024/25 and compares them to the prior year. Marin Transit awarded a new competitively procured contract for fixed route services to Marin Airporter effective July 1, 2026.

FY2024/25 is the second full year operating the Muir Woods shuttle with a contracting model that provides a higher level of service including providing vehicles and more contractor oversite. With this model, the Muir Woods shuttle is no longer reported as public transit and no federal transit assets are used on the program.

Local Service is primarily funded with State Transit Assistance (STA), Transportation Development Act (TDA), local Measure A/AA sales tax, and fare revenue. Fare revenue was 7% of local operations revenue. Local sales tax is 44% and state funding is 44% of local operations revenue.

Marin Transit had no discretionary grant funds for local service in FY 2024/25.

Table 8: Local Service FY 2024/25 Actuals

| | | FY2023/24 Actual | FY2024/25 Budget Original | FY2024/25 Budget Revised | FY2024/25 Actual | Percent Budget Used |
|-------------|----------------------------------|---------------------|---------------------------------|--------------------------------|---------------------|---------------------------|
| Revenue | | 227 200 | 250,000 | 350,000 | 167 204 | 400/ |
| 4020000 | Special Fares - Pd by Anthr Agcy | 337,289 | 350,000 | 350,000 | 167,204 | 48% |
| 4060301 | Advertising Revenue | 48,324 | 50,000 | 50,000 | 48,324 | 97% |
| 4090101 | Local Government Payments | 11,792 | 0 | 0 | 190,276 | NA 1000/ |
| 4092001 | Measure A Sales Tax | 712,000 | 61,039 | 61,039 | 61,038 | 100% |
| 4092005 | Measure AA - Sales Tax | 12,905,349 | 13,500,000 | 13,500,000 | 13,462,315 | 100% |
| 4110102 | Transportation Development Act | 7,881,923 | 11,412,830 | 11,412,830 | 10,548,070 | 92% |
| 4110101 | State Transit Assistance -Pop | 2,685,116 | 3,224,253 | 3,224,253 | 2,023,504 | 63% |
| 4110105 | State Transit Assistance -Rev. | 2,500,000 | 1,000,000 | 1,000,000 | 1,000,000 | 100% |
| 4119904 | State - SREC Credits | 7,579 | 6,000 | 6,000 | 22,556 | 376% |
| 4119910 | Fed-FTA 5307 Formula | 284,002 | 0 | 0 | 0 | - |
| 4139951 | National Park Service | 548,596 | 658,047 | 658,047 | 619,854 | 94% |
| 4140100 | Fare Revenue | 2,364,674 | 2,213,000 | 2,213,000 | 2,211,643 | 100% |
| Subtotal R | | 30,286,644 | 32,475,169 | 32,475,169 | 30,354,784 | 93% |
| 4700001 | Property Tax Transfer | 137,566 | 100,000 | 100,000 | 384,908 | 385% |
| 4700002 | Program Revenue Transfer | 110,369 | 100,000 | 100,000 | 74,218 | 74% |
| Total Reve | nue | 30,534,579 | 32,675,169 | 32,675,169 | 30,813,910 | 94% |
| Expense | | | | | | |
| 5030301 | Consultant Services | 331,055 | 267,800 | 267,800 | 53,984 | 20% |
| 5030310 | Fare Processing Charges | 42,142 | 23,340 | 23,340 | 28,883 | 124% |
| 5030501 | Bus Stop Maintenance | 105,172 | 160,000 | 160,000 | 91,249 | 57% |
| 5030602 | Custodial Service | 13,043 | 33,283 | 33,283 | 15,433 | 46% |
| 5030604 | Facility Maintenance | 33,638 | 41,200 | 41,200 | 38,181 | 93% |
| 5030701 | Security Services | 9,092 | 0 | 0 | 2,938 | N/A |
| 5040101 | Fuel | 2,131,968 | 2,471,839 | 2,471,839 | 1,709,879 | 69% |
| 5040160 | Electrical Power | 94,701 | 222,789 | 222,789 | 160,226 | 72% |
| 5040180 | Utilities (Facility) | 40,339 | 38,245 | 38,245 | 45,187 | 118% |
| 5049902 | Small Furniture/Equip | 11,935 | 10,609 | 10,609 | 19,967 | 188% |
| 5049903 | Software | 47,219 | 65,000 | 65,000 | 98,980 | 152% |
| 5050200 | Communication | 94,517 | 157,430 | 157,430 | 151,700 | 96% |
| 5080101 | Purchased Transportation | 24,373,401 | 25,987,128 | 25,987,128 | 25,353,365 | 98% |
| 5090801 | Marketing | 55,020 | 95,000 | 95,000 | 99,528 | 105% |
| Subtotal Ex | xpense | 27,383,242 | 29,573,663 | 29,573,663 | 27,869,500 | 94% |
| 5100100 | Salary/Benefit Transfers | 2,608,290 | 2,664,770 | 2,664,770 | 2,559,910 | 96% |
| 5100101 | Overhead Transfer | 543,046 | 436,817 | 436,817 | 384,499 | 88% |
| Total Exp | ense | 30,534,578 | 32,675,250 | 32,675,250 | 30,813,909 | 94% |

Table 9: Contractor Service Rates FY2024/25

| Contractor | Service | FY2025 Contract Changes | FY25 Effective Rate (\$/rev. hr.) | Prior Year (FY24) (\$/rev. hr.) | % Change |
|--|---|---|--|---------------------------------------|-------------|
| Golden Gate Bridge Highway and Transportation System | Local Fixed Route | Third year of interagency agreement | \$162.81 | \$158.17 | 3% |
| Marin Airporter | Local Fixed Route, Supplemental School Stagecoach | Last year of contract with new contract starting in FY2026. | \$135.63 | \$129.71 | 5% |
| Bauer's Transportation | Muir Woods | No changes | \$230.60 | \$224.00 | -3% |

Figure 6: Local Unlinked Passenger Trips by Program

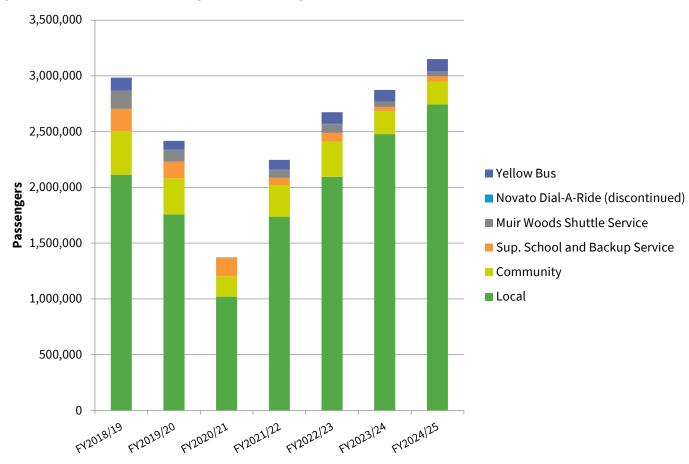
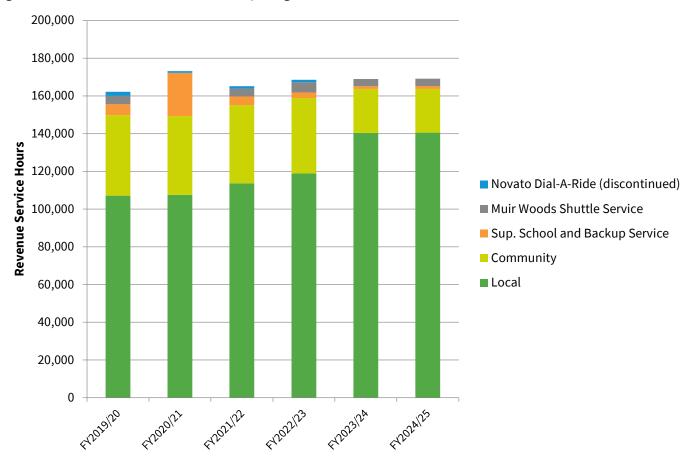


Figure 7: Local Revenue Service Hours by Program



Rural Service

Rural Service is operated as the West Marin Stagecoach Service and includes the North Route 68, and the South Route 61. All Rural revenues and expenses are shown in Table 10. After operating increased service during the pandemic, the District returned to the baseline service operation level (Figure 8). Ridership continues to increase and is 4% above pre-COVID ridership. Actual expenses were 98% of budgeted amounts and were 8% more than the prior year.

Measure A/AA funding for Rural operations provides about a third of the rural revenues. Federal Section 5311 funding is available by formula but the District had a gap in funding due to contracting issues with Caltrans that have now been resolved.

Table 10: Rural Service FY 2024/25 Actuals

| | | FY2023/24 Actual | FY2024/25 Budget Original | FY2024/25 Budget Revised | FY2024/25 Actual | Percent Budget Used |
|--------------|--------------------------|---------------------|---------------------------------|--------------------------------|---------------------|---------------------------|
| Revenue | | | | | | |
| 4092001 | Measure A Sales Tax | 57,672 | 4,944 | 4,944 | 4,944 | 100% |
| 409005 | Measure AA Sales Tax | 926,812 | 933,109 | 933,109 | 817,835 | 88% |
| 4110104 | State Transit Assistance | 0 | 1,500,000 | 1,500,000 | 1,500,000 | 100% |
| 4139920 | Fed-FTA 5311 Rural | 413 | 0 | 0 | 278,045 | N/A |
| 4140100 | Fare Revenue | 77,818 | 70,000 | 70,000 | 79,816 | 114% |
| Subtotal Rev | enue | 1,062,715 | 2,508,053 | 2,508,053 | 2,680,640 | 107% |
| 4700001 | Property Tax Transfer | 1,442,593 | 255,326 | 255,326 | 23,013 | 9% |
| Total Reven | ue | 2,505,308 | 2,763,379 | 2,763,379 | 2,703,653 | 98% |
| Expense | | | | | | |
| 5030301 | Consultant Services | 0 | 16,480 | 16,480 | 0 | 0% |
| 5040101 | Fuel | 268,984 | 338,697 | 338,697 | 305,606 | 90% |
| 5040180 | Utilities - facility | 118 | 5,000 | 5,000 | 0 | N/A |
| 5049902 | Equipment | 3,384 | 19,868 | 19,868 | 8,732 | 44% |
| 5050205 | Communication-AVL | -4,743 | 0 | 0 | 7,262 | N/A |
| 5080101 | Purchased Transportation | 2,051,073 | 2,207,290 | 2,207,290 | 2,194,913 | 99% |
| 5090801 | Marketing | 5,882 | 21,855 | 21,855 | 10,911 | 50% |
| Subtotal Ex | pense | 2,324,698 | 2,609,190 | 2,609,190 | 2,527,424 | 97% |
| 5100100 | Salary/Benefit Transfers | 149,488 | 140,495 | 140,495 | 153,216 | 109% |
| 5100101 | Transfer Overhead | 31,123 | 41,273 | 41,273 | 23,013 | 56% |
| Total Expen | se | 2,505,309 | 2,790,958 | 2,790,958 | 2,703,653 | 97% |

Figure 8: Rural Stagecoach Revenue Hours

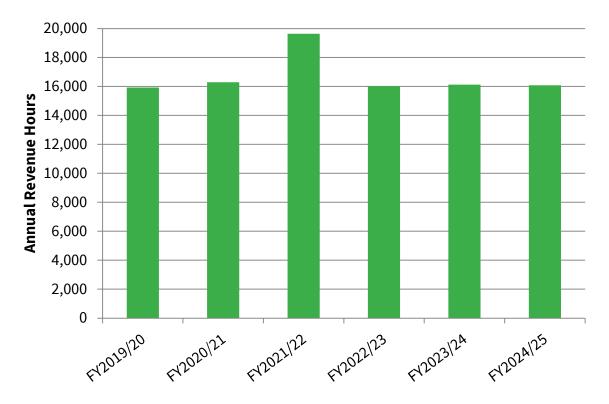
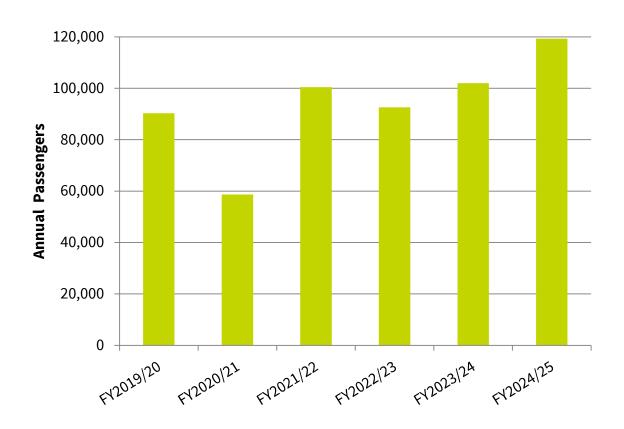


Figure 8: Rural Stagecoach Passengers



Marin Access (Paratransit and Mobility Management)

The Marin Access FY2024/25 actuals (table 11) include revenues and expenses for Paratransit Services for Local and Regional trips (Intra- and Inter-county) and Marin Transit's mobility management programs for the County's older adults, persons with disabilities, and low-income residents. These programs include the Catch A Ride service, and a volunteer driver program.

The COVID-19 pandemic reduced paratransit demand more significantly than fixed route service and the demand has changed as riders have other options and needs. Marin Access ridership was 16% higher than the prior year (Figure 9) with increases primarily in Catch A Ride and regional paratransit.

The demand response contractor is based out of the Marin Transit owned paratransit maintenance facility at 3000 Kerner in San Rafael, with vehicle park outs at GGBHTD properties in San Rafael and Novato. The purchased transportation contract has fixed and variable price components and with lower demand the total contract payment decreases. With low passenger levels the blended cost per trip for Marin Access services is higher due to the fixed costs of providing service. The blended costs per trip for Local Paratransit, Connect, Volunteer Driver and Catch A Ride was \$77.71 in FY2024/25 while pre-COVID, the Marin Access cost per trip was \$37.76. Purchased transportation for Marin Transit services increased 9% over the prior year (table 11) and ridership increased 16%. Total Marin Access costs were 96% of the budget amount (table 11).

Measure AA sales tax is the largest single funding source for Marin Access. Marin Transit expended \$2.7 million of Measure AA Category 4.3 funds to deliver mobility services for seniors and people with disabilities. Marin Transit receives Measure B funds from the County vehicle license fee to fund special mobility programs and staff. Marin Transit also pays for Marin Access programs with property tax, federal Americans with Disabilities Act (ADA) set-aside Section 5307 funds, and additional grant funding. Fare revenue was 15% more than the prior year and 74% of pre-COVID (FY2018/19) fares. GGBHTD reimburses all direct costs for providing regional paratransit and provides funding for a share of local paratransit. For FY2024/25, GGBHTD's share of local paratransit service was 13.58% based on an allocation formula established in our interagency operations agreement.

Marin Transit expended the following discretionary grant funds for Marin Access service in FY 2024/25:

| FY 2024/25 Expenditure | Total Grant Award | Program | Source |
|---------------------------|----------------------|----------------------------|-------------------------------------|
| \$88,750 | \$177,500 | Mobility Management | FTA Section 5310 FY22 discretionary |
| \$154,173 | \$375,000 | Sameday Rural | FTA Section 5310 FY22 Discretionary |
| \$130,127 | \$597,958 | Mobility Management | FTA Section 5310 FY24 Discretionary |
| \$336,465 | \$760,539 | Sameday Accessible Service | FTA Section 5310 FY24 Discretionary |

Figure 9: Marin Access Ridership

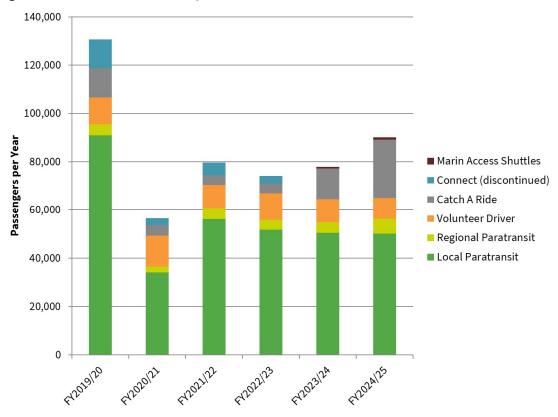


Figure 10: Marin Access Revenue Hours

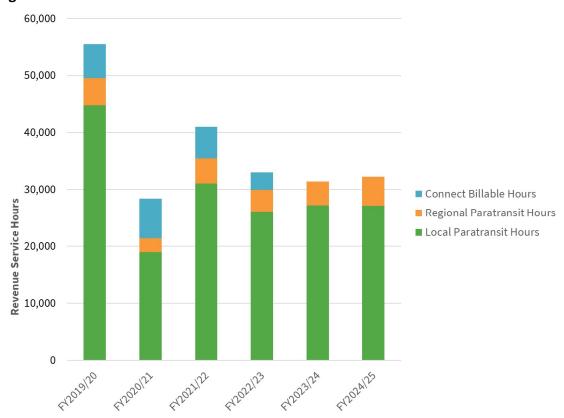


Table 11: Marin Access FY 2024/25 Actuals

| | | FY2023/24 Actual | FY2024/25 Budget Original | FY2024/25 Budget Revised | FY2024/25 Actual | Percent Budget Used |
|------------|--|---------------------|---------------------------------|--------------------------------|---------------------|---------------------------|
| Revenue | | | | | | |
| 4092001 | Measure A Sales Tax | 173,194 | 14,848 | 14,848 | 14,848 | 100% |
| 4092005 | Measure AA Sales Tax | 2,830,506 | 3,020,411 | 3,020,411 | 2,726,988 | 90% |
| 4099950 | Measure B | 793,674 | 913,000 | 913,000 | 882,180 | 97% |
| 4110101 | State Transit Assistance | 60,000 | 60,000 | 60,000 | 60,000 | 100% |
| 4119910 | State Prop Tx Relief HOPTR | 18,361 | 16,000 | 16,000 | 18,146 | 113% |
| 4139910 | Fed-FTA 5307 Urbanized Area Formula | 1,065,277 | 1,006,374 | 1,006,374 | 1,222,432 | 121% |
| 4139915 | Fed-FTA 5310 Mobility | 201,250 | 766,681 | 766,681 | 709,515 | 93% |
| 4140100 | Fare Revenue | 201,181 | 200,500 | 200,500 | 231,384 | 115% |
| 4601003 | GGBHTD – Local Paratransit Payment | 668,028 | 736,916 | 736,916 | 650,257 | 88% |
| 4601004 | GGBHTD – Regional Paratransit Payment | 800,005 | 766,040 | 766,040 | 784,101 | 102% |
| Subtotal F | Revenue | 6,811,476 | 7,500,770 | 7,500,770 | 7,299,851 | 97% |
| 4700001 | Property Tax Transfer | 59,819 | 200,000 | 200,000 | 84,111 | 42% |
| 4700002 | Program Revenue Transfer | -110,369 | -100,000 | -100,000 | -74,218 | 74% |
| Total Rev | enue | 6,760,926 | 7,600,770 | 7,600,770 | 7,309,744 | 96% |
| Expense | | | | | | |
| 5030301 | Consultant Services | 16,605 | 88,265 | 88,265 | 38,538 | 44% |
| 5030310 | Fare Processing Charges | 1,551 | 0 | 0 | 2,976 | N/A |
| 5030602 | Services -Facility | 17,707 | 21,800 | 21,800 | 19,528 | 90% |
| 5040101 | Fuel | 453,142 | 530,629 | 530,629 | 374,397 | 71% |
| 5040180 | Utilities (Facility) | 15,024 | 31,827 | 31,827 | 26,571 | 83% |
| 5049902 | Small Furn/Equip | 0 | 10,000 | 10,000 | 2,519 | N/A |
| 5049903 | Software | 121,751 | 148,727 | 148,727 | 116,819 | 79% |
| 5050204 | Communication-MERA Radio | 33,742 | 34,754 | 34,754 | 34,463 | 99% |
| 5050206 | Communication-Data | 11,863 | 19,096 | 19,096 | 12,007 | 63% |
| 5080101 | Purchased Transportation | 4,781,903 | 5,380,048 | 5,380,048 | 5,222,011 | 97% |
| 5080102 | Purchased Transportation - Regional | 737,591 | 700,009 | 700,009 | 742,956 | 106% |
| 5090801 | Marketing | 27,507 | 37,132 | 37,132 | 39,420 | 106% |
| 5098001 | Misc-Exp Transit User Training | 6,390 | 13,506 | 13,506 | 6,269 | 46% |
| 5098002 | Gap Grant | 82 | 50,000 | 50,000 | 0 | 0% |
| Subtotal | | 6,224,858 | 7,065,793 | 7,065,793 | 6,638,474 | 94% |
| 5100100 | Salary/Benefit Transfers | 443,695 | 401,414 | 401,414 | 583,612 | 145% |
| 5100101 | Transfer Overhead | 92,377 | 117,923 | 117,923 | 87,658 | 74% |
| 0-00-0- | | , | | | | |

Yellow Bus Program

The Yellow Bus Service budget (table 12) includes full operation of yellow bus service for the Ross Valley School District, oversight of yellow bus operations for the Reed Union School District, and administration of a Measure AA yellow bus grant program.

The Ross Valley School District yellow bus program operated for the Joint Exercise of Powers Authority (JEPA) ran a five bus program funded with Measure AA (\$340,348), fare revenue and contributions from the Town of Fairfax, Town of San Anselmo and Marin County. Marin Transit 's yellow bus program also includes making grants of Measure AA funds to other eligible county yellow bus programs. These grants were distributed by formula to:

| Total: | \$779,367 |
|--------------------------------------|-----------|
| Sausalito/Marin City School District | \$37,742 |
| Reed Union/Cove (Tiburon JPA) | \$309,833 |
| Miiller Creek School District | \$47,926 |
| San Rafael School District | \$381,866 |

Table 12: Yellow Bus Service FY 2023/24 Actuals

| | | FY2023/24 Actual | FY2024/25 Budget Original | FY2024/25 Budget Revised | FY2024/25 Actual | Percent Budget Used |
|------------|--------------------------------|---------------------|---------------------------------|--------------------------------|---------------------|---------------------------|
| Revenue | | | | | | |
| 4030000 | Fares - Paid by Another Agency | 171,000 | 177,840 | 177,840 | 173,840 | 98% |
| 4090101 | Fee For Service | 14,110 | 18,969 | 18,969 | 16,459 | 87% |
| 4092005 | Measure AA Sales Tax | 1,092,330 | 1,108,348 | 1,108,348 | 1,159,555 | 105% |
| 4140105 | Fare Revenue - Yellow Bus | 337,593 | 422,665 | 422,665 | 377,987 | 89% |
| Total Reve | nue | 1,615,033 | 1,727,822 | 1,727,822 | 1,727,841 | 100% |
| Expense | | | | | | |
| 5030301 | Consultant Services | 11,102 | 5,000 | 5,000 | 2,356 | 47% |
| 5030310 | Fare Processing Charges | 11,961 | 13,803 | 13,803 | 12,410 | 90% |
| 5030602 | Custodial Service | 545 | 0 | 0 | 593 | N/A |
| 5049903 | Equipment | 1,209 | 0 | 0 | 757 | N/A |
| 5050206 | Communication-Data | 174 | 0 | 0 | 600 | N/A |
| 5080103 | Yellow Bus School Service | 755,237 | 791,280 | 791,280 | 782,242 | 99% |
| 5090801 | Marketing | 0 | 500 | 500 | 22 | 4% |
| 5098008 | Measure AA Ylw Bus Grants | 771,899 | 768,388 | 768,388 | 779,367 | 101% |
| 5120401 | Leases and Rentals | 27,130 | 27,944 | 27,944 | 24,362 | 87% |
| Subtotal I | Expense | 1,579,257 | 1,606,915 | 1,606,915 | 1,602,709 | 100% |
| 5100100 | Salary/Benefit Transfers | 108,300 | 80,283 | 80,283 | 118,170 | 147% |
| 5100101 | Transfer Overhead | 22,548 | 23,585 | 23,585 | 17,749 | 75% |
| Total Exp | enses | 1,710,105 | 1,710,783 | 1,710,783 | 1,738,628 | 102% |
| | | | | | | |

Capital

Marin Transit's Capital Program includes all expenses related to purchasing and maintaining the transit system's capital assets (table 13). This includes vehicle purchases, bus stop improvements, technology projects, communication systems, facilities purchases and facility improvements. A more detailed status report of the District's capital projects is included in Attachment B - FY 2024/25 Capital Report.

Table 13: Capital FY 2024/25 Actuals

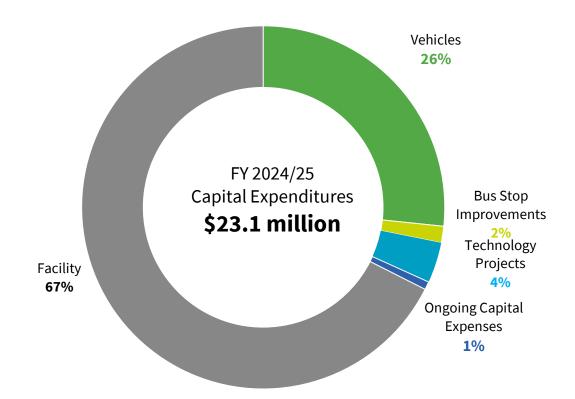
| | | Total Project Budget | FY2024/25 Budget | FY2024/25 Revised | FY2024/25 Actual | Total Project Expenditures |
|----|---|----------------------------|---------------------|----------------------|---------------------|-------------------------------|
| LE | Purchase 7 35 ft Hybrids | 6,423,974 | 0 | 6,383,038 | 6,137,554 | 6,178,490 |
| LF | Purchase 3 35ft Hybrids | 2,850,000 | 5,000 | 5,000 | 1,468 | 1,468 |
| PE | Purchase 1 electric paratransit | 677,208 | 667,913 | 667,346 | 9,373 | 19,235 |
| PG | Purchase 12 Paratransit Replacements | 1,308,000 | 5,000 | 5,000 | 0 | 0 |
| HZ | 10 Hybrid Bus Battery Replacements | 716,431 | 716,431 | 716,431 | 3,816 | 3,816 |
| | Subtotal Vehicles | 11,975,612 | 1,394,343 | 7,776,814 | 6,152,210 | 6,203,008 |
| BN | Novato Bus Stop Shelters | 96,913 | 55,143 | 93,656 | 93,654 | 96,911 |
| BP | ADA Bus Stop Improvements | 2,503,000 | 1,461,679 | 1,441,985 | 93,566 | 454,590 |
| BQ | Capital Corridor Improvements | 2,000,000 | 800,000 | 806,755 | 149,533 | 227,778 |
| | Subtotal Bus Stop Improvements | 4,599,913 | 2,316,822 | 2,342,396 | 336,752 | 779,279 |
| FG | Facility - Maintenance Facility | 45,678,000 | 355,902 | 20,096,458 | 14,623,237 | 14,876,779 |
| FH | Facility - 3010/3020 Kerner Improvements | 3,535,967 | 3,164,040 | 3,064,044 | 958,197 | 1,430,120 |
| FI | Facility - Kerner Driver Break Room | 650,000 | 650,000 | 650,000 | 0 | 0 |
| YF | Yellow Bus Parking Facility | 3,000,000 | 0 | 0 | 0 | 0 |
| | Subtotal Facility | 52,863,967 | 4,169,942 | 23,810,502 | 15,581,434 | 16,306,899 |
| OD | On Board Equipment | 1,250,000 | 1,250,000 | 1,250,000 | 835,477 | 835,477 |
| | Subtotal Technology Projects | 1,250,000 | 1,250,000 | 1,250,000 | 835,477 | 835,477 |
| GG | Golden Gate Capital Costs (GG) | 24,000 | 20,000 | 20,000 | 14,265 | 14,265 |
| VR | Major Vehicle Repairs (VR) | 200,000 | 200,000 | 200,000 | 114,774 | 114,774 |
| IF | Infrastructure Support (IF) | 400,000 | 400,000 | 400,000 | 35,204 | 35,204 |
| | Subtotal Ongoing Capital Expenses | 624,000 | 620,000 | 620,000 | 164,243 | 164,243 |
| | Total Expenditures | 71,313,492 | 9,751,107 | 35,799,712 | 23,070,119 | 24,288,907 |

In FY 2024/25, capital expenditures were \$23.7 million. This was a significant increase due to the grant funded purchase of right of way for the fixed route facility. The expenditures included the following major projects:

- Purchase of property at 1075 Francisco E for facility project;
- Delivery of seven 35 ft Hybrid Buses;
- Design work for 3010/3020 Kerner Parking Facility; and
- Ordering two electric paratransit vehicles.

Vehicles were 26% of the total expenditures and facility purchases were 67% of total expenditures (Figure 11).

Figure 11: Capital Expenditures by Categories

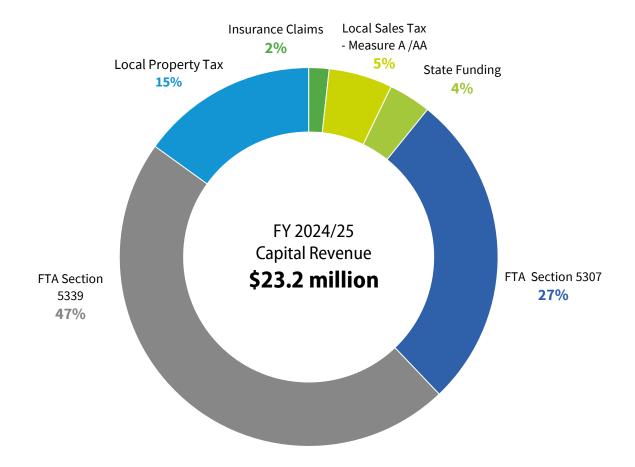


Capital Revenue

Marin Transit's capital program is typically funded primarily with federal funds and matching local funds. Local funds are also spent on Ongoing Capital Expenses that are typically not eligible for grants, including smaller vehicle repairs, facility repairs, technology projects and bus stop projects.

Federal Section 5307 funds are available through regional programing for up to 80% of vehicle replacement costs. Marin Transit seeks Federal and State discretionary grants for facility projects and was recently awarded \$35.1 million in Federal Section 5339 funds for a fixed route electric bus charging and maintenance facility. The District expended \$10.9 million in FTA Section 5339 funds in FY2024/25 on the purchase of the facility right of way and for work on the environmental clearance for the facility development. Much of the funds were expended under pre-award authority. The District used local property tax funds and local sales tax (Measure A and Measure AA) for grant matching funds, maintenance of capital assets and facility costs.

Figure 12: Capital Revenue Categories



Attachment 1: FY 2024/25 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 | |
| | | | | | LE | 5230101 Vehicles | 0 | 6,383,038 | 6,383,038 |
| | | | Capital | Capital | PE | 5230101 Vehicles | 667,913 | -567 | 667,346 |
| | | Roll forward of FY2024 Capital Project expenditures. | | | BN | 5230104 Facilities | 55,143 | 2,715 | 57,858 |
| 2025-02 | 12/02/2024 | | | | 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 |

| Number | Board Authorization | Description | Function | Program | Project | GL | Original | Change | Final |
|---------|------------------------|---|----------|---------|---------|------------------------------|----------|-----------|-----------|
| | | Total Change for 2025-03 | | | | | | 1,100,000 | |
| | | | | | | | | | |
| 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 | ВР | 5230104 Facilities and Stops | 250,000 | 1,803,000 | 2,053,000 |
| | | Total Change for 2025-05 | | | | | | 1,803,000 | |

Attachment 2: Annual Report of Marin Transit's Defined Contribution Retirement Account 401(a)

The Marin County Transit District established a Governmental 401(a) single employer defined contribution pension plan (the Plan) in October 2013. The plan is available to all employees who have attained twenty-one years of age and have more than 1,000 hours of service. Based on years of service, the District is required to contribute 10% to 15% of each employee's compensation into an individual employee account under the Plan. In FY2019/20 Marin Transit completed a review of plan administration options and based on the review moved the plan from Nationwide to a new plan with Principal to reduce employee fees. Marin Transit also hired a financial consultant to help with the selection and maintenance of investment options. The following statement of balances is intended to provide a report of contributions and allow for review of plan effectiveness.

Investment Balances

| | July 1, 2023- June 30, 2024 | July 1, 2024– June 30, 2025 |
|--|-----------------------------|-----------------------------|
| Starting Balance | \$2,254,398 | \$2,568,967 |
| Contributions. ¹ | \$303,697 | \$355,772 |
| Admin Expenses | (\$11,485) | (\$13,649) |
| Withdrawals | (\$321,777) | (\$78,884) |
| Earnings | \$344,133 | \$347,248 |
| Ending Balance | \$2,568,967 | \$3,163,711 |
| Estimated Average Annual Rate of Return. ² | 14% | 12% |
| Total Participants | 26 | 28 |
| Prior Employee Participants Active Participants Ineligible employees | 8 18 1 | 7 21 1 |
| Tier 1(15%) | 8 | 9 |
| Tier 2 (13%) | 2 | 6 |
| Tier 3 (10%) | 7 | 6 |

¹ Through 6/30 payroll (full accrual basis)

² Calculated based on an average of the quarterly returns on invested assets



Capital Projects Report FY2024/25

This capital project report provides details through the Fourth 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 Project Expenditures |
|--------------------------|--------------------------|--------------|-------------------------------|
| Vehicles | \$11,729,610 | \$6,152,210 | \$6,203,009 |
| Bus Stop Improvements | \$4,599,913 | \$336,752 | \$779,280 |
| Facility | \$53,963,967 | \$15,581,435 | \$16,306,898 |
| Technology Projects | \$1,250,000 | \$835,477 | \$835,477 |
| Ongoing Capital Expenses | \$624,000 | \$164,244 | \$164,244 (annual) |
| | \$72,167,490 | \$23,070,119 | \$24,288,909 |

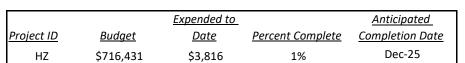
Hybrid Battery Refresh

Concept: Purchase replacement batteries for Hybrid buses

Funding: \$716,431 Measure AA

*Federal funds allocated will be spent on preventive maintenance

<u>Description:</u> Perform required mid-life hybrid battery refresh on 10 2017 35ft buses <u>Status:</u> Procurement process has started and is expected to finish in 2025.



Purchase Seven 35ft Hybrid Vehicles (Replacement)

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

Funding: \$4,669,667 Federal Section 5307

\$806,776 State

\$701,528 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.

| | | Expended to | | Anticipated |
|-------------------|---------------|-------------|------------------|-----------------|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> | Percent Complete | Completion Date |
| LE | \$6.177.971 | \$6.178.490 | 100% | Jun-25 |

Purchase Three 35ft Hybrid Vehicles

Total Project Budget

Total Project Budget

Total Project Budget

\$2,850,000

\$716,431

\$6,177,971

Concept: Purchase Three 35ft Hybrid Vehicles
Funding: \$2,166,000 Federal 5307
#REF! Measure AA

<u>Description:</u> 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

 Expended to
 Anticipated

 Project ID
 Budget
 Date
 Percent Complete
 Completion Date

 LF
 \$2,850,000
 \$1,468
 0%
 Jun-26





Purchase 12 Paratransit Replacements

Total Project Budget

\$1,308,000

Concept: Purchase 12 paratransit replacements
Funding: \$1,046,400 Federal Section 5307

\$261,600 Measure AA

<u>Description:</u> Replace 12 paratransit vehicles beyond their useful life

Status: This purchase is anticipated to start in Spring 2025.



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

Purchase Electric Paratransit Vehicle

Total Project Budget

\$677,208

Concept: Purchase One Electric Paratransit Vehicle

Funding: \$677,208 State LCTOP

Description: Purchase two EV paratransit vehicles

<u>Status:</u> 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.

| | | Expended to | | <u>Anticipated</u> |
|------------|---------------|-------------|------------------|------------------------|
| Project ID | <u>Budget</u> | <u>Date</u> | Percent Complete | Completion Date |
| PE | \$677,208 | \$19,235 | 3% | Dec-25 |

Bus Stop Improvements - Novato Bus Shelters

Total Project Budget

\$96,913

Concept: Replace Bus Shelters in Novato

Funding: \$77,530 Federal Lifeline Program

\$19,383 Measure AA

Description: 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.



All shelters have been installed and staff is working on final project closeout. $\underline{\text{Status:}}$

| | | Expended to | | Completion Date |
|-------------------|---------------|-------------|------------------|------------------------|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> | Percent Complete | <u>completion bate</u> |
| BN | \$96,913 | \$96,911 | 100% | Jun-25 |



Bus Stop Improvements - County Wide Stop Improvements

Total Project Budget

Total Project Budget

\$2,503,000

\$2,000,000

Concept: Complete construction of Bus Stop Improvements

Funding: \$1,362,400 Federal

> \$1,140,600 Measure AA

Description: Design & Constrution for ADA Bus Stop Improvements

Status: A construction contract was awarded in December 2024. Construction is anticipated to

break ground in Spring 2025.



| | | Expended to | | Completion Date |
|-------------------|---------------|-------------|------------------|-----------------|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> | Percent Complete | Completion Date |
| ВР | \$2,503,000 | \$454,590 | 18% | Jun-26 |

Bus Stop Improvements - Capital Corridors Improvements

Concept: Improve High Ridership Corridors

Funding: \$1,600,000 Federal OBAG 3

> \$400,000 Measure AA

<u>Description</u>: 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.

| | | Expended to | | Completion Date |
|-------------------|---------------|-------------|------------------|------------------------|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> | Percent Complete | <u>completion bute</u> |
| BQ | \$2,000,000 | \$227,778 | 11% | Jun-26 |

Facility - Maintenance Facility

Total Project Budget \$45,678,000

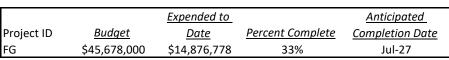
Concept: Purchase/Build Fixed Route Maintenance Facility

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.







Facility - Kerner Driver Break Room Improvements

Total Project Budget

\$650,000

<u>Concept:</u> Improve Driver Break Room at Kerner <u>Funding:</u> \$650,000 Local Property Tax

<u>Description:</u> Make improvements to Kerner Maintenance Facility to provide drivers

with a Break Room area.

Status: Project anticipated to begin in 2025.

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

Facility - 3010/3020 Kerner Improvement

Total Project Budget

\$4,635,967

Concept: Improvements to the 3010/3020 Kerner Parking Facility

Funding: \$1,509,832 LCTOP Funding

\$2,079,552 FTA 5307 \$310,517 Measure AA \$736,066 Property Tax

<u>Description:</u> Prepare site for vehicle parking and electric bus charging

Status: 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.

| | Expended to | | | <u>Anticipated</u> |
|------------|---------------|-------------|------------------|--------------------|
| Project ID | <u>Budget</u> | <u>Date</u> | Percent Complete | Completion Date |
| FH | \$4,635,967 | \$1,430,120 | 31% | Dec-25 |

Facility - Yellow Bus Parking Facility

Total Project Budget

\$3,000,000

Concept: Identify and purchase property for vehicles

Funding: \$3,000,000 Capital Reserve

<u>Description:</u> Replace temporary leased parking with a permanent location

<u>Status:</u> Marin Transit is evaluating and identifying opportunities for land acquisition.



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





Technology Projects - On Board Technology

Total Project Budget

\$1,250,000

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

<u>Funding:</u> \$1,000,000 Federal 5307

\$250,000 Measure AA

<u>Description:</u> 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.

| | | Expended to | | <u>Anticipated</u> |
|-------------------|---------------|-------------|------------------|------------------------|
| <u>Project ID</u> | <u>Budget</u> | <u>Date</u> | Percent Complete | <u>Completion Date</u> |
| OD | \$1,250,000 | \$835,477 | 67% | Dec-25 |

| Ongoing Capital Expe | nses | Annual Budget | \$624,000 | |
|------------------------|--|---------------------|---------------------------|--------------------|
| <u>Concept:</u> C | Ongoing capital expenses | | | |
| <u>Funding:</u> | \$624,000 Measure A | | | |
| | | Total Project | | Expended in |
| | | | | |
| <u>Projects:</u> | _ | Budgets | Annual Budget | FY2025 |
| <u>Projects:</u> GG | Golden Gate Capital Costs | Budgets \$24,000 | Annual Budget \$20,000 | FY2025 \$14,265 |
| | Golden Gate Capital Costs Major Vehicle Repairs | | | |



<u>Description:</u> 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.



FY2024/25 Financial Report

JULY 1, 2024- JUNE 30, 2025



December 1, 2025 marintransit.org

Overview – Budget Summary

| | FY 2023/24 Actual | FY2024/25 Original Budget | FY2024/25 Revised Budget | FY2024/25 Actual | Percent Total Budget Used |
|------------------------------|----------------------|---------------------------------|--------------------------------|---------------------|------------------------------|
| Operations | 46,688,114 | 49,283,402 | 45,786,750 | 45,791,476 | 100% |
| Capital | 2,441,429 | 9,751,108 | 34,352,213 | 23,159,421 | 67% |
| Total Revenue | 49,129,543 | 59,034,510 | 80,138,963 | 68,950,897 | 86% |
| Operations | 41,537,083 | 45,290,112 | 45,290,112 | 42,930,277 | 95% |
| Capital | 2,400,336 | 9,751,108 | 35,799,713 | 23,070,119 | 64% |
| Total Expenditures | 43,937,419 | 55,041,220 | 81,089,825 | 66,000,396 | 81% |
| Net Change in Fund Balance | \$5,192,125 | \$3,993,290 | (\$950,862) | \$2,950,501 | |
| Emergency Reserve | 7,156,636 | 7,548,352 | 7,548,352 | 7,548,352 | |
| Contingency Reserve | 14,313,271 | 15,096,704 | 15,096,704 | 15,096,704 | |
| Capital Reserve | 19,968,986 | 22,787,127 | 17,842,975 | 21,744,338 | |
| Fund Balance (total reserve) | \$41,438,893 | \$45,432,183 | \$40,488,031 | \$44,389,394 | |



Total Expenditures

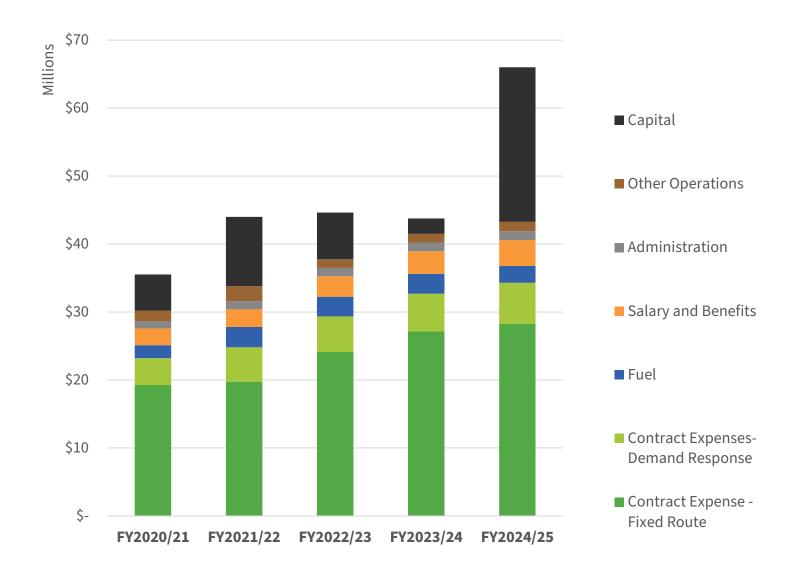
\$66.0 million for FY2024/25

- \$42.9 for operations
- \$23.0 for capital

Compared to prior year

- 3% increase in operations expenses
- 861% increase in capital expenditures for land purchase

Expenses by Program Area





Percent of Budgeted Service Provided

98% of budgeted Fixed Route

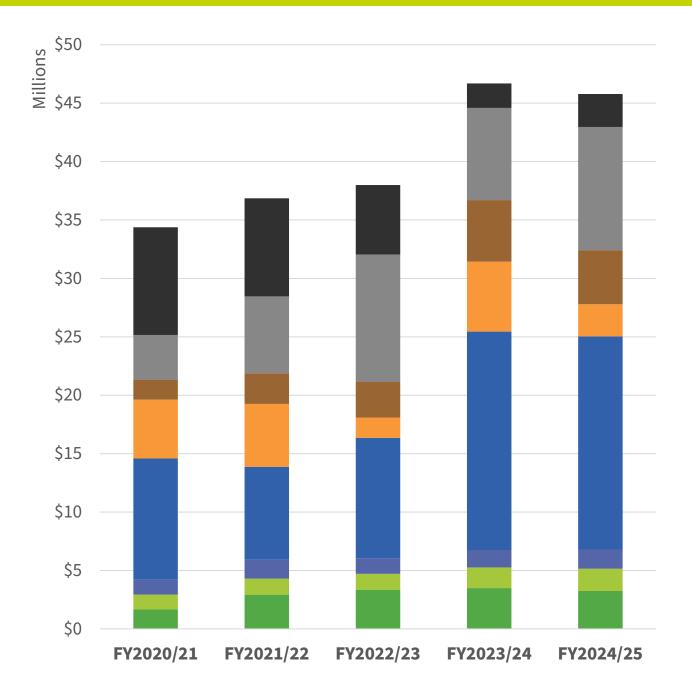
86% of budgeted Demand Response Service

| Service | FY2024/25 Actual Revenue Hours | % of Budget |
|-------------------------------|-----------------------------------|-------------|
| Regular Local and Trunk Line | 140,520 | 98% |
| Local Connector | 23,234 | 97% |
| School Supplemental Service | 1,526 | 88% |
| Muir Woods Shuttle | 3,829 | 91% |
| West Marin Stagecoach Service | 16,073 | 97% |
| Fixed Route Subtotal | 185,182 | 98% |
| Marin Access Shuttle | 698 | 28% |
| Local Paratransit Service | 27,173 | 91% |
| Demand Response Subtotal | 27,871 | 86% |
| Regional Paratransit Service | 5,066 | 101% |
| Yellow School Bus Service | 4 buses | 100% |
| Service | FY2024/25 Actual Trips | % of Annual |
| Catch A Ride | 24,210 | 151% |
| Volunteer Driver | 8,545 | 85% |
| Catch A Ride | 12,616 | 140% |
| Volunteer Driver | 14,717 | 15% |

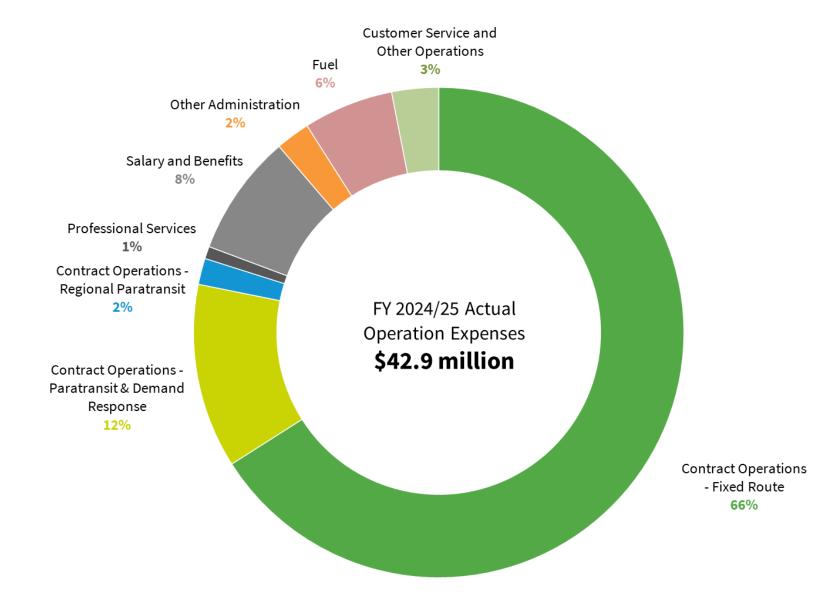


Operations Revenues

- No Federal relief funds
- Drop due to operations revenues (property tax) expended on capital expenses
 - Federal
 - Transit Development Act (TDA)
 - State Transit Assistance (STA)
 - Property Taxes
 - Measure AA
 - Reimbursements
 - Meaure B and Other Local
 - Fare Revenue



Operations Expenses by Type





Operations Expenses by Budget Area

Administration

 Admin & Staffing expense transferred to other budget areas

Local Fixed Route

Fixed Route service

73%

- Muir Woods Shuttle
- Supplemental School service

Rural Service

• West Marin Stagecoach

6%

Rural Dial A Ride

Marin Access

- Local and Regional Paratransit
- Catch A Ride

17%

- Volunteer Driver
- Mobility Management

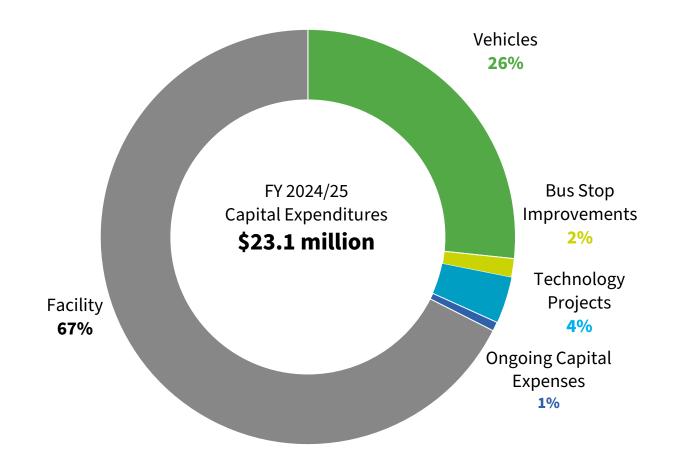
Yellow Bus Service

- Ross Valley Operation
 - Measure AA grants

4%



Capital Expenditures





Largest Expenditures:

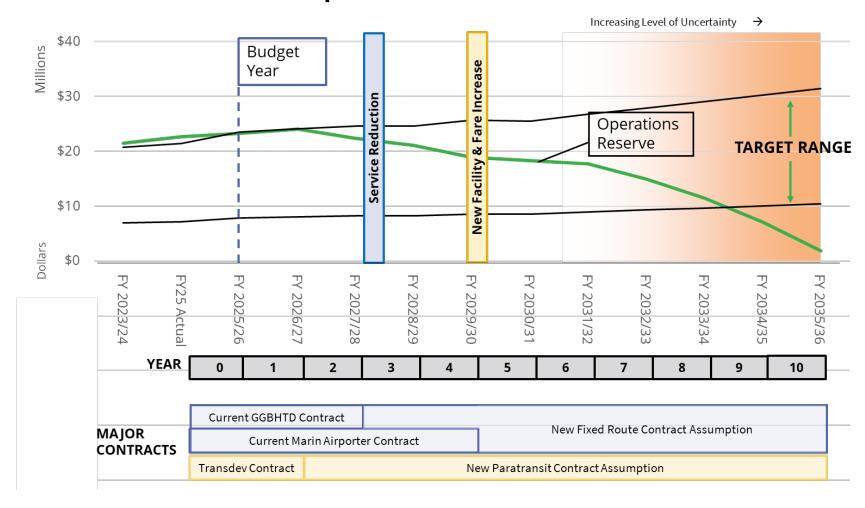
- 1075 E. Francisco Property
- Seven 35ft Hybrid Buses
- Design work for 3010/3020
 Kerner Parking Facility



Financial Projections

- Strong short-term position
 - Fully funded reserves
- Expenses exceed revenues in 10 year projections
- Current SRTP process is underway to review financial assumptions, plan for service level adjustments, and address shortfalls

DRAFT SRTP - 10 Yr Operations Reserve Balance





Thank you

CONTACT

Lauren Gradia

Director of Finance and Capital Programs

