



Marin County Transit District Board of Directors

Monday, March 2, 2026, 9:30 a.m.

**1600 Los Gamos Drive, Suite 335
San Rafael, CA 94903**

Join via Zoom or Teleconference:

<https://www.zoom.us/j/87972683373>

+1 669 900 6833

Webinar ID / Access Code: 879 7268 3373

Providing Public Comment

- To provide written public comment prior to the meeting, email info@marintransit.gov or use the comment form at www.marintransit.gov/meetings. Submit your comments no later than **5:00 p.m. Sunday, March 1, 2026** 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, [haga clic aquí](#).
- 如果您需要翻译或其他辅助服务，请致电(415) 226-0855 或711。如需查看这些说明的简体中文版本，[请点击此处](#)。
- Nếu bạn cần thông dịch hoặc các hỗ trợ khác, hãy gọi (415) 226-0855 hoặc 711. Để truy cập các hướng dẫn này bằng tiếng Việt, [hãy nhấp vào đây](#).

9:30 a.m. Convene as the Marin County Transit District Board of Directors**1. Open Time for Public Expression**

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

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

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

4. Consent Calendar

- a. [Minutes for January 5, 2026 Board Meeting](#)
- b. [Federal Legislative Report](#)
- c. [Marin County Transit District Second Quarter FY 2025/26 Financial Report](#)
- d. [Purchase Agreement with Gillig for Four Low-Floor Battery Electric Buses, Six Low-Floor Hybrid Buses, and Five Low-Floor Clean Diesel Buses](#)
- e. [Marin Transit Annual Single Audit for FY 2024/25](#)
- f. [Third Amendment with Bauer's Intelligent Transportation for Seasonal Muir Woods Shuttle Service \(#1355\)](#)
- g. [Third Amendment with Transdev Services, Inc. for Operations of Marin Access Services and Programs \(#1356\)](#)
- h. [First Amendment to the Agreement with Golden Gate Bridge, Highway & Transportation District \(#1332\)](#)
- i. [Contract \(#1354\) with Interactive Resources, Inc. for Facility Renovation Design and Engineering Improvements for 600 Rush Landing Road and 3000 Kerner Boulevard](#)

Recommended Action: Approve.

5. [Marin Transit Fare Collection, Programs, and Policies Update](#)

Recommended Action: Receive an update on Next Generation Clipper implementation and related fare programs and policies.

6. [Capital Projects Update](#)

Recommended Action: Discussion item.

Adjourn



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

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters
Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

March 2, 2026

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

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

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

Matching the systemwide trend, **fixed route ridership** was steady this month, with ridership being 1% lower than the previous year (October 2024) and 9% higher than pre-COVID (October 2019).

Yellow Bus ridership was steady this month, with ridership 3% lower than the previous year (October 2024) and 2% higher than pre-COVID (October 2019). The change in Yellow Bus ridership is due to October 2025 having one fewer school day than October 2024; the number of passes sold on the service is roughly the same as the prior year.

Marin Access ridership was steady this month, with ridership being 4% lower than the previous year (October 2024).

Additional detailed analyses of system performance and trends are provided in separate quarterly and annual reports, including route-level statistics and financials. These reports are available on the District's website at <https://marintransit.org/service-performance-and-reports>.

Fiscal/Staffing Impact

None.



Respectfully Submitted,

A handwritten signature in black ink that reads "Asher Butnik".

Asher Butnik
Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments

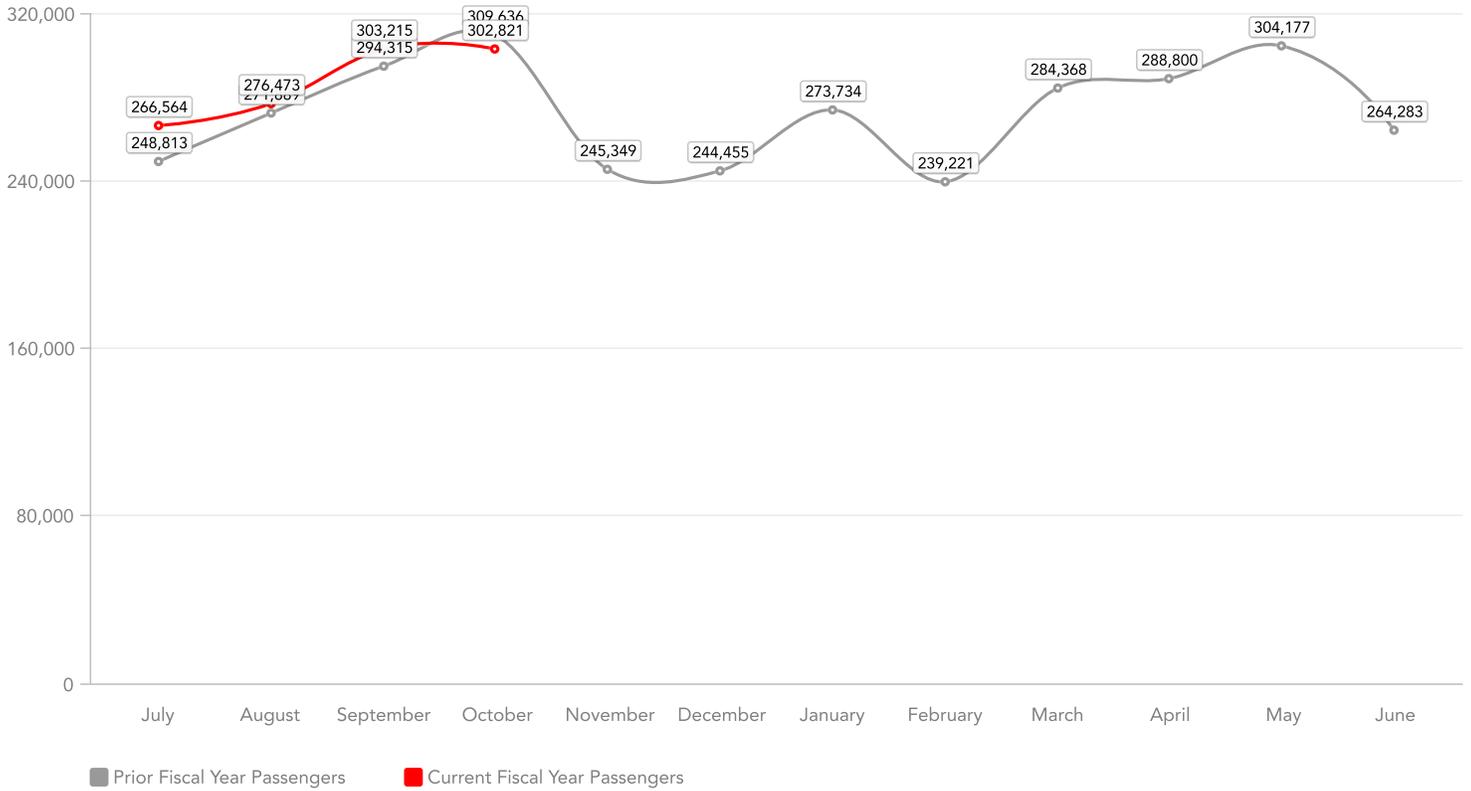
Month: October 2025		Program							Total
Category	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide		
Commendation	1	0	0	0	23	0	4	28	
Service Delivery Complaint	44	7	5	4	1	0	0	61	
Accessibility	1	0	0	0	0	0	0	1	
Driver Conduct Complaint	12	3	1	0	1	0	0	17	
Driving Complaint	11	1	1	3	0	0	0	16	
Early Trip	2	1	0	0	0	0	0	3	
Equipment Issue	0	0	1	0	0	0	0	1	
Farebox	0	0	0	0	0	0	0	0	
Late Trip	8	0	0	0	0	0	0	8	
Missed Connection	0	0	0	0	0	0	0	0	
Missed Trip	0	0	0	0	0	0	0	0	
No-Show	1	1	0	1	0	0	0	3	
Off-Route	0	0	0	0	0	0	0	0	
Pass-Up Complaint	9	1	2	0	0	0	0	12	
Service Structure Complaint	8	1	0	1	2	0	0	12	
Bus Stop Improvement Request	0	0	0	0	0	0	0	0	
Fares	0	0	0	0	0	0	0	0	
Other Complaint	3	0	0	1	0	0	0	4	
Scheduling Complaint	1	0	0	0	2	0	0	3	
Service Improvement Suggestion	4	1	0	0	0	0	0	5	
Safety Complaint	0	0	0	0	0	0	0	0	
Total Service Hours	10,647	3,454	1,339	248	2,388	0	17,985	17,985	
Commendations per 1,000 Hours	0.1	0.0	0.0	0.0	9.6	-	0.2	1.6	
Complaints per 1,000 Hours	4.9	2.3	3.7	20.2	1.3	-	0.0	4.1	
Total Passengers	231,130	40,697	9,466	8,582	4,119	3,046	310,081	310,081	
Commendations per 1,000 Passenger	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.1	
Complaints per 1,000 Passengers	0.2	0.2	0.5	0.6	0.7	0.0	0.0	0.2	

Attachment A

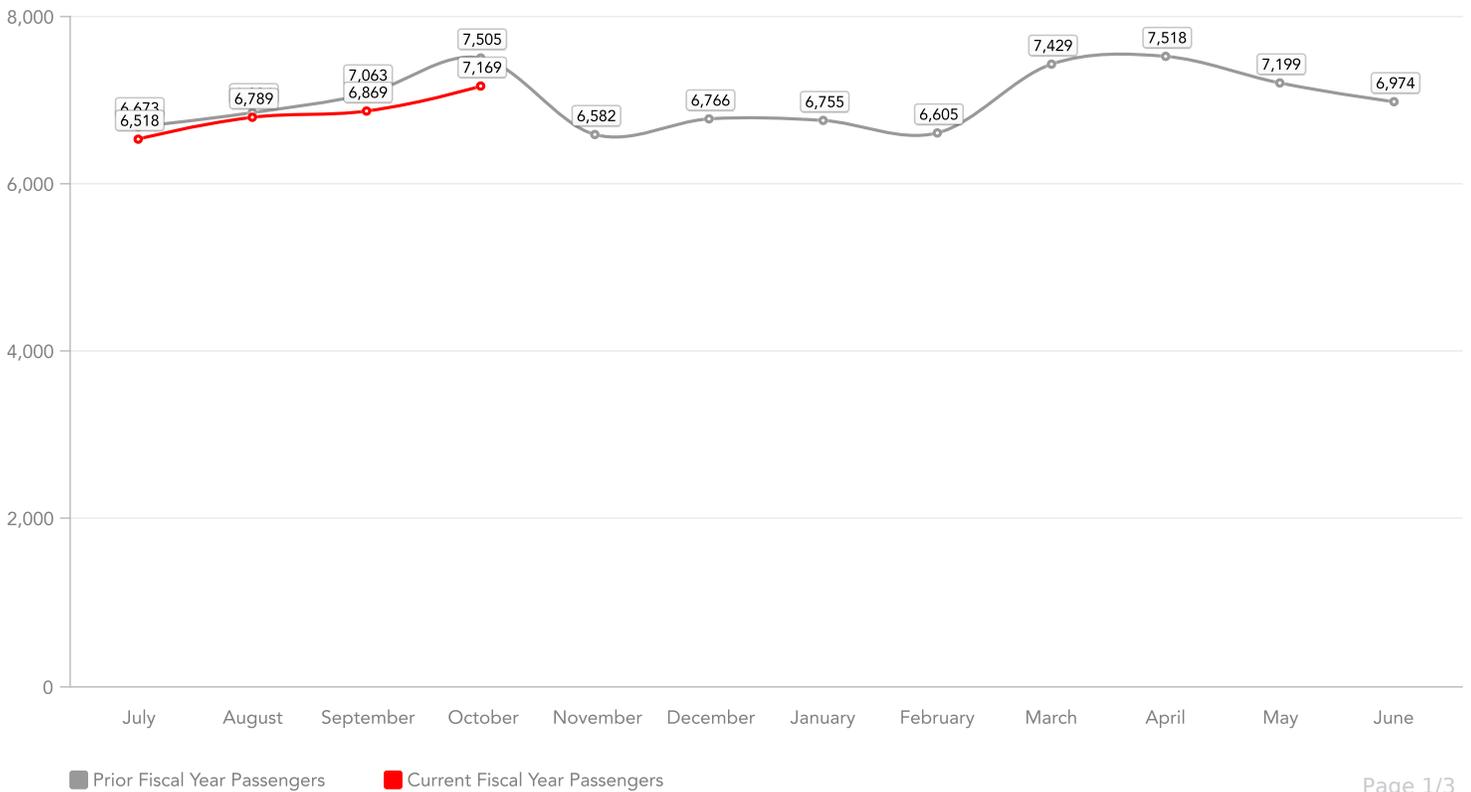
FISCAL YEAR MONTH
2026 All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

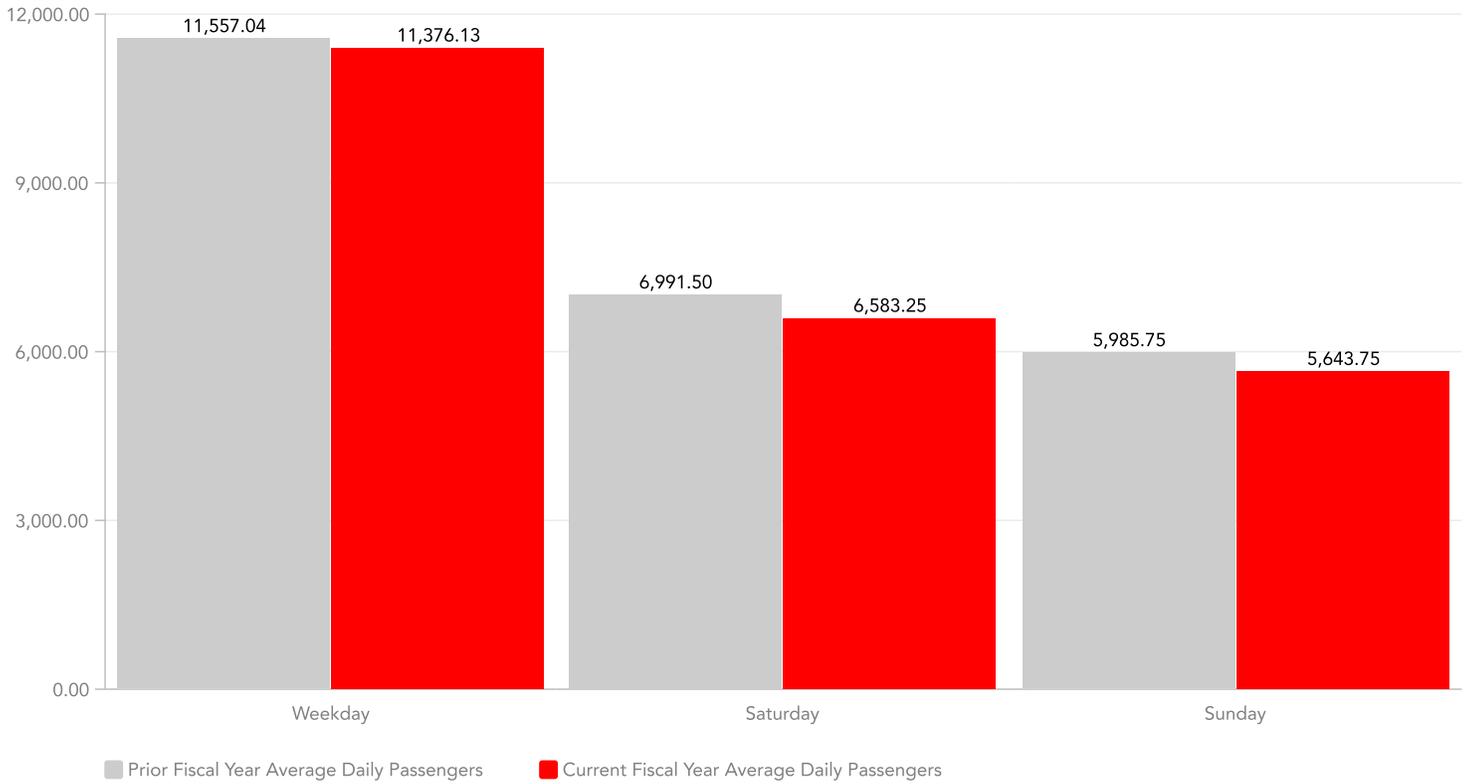


Monthly Comparison

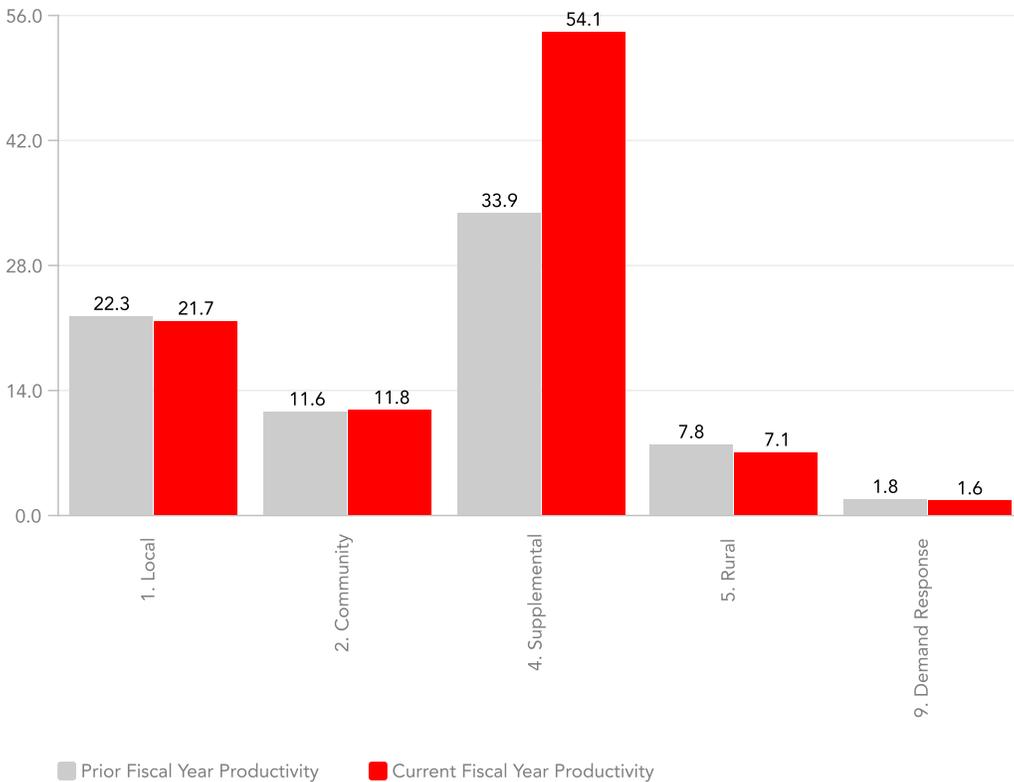
MONTH

Oct

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

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



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

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters
Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

March 2, 2026

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

Subject: General Manager Report – Monthly Report: November 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 November 30, 2025. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall, Marin Transit experienced steady **systemwide ridership** in November 2025. Total ridership was 1% higher than the previous year (November 2024) and 5% lower than pre-COVID (November 2019).

Matching the systemwide trend, **fixed route ridership** was steady this month, with ridership being 1% higher than the previous year (November 2024) and 1% higher than pre-COVID (November 2019).

Yellow Bus ridership was steady this month, with ridership 2% higher than the previous year (November 2024).

Marin Access ridership was steady this month, with ridership being 5% higher than the previous year (November 2024).

Additional detailed analyses of system performance and trends are provided in separate quarterly and annual reports, including route-level statistics and financials. These reports are available on the District's website at <https://marintransit.org/service-performance-and-reports>.

Fiscal/Staffing Impact

None.



Respectfully Submitted,

A handwritten signature in black ink that reads "Asher Butnik".

Asher Butnik
Senior Transit Planner

Attachment A: Monthly Ridership Report and Customer Comments

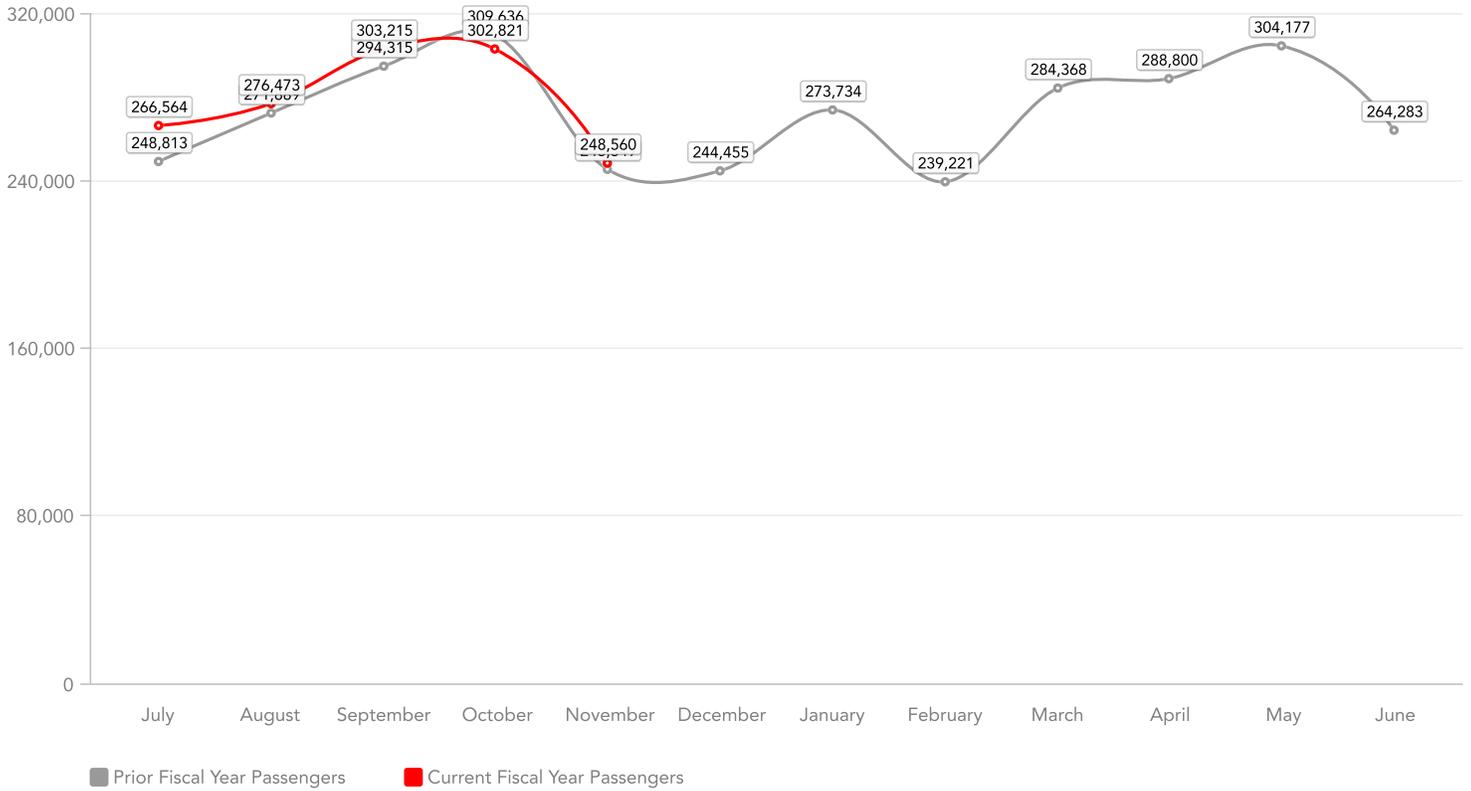
Month: November 2025		Program							Total
Category	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide		
Commendation	1	1	0	0	10	0	4	16	
Service Delivery Complaint	28	9	3	2	3	0	0	45	
Accessibility	1	0	0	0	0	0	0	1	
Driver Conduct Complaint	12	3	1	1	2	0	0	19	
Driving Complaint	8	0	0	0	0	0	0	8	
Early Trip	1	0	0	0	0	0	0	1	
Equipment Issue	0	0	0	0	1	0	0	1	
Farebox	0	0	0	0	0	0	0	0	
Late Trip	2	2	0	0	0	0	0	4	
Missed Connection	0	0	0	0	0	0	0	0	
Missed Trip	0	0	0	0	0	0	0	0	
No-Show	1	1	0	0	0	0	0	2	
Off-Route	0	0	0	0	0	0	0	0	
Pass-Up Complaint	3	3	2	1	0	0	0	9	
Service Structure Complaint	2	0	1	0	1	0	0	4	
Bus Stop Improvement Request	1	0	0	0	0	0	0	1	
Fares	0	0	0	0	0	0	0	0	
Other Complaint	1	0	0	0	1	0	0	2	
Scheduling Complaint	0	0	1	0	0	0	0	1	
Service Improvement Suggestion	0	0	0	0	0	0	0	0	
Safety Complaint	0	0	0	0	0	0	0	0	
Total Service Hours	9,846	3,148	1,317	150	2,098	0	16,502	16,502	
Commendations per 1,000 Hours	0.1	0.3	0.0	0.0	4.8	-	0.2	1.0	
Complaints per 1,000 Hours	3.0	2.9	3.0	13.3	1.9	-	0.0	3.0	
Total Passengers	194,160	32,040	8,744	4,922	3,501	3,383	255,444	255,444	
Commendations per 1,000 Passenger	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.1	
Complaints per 1,000 Passengers	0.2	0.3	0.5	0.4	1.1	0.0	0.0	0.2	

Attachment A

FISCAL YEAR: 2026
 MONTH: All

Year-to-Date Ridership Trends

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



Demand Response Passengers by Month

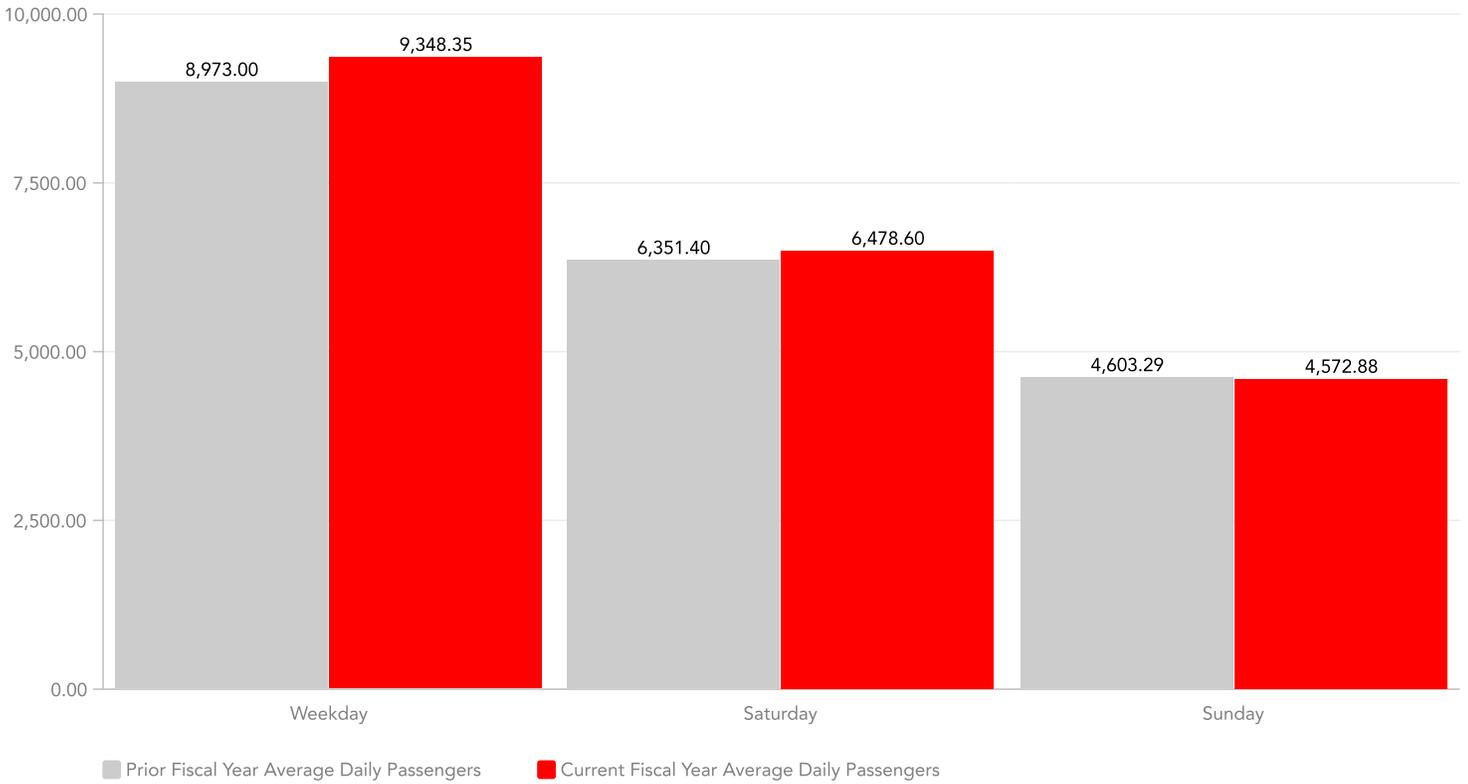


Monthly Comparison

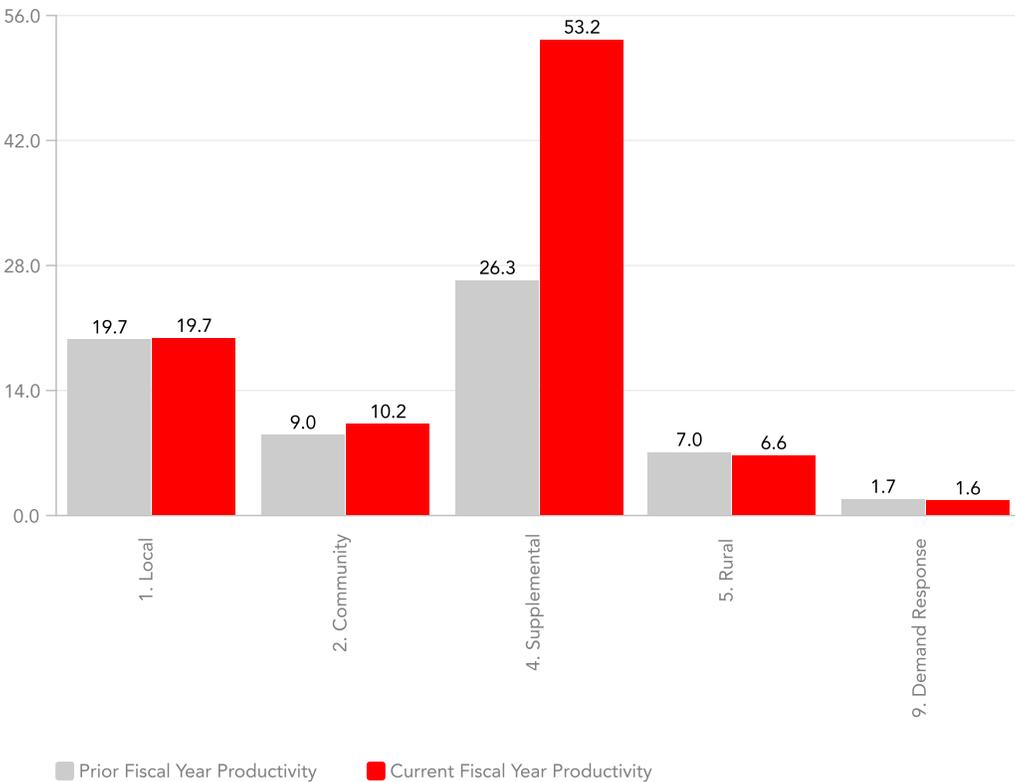
MONTH

Nov

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

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

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Held Monday, January 5, 2026 at 9:30 A.M.

Roll Call

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

Absent: None

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

Board President Lucan opened the meeting at 9:30 A.M.

1. [Organization of the Transit District](#)

Director Moulton-Peters made a motion to nominate Mary Sackett for President, Fred Casissa for Vice President, and Maribeth Bushey for Second Vice President. Vice President Sackett seconded the nominations.

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

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

Noes: None

Absent: None

Abstain: None

2. [Open Time for Public Expression](#)

President Sackett called for public comment.

Kevin Hagerty presented a resolution on behalf of the League of Women Voters, to honor Nancy Whelan on the occasion of her retirement. [Board of Directors' Matters](#)

President Sackett read from a board resolution honoring General Manager Nancy Whelan.

3. [General Manager's Report](#)
 - a. [General Manager's Oral Report](#)

General Manager Nancy Whelan thanked the League of Women Voters and the Board of Directors. Ms. Whelan welcomed the District's new Board President, Vice President, and Second Vice President. Ms. Whelan stated the October 2025 ridership report is deferred to the next Board of Directors meeting, due to a technical issue.

4. [Consent Calendar](#)
 - a. [Minutes for December 1, 2025 Board Meeting](#)
 - b. [Minutes for December 15, 2025 Special Board Meeting](#)
 - c. [Federal Legislative Report](#)
 - d. [Update to Fiscal Year 2025/26 Contracting Opportunities and Awards](#)
 - e. [Amendment 2 to Contract #202154 with SPJT Consulting Inc. for Computer Network and Internet Technology Support \(ITS\) Services](#)
 - f. [General Manager Personal Services Agreement](#)

Director Lucan highlighted agenda item 5f. He congratulated Director of Operations & Service Development Robert Betts on his appointment as General Manager, effective January 12, 2026.

General Manager Nancy Whelan commended Mr. Betts' knowledge and leadership skills.

Recommended Action: Approve.

M/s: Director Lucan – Vice President Casissa

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

Noes: None

Absent: None

Abstain: None

5. [Receive Public Comments; Adopt Findings; Adopt a Final Initial Study/Mitigated Negative Declaration, Mitigation Measures, and a Mitigation Monitoring and Reporting Program for the Zero Emissions Bus Operations and Maintenance Facility Project; and Approve the Project](#)

Staff Report

General Manager Nancy Whelan introduced agenda item 6 as a milestone in establishing a permanent Bus Operations and Maintenance Facility. She said the agenda item, recommended action, and technical studies are the result of nearly one year's work by staff and a team of outside experts. Ms. Whelan explained that consultations were held with the Federated Indians of Graton Rancheria and public outreach was conducted. At the December 1, 2025, Board of Directors meeting, an update was provided regarding the contents of the California Environmental Quality Act (CEQA) recommendation. The 30-day Public Review period of the Draft CEQA Document opened on November 3, 2025. An opportunity for comment was provided during the December 1, 2025, Board of Directors meeting.

Facility Development Project Manager Paul Haifley reported that on Nov 3, 2025, notification of the CEQA public review period was published. Mr. Haifley reviewed the technical studies conducted, including key findings and mitigation measures. He noted that traffic was excluded from mitigation measures and implementation due to its less than significant impact finding. Mr. Haifley explained that Mitigation Measure TCR-1, tribal cultural resources mitigation monitoring, is only required for implementation during surcharge grading work. All other measures are required throughout construction. Mr. Haifley reported that comment letters were received from the City of San Rafael, the Mayor of San Rafael, and Canal Alliance. He summarized the subjects included in each comment letter. Mr. Haifley explained that the comments were responded to with clarification and identification of the location of requested information in the Draft IS/MND. The comments did not raise any issues with the adequacy of the IS/MND, and therefore no revisions were necessary. Mr. Haifley reported that the Final IS/MND includes the evaluation of impacts of the proposed project, findings of less than significant or no impacts, findings of no significant impact with mitigation measures implemented, response to comments, and the Final Mitigation Monitoring and Reporting Program (MMRP). He presented a table with additional information regarding mitigation measures that will be implemented for air quality, noise and vibration, tribal cultural resources, cultural resources, geology, and soils. Mr. Haifley stated that on the basis of the whole record before the Board, there is no substantial evidence that the Project as proposed and mitigated will have a significant effect on the environment. Mr. Haifley reviewed the agenda item's recommended action. He presented the project's timeline.

Director Rodoni requested additional information regarding the project's traffic impact and the determination of less than significant impact.

Ms. Whelan explained that bus service would start before the peak traffic period and end after the peak traffic period. Midday movements would primarily be between peak periods.

Circlepoint Principal Planner Jeff Riley added that traffic report findings established that the project would have a less than significant Vehicle Miles Traveled (VMT) impact. The project represents a consolidation of bus trips and would not create any new bus trips. The IS/MND reports that the project would provide two ingress and egress locations for emergency access. Mr. Riley stated that all traffic impacts were found to be less than significant, with no mitigation measures required.

Director Rodoni requested additional information regarding community outreach for the project.

Ms. Whelan reported that an ongoing community outreach plan was created in collaboration with City of San Rafael staff. There were more than 25 publicly noticed meetings that involved the project, and several community outreach events that included the project outreach were cohosted with Canal Alliance. In-person and online events dedicated to the project were attended by about 30 community members. In-person project workshops were held at the Marin City Library and Al Boro Community Center. Ms. Whelan explained that an online survey and printed materials regarding the project were available for the community, and staff engaged with the community about the project whenever possible.

Director Llorens Gulati asked if the community may provide input regarding community benefits and building design. She asked how the project team is considering sea-level rise.

Ms. Whelan explained that the City of San Rafael will collaborate on the design phase and community outreach will continue. A capacity building curriculum will be brought to residents of the Canal neighborhood, in partnership with Ricardo Huerta- Niño, PhD and Canal Alliance. The curriculum will include the facility and community benefits. Ms. Whelan explained that once the design phase is developed further, community input will be requested through outreach. On-site and off-site community benefits will be considered. The facility's site will be raised in consideration of sea-level rise, and the site will be evaluated as a potential community space for emergencies.

Director Bushey commented that the City of San Rafael remains concerned and impacted by the decision to remove the freeway frontage project site from its potential to be a high tax generating site for the City of San Rafael. She said that strategic policy issues remain present with the project, and there are implications for the City's General Plan and General

Fund. Director Bushey raised concerns about the project's intention of building a bus parking facility directly across the freeway from an existing bus parking facility that is currently renting out its surplus capacity. She commented that the decision raised in the agenda item relates only to the Mitigated Negative Declaration and compliance with CEQA. Director Bushey stated she has not seen any material defects with the narrow topic presented that would undermine the ability of the Board to approve the Mitigated Negative Declaration. Director Bushey said she supports the adoption of the agenda item in the context of the strategic policy issues that emanate from the project.

Director Rodoni expressed appreciation for the outreach and community efforts. He encouraged expansion of outreach efforts beyond the Canal neighborhood. He expressed support for the recommended action. He noted that during the project's community outreach, the top interests reported by the community were frequent and reliable bus service, clean and well-lit bus stops, sidewalks and lighting improvements, and childcare. He emphasized that the community's interests should be addressed.

Director Colbert commended Director Rodoni's comments regarding the outreach efforts and expanding outreach to broader communities. Director Colbert expressed appreciation for the continued partnership with the City of San Rafael.

Recommended Action: Staff recommends that the Board receive public comments; adopt Findings (described below); adopt a Final Initial Study/Mitigated Negative Declaration, including its Response to Comments, mitigation measures, and a Mitigation Monitoring and Reporting Program for the Zero Emissions Bus Operations and Maintenance Facility Project (see Attachment A); and approve the Project.

M/s: Director Rodoni – Director Moulton-Peters

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

Noes: None

Absent: None

Abstain: None

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

SINE DIE

PRESIDENT

ATTEST:

CLERK



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

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters
Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

March 2, 2026

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

Subject: Federal Legislative Report

Dear Board Members:

Marin Transit contracts for federal advocacy services with Carpi & Clay who provide a monthly Federal Update. The attached monthly reports for December 2025 and January 2026 provide an appropriations update, legislative activity, federal funding opportunities, and federal agency actions and personnel changes.

Respectfully Submitted,

Robert Betts
General Manager

Attachment A: Federal Update December 2025

Attachment B: Federal Update January 2026

Fiscal Year 2026 Appropriations Update

With the government operating under a continuing resolution through January 30, 2026, House and Senate appropriators are focused on establishing a bicameral framework to guide negotiations on the remaining bills. On December 20, House Appropriations Committee Chairman Tom Cole (R-OK) and Senate Appropriations Committee Chair Susan Collins (R-ME) **announced** that they had reached agreement on the remaining topline funding allocations for FY26. In his statement, Chairman Cole said the agreement would set overall discretionary spending below the level projected under the current continuing resolution. While the announcement establishes an aggregate fiscal framework, specific subcommittee allocations and bill text have not yet been released. Both chambers will resume session during the week of January 5, 2026 and a path forward on the remaining FY26 appropriations bills will be a priority item.

FY26 Appropriations Bill	House Subcommittee Allocation (in Billions)	Passed House Committee	Passed House	Passed Senate Committee	Passed Senate	Signed into Law
Agriculture-Rural Development-FDA	\$25.523	June 23 by a 35-27 vote	November 12 by a 222-209 vote	July 10 by a 27-0 vote	August 1 by an 87-9 vote November 12 by a 60-40 vote	November 12
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 9 by a 35-28 vote		July 31 by a 26-3 vote		
Legislative Branch	\$6.700	June 26 by a 34-28 vote	November 12 by a 222-209 vote	July 10 by a 26-1 vote	August 1 by an 81-15 vote November 12 by a 60-40 vote	November 12
Military Construction-Veterans Affairs	\$152.091	June 10 by a 36-27 vote	June 25 by a 218-206 vote November 12 by a 222-209 vote	July 26 by a 26-3 vote	August 1 by an 87-9 vote November 12 by a 60-40 vote	November 12
State-Foreign Operations	\$46.218	July 23 by a 35-27 vote				
Transportation-HUD	\$89.910	July 17 by a 35-28 vote		July 24 by a 27-1 vote		

DOT Publishes BUILD NOFO

The Department of Transportation published a [notice of funding opportunity](#) (NOFO) for the availability of \$1.5 billion through the Better Utilizing Investments to Leverage Development (BUILD) Program. Eligible projects include highway or bridge projects, public transportation projects, passenger and freight rail projects, port infrastructure, including inland port and land ports of entry projects, surface transportation components of an airport project, project investing in surface transportation facilities located on tribal land, projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species that will advance the goal of the program, and intermodal projects. Applications are due by February 24, 2026.

LEGISLATIVE ACTIVITY

House Passes SPEED Act Aimed at Accelerating Federal Permitting. On December 18, the House passed the *Standardizing Permitting and Expediting Economic Development (SPEED) Act* ([H.R. 4776](#)) in a 221-196 vote, advancing legislation aimed at streamlining federal environmental reviews under the *National Environmental Policy Act* (NEPA). Led by Representatives Bruce Westerman (R-AR) and Jared Golden (D-ME), the bill would reduce duplicative reviews by allowing federal agencies to rely on existing state, Tribal, or prior federal environmental analyses; extend the duration of programmatic reviews; impose firm deadlines on environmental assessments and impact statements; and limit litigation by shortening the statute of limitations and narrowing standing and venue. The bill would also clarify that receipt of federal funding alone does not constitute a “major Federal action” for NEPA purposes.

Senate Democratic leaders have indicated they are unlikely to advance the House measure unchanged and instead expect to pursue a separate bipartisan permitting framework in 2026.

House Passes Permitting Reform Measures Focused on NEPA and Digital Reviews. On December 10, the House passed the following bills by a voice vote:

- The *ePermit Act* ([H.R. 4503](#)), which aims to improve environmental reviews and authorization through the use of interactive, digital, and cloud-based platforms; and
- The *Studying NEPA's Impact on Projects Act* ([H.R. 573](#)), which would require the Council on Environmental Quality to publish an annual report on environmental reviews and causes of action based on alleged non-compliance with the *National Environmental Policy Act*.

Senate Committee Approves Transportation-Related Nominations. On December 8, the Senate Commerce, Science, and Transportation Committee approved the following nominations:

- Richard Kloster to be Under Secretary of Transportation for Policy
- John DeLeeuw to be a Member of the National Transportation Safety Board (NTSB)
- Michael Graham to be a Member of NTSB
- Richard Kloster to be Member of the Surface Transportation Board (STB)

The nominations now move to the full Senate for consideration.

CONGRESSIONAL LETTERS

Senators Request Action on Fish and Wildlife Service Staffing Levels. On December 18, Senator Adam Schiff led 19 Senate colleagues in sending a [letter](#) to Department of the Interior Secretary Doug Burgum and U.S. Fish and Wildlife Service Director Brian Nesvik raising concerns about recent declines in Fish and Wildlife Service staffing. Citing data obtained through a *Freedom of Information Act* request, the lawmakers note that staffing reductions have affected the agency's ability to manage national wildlife refuges, protect endangered species, and carry out conservation, flood control, and wildfire mitigation activities. The letter requests information on plans to address staffing capacity, maintain refuge operations, and ensure the agency can meet its statutory responsibilities. This letter comes as the U.S. Fish and Wildlife Service begins a comprehensive review of all national wildlife refuges, marine national monuments, and national fish hatcheries. The review is being conducted pursuant to a [Director's Order](#) issued on December 16.

California Democrats Express Opposition to Proposed Offshore Drilling Expansion. On December 4, Senator Alex Padilla (D-CA), House Natural Resources Committee Ranking Member Jared Huffman (D-CA), Senator Adam Schiff (D-CA), and 25 California Members of Congress sent a [letter](#) to President Trump and Interior Secretary Doug Burgum urging them to substantially revise the proposed five-year National Outer Continental Shelf Oil and Gas Leasing Program, objecting to the inclusion of six potential offshore lease sales off the California coast. The lawmakers warned that expanded offshore drilling would pose

unacceptable environmental, economic, and public safety risks to coastal communities. They also emphasized California's long-standing opposition to offshore drilling, citing past oil spills, the state's dependence on a clean coastline for tourism, fisheries, ports, and defense infrastructure, and state laws that effectively block new offshore development.

FEDERAL FUNDING OPPORTUNITIES

FHWA Publishes Tribal Transportation Program Fund NOFO. The Federal Highway Administration (FHWA) has published a [notice of funding opportunity](#) for the availability of \$25.1 million through the Tribal Transportation Program Safety Fund. Applications are due by January 15, 2026.

FRA Publishes Projects Located off the Northeast Corridor Federal-State Partnership for Intercity Passenger Rail NOFO. On December 3, the Federal Railroad Administration (FRA) published a [notice of funding opportunity](#) for the availability of \$5.07 billion through the Federal-State Partnership for Intercity Passenger Rail Grant Program for eligible projects located off the Northeast Corridor. Applications are due on February 6, 2026.

FEDERAL FUNDING AWARDS

DOT Announces SS4A Awards. On December 23, the Department of Transportation (DOT) [announced](#) \$982 million to 521 projects across 48 states, 18 Tribal communities, and Puerto Rico through the Safe Streets and Roads for All (SS4A) competitive grant program. The funding will support roadway safety improvements such as safer intersections, pedestrian and bicycle infrastructure, sidewalk upgrades, and enhanced emergency response capabilities.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

DOT IG Publishes Report on FTA's Oversight of Hurricane Sandy Funds. On November 19, DOT's Office of Inspector General (DOT IG) published a [report](#) titled "FTA's Oversight is Insufficient to Verify Timely and Proper Spending of Hurricane Sandy Funds." The report found that the Federal Transit Administration (FTA) had obligated about \$9.9 billion of the roughly \$10 billion provided after Hurricane Sandy, yet as of March 2024 approximately \$3.8 billion, nearly 38 percent, remained unexpended. The report also found that many grants continue to experience prolonged timelines, with 28 grants carrying completion milestones between 2025 and 2030 and some grants still open despite project work concluding years earlier. In addition, the report found about \$95.4 million in expenditures across 14 grants that occurred after their periods of performance had expired, resulting in questioned costs.

DOT IG Publishes Report on DOT's National Roadway Safety Strategy. On December 9, DOT's Office of Inspector General (DOT IG) published a [report](#) titled "DOT's National Roadway Safety Strategy Targeted Factors Contributing to Fatalities but DOT Can Improve How It Measures Success." The report notes that the National Roadway Safety Strategy (NRSS) aligns with high-risk safety areas such as occupant protection, impaired driving, speeding,

pedestrian safety, and motor carrier safety, and that DOT attributed a long streak of declining traffic fatalities to progress on these actions. However, the report also found that DOT lacks clear procedures for measuring the success of individual priority actions, making it difficult to determine how much each action contributed to overall improvements. As a result, the report recommends that DOT improve how it measures and evaluates the effectiveness of specific NRSS actions.

DOT Announces Semifinalists in Innovation Challenge. On December 2, DOT [announced](#) 15 semifinalist teams to advance to the next stage of the Advanced Research Projects Agency-Infrastructure (APPA-I) Ideas and Innovation Challenge. The winners will be awarded a total of \$1 million in prizes across two stages.

Federal Court Rules FEMA BRIC Program Termination Violated Law. On December 11, Judge Richard G. Stearns for the U.S. District Court for the District of Massachusetts granted [summary judgment](#) for a coalition of states in *State of Washington, et al. v. FEMA, et al.*, holding that FEMA's actions to end or wind down the Building Resilient Infrastructure and Communities (BRIC) pre-disaster mitigation program violated federal law. The court found FEMA lacked authority to substantially reduce core mitigation functions and to withhold or redirect funds Congress made available for mitigation. The court entered a permanent injunction preventing FEMA from terminating BRIC as established by statute, while noting the agency could seek changes from Congress or propose a different mitigation program consistent with law.

Trump Administration Fills Senior FEMA Response and Recovery Post. President Trump has appointed Gregg Phillips to lead the Federal Emergency Management Agency's (FEMA) Office of Response and Recovery. This Office oversees core FEMA functions, including search and rescue coordination, disaster assistance to individuals and communities, debris removal, and intergovernmental response operations. Phillips has held senior roles in state government, including as head of the Mississippi Department of Human Services and deputy commissioner of the Texas Health and Human Services Commission, and has also been involved with election integrity advocacy organizations.

FTA Amends Master Agreement to Remove Provision on Immigration Enforcement. The Federal Transit Administration (FTA) has [announced](#) that, following a November 4 federal court ruling that invalidated DOT's "Immigration Enforcement Condition" and barred its enforcement, the agency will no longer include or enforce any grant conditions requiring state cooperation with federal civil immigration enforcement. Any such provisions in previously issued agreements are now without legal effect. FTA has updated its Master Agreement to remove the unenforceable language.

FTA Publishes Major Event Playbook for Transit Agencies. On December 4, FTA published a [Major Event Playbook](#) for public transportation agencies. The new playbook offers a practical guide, strategic insights, and key considerations to help public transportation agencies navigate federal transit requirements related to hosting major events. This includes guidance on navigating regulatory and legal challenges, understanding appropriate uses of federal funds,

and encouraging coordination at the national, regional, and local levels. The playbook is aimed to help ensure the success of major world events such as the World Cup and the Olympics.

FTA Issues Safety Advisory to Mitigate Trespassing and Suicide Events. FTA has issued a [safety advisory](#) to recommend State Safety Oversight Agencies direct Rail Transit Agencies within their jurisdiction to use their Safety Management System to mitigate risk related to rail trespassing and suicide events.

##

Fiscal Year 2026 Appropriations Update

In January, both the House and Senate continued their work to pass the remaining appropriations bills. On January 23, President Trump signed [H.R. 6938](#), the three-bill package including Commerce-Justice-Science, Energy & Water Development, and Interior-Environment appropriations bills.

The House has passed the remaining six FY26 appropriations measures—Defense, Financial Services-General Government, Homeland Security, Labor-HHS-Education, State-Foreign Operations, and Transportation-HUD—and transmitted them to the Senate as a consolidated package ([H.R. 7148](#)). After an initial Senate cloture vote to proceed with consideration failed on January 29 by a 45-55 vote, the White House and Senate leadership reached an agreement to remove the Homeland Security title from the package and replace it with a two-week continuing resolution limited to the Department of Homeland Security. Under this approach, the remaining five appropriations bills would be enacted with full-year funding, while providing additional time for negotiations related to immigration enforcement.

Senate Appropriations Committee Chair Susan Collins (R-ME) filed an amendment to implement this agreement. If adopted and passed by the Senate, the legislation would then require House action before heading to the President's desk. Senate leadership has cautioned that unanimous consent would be required to proceed quickly, and timing remains tight ahead of the January 30 funding deadline. A short-term partial shutdown appears likely, especially as the House is not scheduled to return until Monday, February 2. The Office of Management and Budget has indicated that agencies will begin orderly shutdown procedures when funding lapses.

FY26 Appropriations Bill	House Subcommittee Allocation (in Billions)	Passed House Committee	Passed House	Passed Senate Committee	Passed Senate	Signed into Law
Agriculture-Rural Development-FDA	\$25.523	June 23 by a 35-27 vote	November 12 by a 222-209 vote	July 10 by a 27-0 vote	August 1 by an 87-9 vote November 12 by a 60-40 vote	November 12

Commerce-Justice-Science	\$76.824	September 10 by a 34-28 vote	January 8 by a 375-47 vote	July 17 by a 19-10 vote	January 15 by an 82-15 vote	January 23
Defense	\$831.513	June 12 by a 36-27 vote	July 18 by a 219-202 vote January 22 by a 341-88 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 January 8 by a 419-6 vote		January 15 by an 82-15 vote	January 23
Financial Services-General Government	\$23.198	September 3 by a 35-28 vote	January 14 by a 341-79 vote			
Homeland Security	\$66.361	June 24 by a 36-27 vote	January 22 by a 220-207 vote			
Interior-Environment	\$37.971	July 22 by a 33-28 vote	January 8 by 419-6 vote	July 24 by a 26-2 vote	January 15 by an 82-15 vote	January 23
Labor-HHS-Education	\$184.491	September 9 by a 35-28 vote	January 22 by a 341-88 vote	July 31 by a 26-3 vote		
Legislative Branch	\$6.700	June 26 by a 34-28 vote	November 12 by a 222-209 vote	July 10 by a 26-1 vote	August 1 by an 81-15 vote November 12 by a 60-40 vote	November 12
Military Construction-Veterans Affairs	\$152.091	June 10 by a 36-27 vote	June 25 by a 218-206 vote November 12 by a 222-209 vote	July 26 by a 26-3 vote	August 1 by an 87-9 vote November 12 by a 60-40 vote	November 12
State-Foreign Operations	\$46.218	July 23 by a 35-27 vote	January 14 by a 341-79 vote			
Transportation-HUD	\$89.910	July 17 by a 35-28 vote	January 22 by a 341-88 vote	July 24 by a 27-1 vote		

Trump Administration Appointments

President Trump announced dozens of new appointments including the following:

Department/Agency	Position	Appointee
Federal Labor Relations Authority	General Counsel	Charlton Allen
Federal Maritime Commission	Commissioner	Robert Harvey
Homeland Security	Director, Cybersecurity and Infrastructure Security Agency	Sean Plankey
Housing and Urban Development	Chief Financial Officer	Irving Dennis
Interior	Director, Bureau of Land Management	Stevan Pearce
NASA	Deputy Administrator	Matthew Anderson
National Transportation Safety Board	Member	John DeLeeuw
National Transportation Safety Board	Member	Michael Graham
Surface Transportation Board	Member	Richard Kloster
Tennessee Valley Authority	Board Member	Lee Beaman
Transportation	Assistant Secretary for Aviation and International Affairs	Daniel Edwards
Transportation	Chief Financial Officer	Edward Eppler
Transportation	Under Secretary for Policy	Ryan McCormack
Transportation	Assistant Secretary for Research and Technology	Seval Oz
Treasury	Assistant Secretary for Economic Policy	Sriprakash Kothari
United States Postal Service	Governor	Anthony Lomangino

CONGRESSIONAL LETTERS

Congressional Democrats Raise Concerns Over Proposed ESA Rules. Eighty-seven House and Senate Democrats sent a [letter](#) to Interior Secretary Doug Burgum and Commerce Secretary Howard Lutnick expressing concerns about the administration’s proposed changes to *Endangered Species Act* (ESA) regulations. The lawmakers warned that the proposals could weaken core protections, citing potential impacts on Section 7 consultation requirements and the elimination of the ESA’s longstanding “blanket 4(d) rule,” which currently extends key safeguards to species listed as threatened. The letter argues that the changes could increase

risks to imperiled species while creating uncertainty for conservation efforts and regulated entities.

FEDERAL FUNDING OPPORTUNITIES

DOT Publishes UTC Program Grants NOFO. The Department of Transportation (DOT) has published a [notice of funding opportunity](#) (NOFO) for the availability of \$33 million through the University Transportation Centers (UTC) Program. The grants will help establish and operate a university transportation center to advance transportation expertise and technology, provide for a critical multimodal transportation knowledge base out of DOT, and address critical workforce needs and educate the next generation of transportation leaders. Letters of intent were due by January 19, 2026, and applications are due by February 20, 2026.

FEDERAL AGENCY ACTIONS AND PERSONNEL CHANGES

President Trump Signs Executive Order to Extend FEMA Review Council. On January 23, President Trump signed an [executive order](#) to extend the Federal Emergency Management Agency (FEMA) Review Council through March 25, 2026, delaying its scheduled termination by 60 days. The council, created in January 2025 to assess the future role and structure of FEMA, was set to expire after one year absent presidential action. The extension comes as the Council's final report has not yet been publicly released following the cancellation of a planned December meeting.

President Trump Signs Executive Order on Pacific Palisades and Eaton Canyon Wildfire Recovery. On January 27, President Trump signed an [executive order](#) directing federal agencies to accelerate rebuilding in areas of Los Angeles County devastated by the Pacific Palisades and Eaton Canyon wildfires. The order instructs FEMA and the Small Business Administration to consider regulations that would preempt state and local permitting requirements that the Trump administration finds have unduly delayed the use of federal disaster assistance, replacing them with a federal self-certification process for rebuilding. The order also directs federal agencies to use existing authorities under environmental and historic preservation laws to expedite reviews and approvals for federally funded reconstruction projects and to designate senior officials to oversee rapid implementation. In addition, the executive order calls for an audit of nearly \$3 billion in unspent FEMA Hazard Mitigation Grant Program funding previously awarded to California. FEMA is instructed to assess whether funds were awarded or used improperly, evaluate project completion and effectiveness, and take corrective actions as appropriate, including imposing future grant conditions or pursuing recoupment consistent with law.

White House Names Senior Advisor to Office of Intergovernmental Affairs. Daniel Gustafson has been named Senior Advisor and Associate Director for Intergovernmental Affairs at the White House Office of Intergovernmental Affairs. He previously served as Deputy Director of the Office of Intergovernmental and External Affairs at the Department of the Interior.

OMB Orders Federal Funding Review for 14 States and Washington, D.C. On January 20, the Office of Management and Budget (OMB) [directed](#) most federal agencies to compile detailed reports on federal funding provided to 14 states—California, Colorado, Connecticut, Delaware, Illinois, Massachusetts, Minnesota, New Jersey, New York, Oregon, Rhode Island, Vermont, Virginia and Washington—and Washington, D.C. The review applies to all agencies except the Departments of Defense and Veterans Affairs and requires agencies to report FY25 obligations and estimated FY26 funding across grants, loans, contracts, and other federal awards. OMB described the initiative as a data-gathering exercise intended to inform potential administrative or legislative efforts to reduce improper or fraudulent spending, and stated that it does not involve withholding funds. Agency responses were due to OMB by January 28, 2026.

USACE Finalizes Nationwide Permits. On January 7, the US Army Corps of Engineers [announced](#) the reissuance of 56 existing nationwide permits and the issuance of one new nationwide permit governing activities in wetlands and other waters regulated under Section 404 of the *Clean Water Act* and Section 10 of the *Rivers and Harbors Act*. One existing permit—Nationwide Permit 56 related to finfish mariculture—will not be reissued. The action follows a rulemaking process that began in June 2025.

CEQ Publishes NEPA Final Rule. On January 8, the Council on Environmental Quality (CEQ) published a [final rule](#) that formally adopts the interim final rule from February 2025 and removes all of CEQ’s regulations that implemented the *National Environmental Policy Act* (NEPA) from the Code of Federal Regulations. As a result, federal agencies will now rely on the statutory text of NEPA and their own agency-specific procedures for environmental reviews rather than a uniform set of CEQ regulations. The final rule took effect immediately.

Federal Court Orders DOT to Release NEVI Funds. On January 23, Judge Tana Lin of the U.S. District Court for the Western District of Washington issued a [ruling](#) requiring the Department of Transportation (DOT) to resume disbursement of National Electric Vehicle Infrastructure (NEVI) Formula Program funds nationwide. The court held that DOT and the Federal Highway Administration lacked statutory authority to suspend or withhold the funds and acted in an “arbitrary and capricious” manner in violation of the *Administrative Procedure Act*. Pending appeal, the ruling vacates the February 2025 suspension of state electric vehicle charging infrastructure plans, restores previously approved state deployment plans, and enjoins further withholding of approximately \$5 billion in NEVI funding authorized under the *Infrastructure Investment and Jobs Act* absent compliance with statutory procedures.

DOT Immigration Condition Case Resolved After DOJ Appeal Dropped. On January 13, the Department of Justice (DOJ) [moved](#) to voluntarily dismiss its appeal of a district court ruling that blocked DOT from conditioning grant funding on immigration enforcement requirements. In response to a lawsuit filed by 20 states, the underlying ruling held that the “Immigration Enforcement Condition” was not authorized by Congress, violated the *Administrative Procedure Act*, and exceeded constitutional limits on federal funding conditions.

DOT Publishes Transportation RD&T Strategic Plan RFI. On January 13, DOT published a [request for information](#) (RFI) seeking public comment to inform its Research, Development,

and Technology (RD&T) Strategic Plan for fiscal years (FYs) 2026-2030. The RFI is seeking views from the transportation research community on the Department's research vision, strategic goals, and priorities, and how its research programs can advance the transportation system of the present and future. Comments are due by February 12, 2026.

DOT Announces Beautifying Transportation Infrastructure Council Hybrid Public Meeting. DOT has announced the first [public meeting](#) of the Beautifying Transportation Infrastructure Council will take place on Monday, February 2, 2026, at 1:00 p.m. ET.

DOT IG Publishes FY 2026 Top Management Challenges. On January 6, DOT's Office of Inspector General (DOT IG) published a [report](#) titled "DOT's Top Management Challenges – Fiscal Year 2026." The top challenges identified in the report were:

- **Aviation Safety.** Balance compliance with collaboration when overseeing air carrier maintenance programs; and maintain aviation safety while facing staffing shortages, under-resourced inspections, and data access limitations.
- **Surface Transportation Safety.** Prioritize actions to further improve safety and reduce fatalities and injuries on the Nation's roads and rails; and protect transportation workers and the traveling public.
- **Air Traffic Control and Airspace Modernization.** Hire and train the next generation of air traffic controllers while sustaining the integrity of the National Airspace System (NAS); and develop a comprehensive plan that anticipates and mitigates challenges to successfully modernizing the Nation's air traffic control system.
- **Surface Transportation Infrastructure.** Target surface transportation funding for priority outcomes; and oversee public transit agencies' efforts to expand systems or increase capacity, while maintaining a state of good repair.
- **Financial Stewardship.** Adopt streamlined grant and contract processes to support efficient and cost-effective outcomes; and implement updated financial management and reporting requirements.
- **IT Security.** Address recurring cybersecurity weaknesses to reduce risks to DOT's information systems; and reinforce cybersecurity policy implementation to safeguard DOT's information systems against continued threats.
- **Transportation Innovation.** Ensure the safety and operational efficiency of the rapidly growing commercial space transportation industry; advance the safe integration of unmanned aircraft systems into the NAS; and develop strategies to enable the deployment of vehicle automation and driver assistance technologies.
- **Curbing Fraud, Waste, and Abuse.** Verify grant and contract funds are used as intended and hold those who abuse the system accountable.

DOT IG Publishes Report on FTA CIG. DOT IG has published a [report](#) titled "FTA Did Not Verify Transit Asset Management Performance Target Progress Prior to Awarding Capital Invest Grants." The report finds that FTA did not independently verify whether Capital Investment Grant (CIG) applicants were making progress toward required Transit Asset Management (TAM) performance targets before awarding funding, instead relying largely on self-certifications. It also notes that FTA deemed the TAM requirement not applicable for more than a quarter of the grants reviewed, representing over half of the funding awarded during the

period examined. As a result, FTA may have awarded grants without confirming that applicants met statutory eligibility requirements, increasing the risk of noncompliance. The report recommends that FTA establish and document a clear methodology to verify applicant progress toward TAM performance targets before awarding CIG funds.

FMCSA Issues Final Determination of Noncompliance to California. On January 7, the Federal Motor Carrier Safety Administration (FMCSA) issued a [final determination](#) finding California out of compliance with federal motor carrier safety requirements after the state failed to meet a January 5 deadline to revoke roughly 17,000 commercial driver's licenses issued to immigrants that federal officials say were improperly granted. As a result, DOT is withholding approximately \$160 million in federal highway funding from California until the state remedies the identified deficiencies.

FTA Rescinds NTD Weekly Reference Reporting Requirement. On January 15, the Federal Transit Administration (FTA) [rescinded](#) the required weekly National Transit Database (NTD) reporting requirement. The decision took effect immediately.

FTA Publishes 2026 Random Drug and Alcohol Testing Rates. On January 15, FTA [published](#) its calendar year 2026 drug and alcohol random testing rates for specific recipients of FTA financial assistance. The minimum random drug testing rate will remain at 50 percent, and the random alcohol testing rate will remain at 10 percent.

##



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

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters
Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

March 2, 2026

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

**Subject: Marin County Transit District Second Quarter FY 2025/26
Financial Report**

Dear Board Members:

Recommendation

Accept report.

Summary

The quarterly report is an opportunity for your Board to review the District's financial status and to provide fiscal and operational accountability. This report represents all financial transactions for the District through the second quarter of Fiscal Year 2025/26.

Background

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

Discussion

Second quarter operations and capital expenses and revenues were consistent with the Board-adopted budget (Attachment A). Capital expenditures represented 40 percent of the capital budget.

Transit Operating Expenses

FY 2025/26 transit operating expenditures through the second quarter (Attachment A, Page 1) are \$22.36 million, which is 48 percent of the annual budget of \$46.6 million. With these expenditures, Marin Transit delivered 49 percent of budgeted fixed route service hours and 44 percent of budgeted local paratransit service hours as identified in Table 1.



Transit Operating Revenues

Marin Transit's FY 2025/26 operating revenues through the second quarter (Attachment A, Page 1) are \$25.18 million or 49 percent of the annual budget of \$51.1 million.

The Metropolitan Transportation Commission (MTC) released their FY2026/27 distribution and apportionment of Transportation Development Act (TDA) State Transit Assistance (STA) and of state transit funding on February 11, 2026. These are important funding sources for Marin Transit's operations. MTC's funding document includes anticipated revenue adjustments for FY 2025/26 funding. While regionwide adjustments were not significant, Marin County had notable funding recissions based on revenues not meeting the County Auditors' projections. Marin County's estimated actual TDA is 6% less which equates to a reduction of \$622,000 in transit operations revenues for Marin Transit for FY 2025/26. In addition, revenue from the state diesel tax that funds STA revenue continues to decline and FY2026/27 STA funding is projected to drop 11%.

Marin Transit staff is incorporating the new revenue projects and recent transit operations cost increases into the Short-Range Transit Plan (SRTP) projections. These adjustments create an increased need for service reductions in the SRTP period to maintain fiscal sustainability.

Capital Budget

Through the second quarter, Marin Transit's expenditures in the Capital Budget (Attachment A, Page 1) were \$4.68 million or 40 percent of the \$11.85 million budget. Capital revenues tie closely to expenditures as they tend to be on a reimbursement basis. Major expenditures during this period 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 add automated passenger counters.



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

Service	Budgeted Annual Revenue Hours	YTD thru Q2 Actual Revenue Hours	% of Annual
Regular Fixed Route	166,000	82,082	49%
School Supplemental Service	1,700	540	32%
Muir Woods Shuttle	4,200	2,368	56%
West Marin Stagecoach Service	16,500	8,035	49%
Fixed Route Subtotal	188,400	47,729	49%
Marin Access Shuttles	1,500	483	32%
Local Paratransit Service	30,500	13,321	44%
Regional Paratransit Service	5,665	2,740	48%
Yellow School Bus Service	4 buses	4 buses	-
Service	Annual Estimated Trips	YTD thru Q2 Actual Trips	% of Annual
Mobility Wallet	25,000	10,968	44%
Volunteer Driver	10,000	4,239	42%

Source: Marin Transit

Fiscal/Staffing Impact

There are no fiscal impacts from this report.

Respectfully Submitted,

Karina Sawin
Accounting Manager

Attachment A: FY 2025/26 Second Quarter Financial Report

Attachment B: FY 2025/26 Budget Amendments

Attachment C: Capital Projects Report

Marin Transit
 FY2025/26 Q2 Budget Report
 From 7/1/2025 Through 12/31/2025

(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	25,178,926	49%
Capital	23,159,421	10,044,837	11,856,234	4,863,487	41%
Total Revenue	<u>68,950,897</u>	<u>61,090,841</u>	<u>62,902,238</u>	<u>30,042,413</u>	<u>48%</u>
Expenses					
Vehicle Operations	42,930,277	46,615,197	46,615,197	22,361,128	48%
Capital	23,070,119	10,044,837	11,845,462	4,684,311	40%
Total Expenditures	<u>66,000,396</u>	<u>56,660,034</u>	<u>58,460,659</u>	<u>27,045,439</u>	<u>46%</u>
Expenditures	<u>66,000,396</u>	<u>49,220,186</u>	<u>58,460,659</u>	<u>27,045,439</u>	46%
Net Revenue Over Expenditures	<u>2,950,501</u>	<u>4,430,807</u>	<u>4,441,579</u>	<u>2,996,974</u>	<u>67%</u>

Marin Transit
 FY2025/26 Q2 Budget Report
 From 7/1/2025 Through 12/31/2025

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

	FY25 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Fare Revenue	3,241,874	3,229,767	3,229,767	1,343,040	41.58%
Advertising & Other Revenue	48,324	51,500	51,500	147,627	286.65%
Fee for Service	1,641,092	1,888,626	1,888,626	942,046	49.88%
Interest	976,962	580,700	580,700	240,278	41.38%
Measure A	80,830	0	0	0	0.00%
Measure AA	18,166,692	23,140,921	23,140,921	10,865,410	46.95%
Measure B	882,180	800,000	800,000	260,070	32.51%
Property Taxes	6,159,394	6,356,290	6,356,290	3,154,490	49.63%
Redevelopment Area (RDA) Fees	74,573	81,300	81,300	55,916	68.78%
State Transit Assistance (STA)	4,583,504	4,341,027	4,341,027	1,871,517	43.11%
Transit Development Act (TDA)	10,548,070	9,427,686	9,427,686	4,402,929	46.70%
Other State	40,893	31,150	31,150	12,713	40.81%
FTA Funds	2,209,993	1,946,286	1,946,286	1,551,796	79.73%
National Park Service	619,854	585,299	585,299	331,094	56.57%
Cost Center Revenue Transfers	(3,482,759)	(1,414,548)	(1,414,548)	0	0.00%
Total Revenue	<u>45,791,476</u>	<u>51,046,004</u>	<u>51,046,004</u>	<u>25,178,926</u>	<u>49.33%</u>
Salaries and Benefits	3,800,227	4,224,739	4,224,739	2,100,121	49.71%
Consultant Services	313,857	723,291	723,291	232,081	32.09%
Professional Service-Legal	35,347	159,135	159,135	20,832	13.09%
Security and Maintenance	190,723	160,725	160,725	84,503	52.58%
Mobility Management Support Programs	6,269	543,500	543,500	246,960	45.44%
Grants to External Agencies	779,367	715,915	715,915	0	0.00%
Office Supplies	378,951	476,169	476,169	281,395	59.10%
General Insurance	143,028	193,000	193,000	144,580	74.91%
Contract Service Operation	34,295,488	36,085,627	36,085,627	17,743,251	49.17%
Membership & Prof Development	78,928	90,000	90,000	53,096	59.00%
Mileage and Travel	15,749	26,000	26,000	19,803	76.17%
Marketing	163,006	175,781	175,781	62,300	35.44%
Communication	249,985	336,295	336,295	123,742	36.80%
Fuel	2,550,108	3,324,895	3,324,895	1,270,477	38.21%
Utilities	71,758	77,416	77,416	30,775	39.75%
Vehicle Leases	24,362	27,288	27,288	11,602	42.52%
Office - Rental and Overhead	190,071	192,000	192,000	96,975	50.51%
Cost Center Transfers	(356,791)	(919,176)	(919,176)	(161,365)	17.56%
Total Expenses	<u>42,930,433</u>	<u>45,290,112</u>	<u>45,290,112</u>	<u>22,361,128</u>	<u>49.37%</u>
Net Revenue Over Expenditures	<u>2,861,043</u>	<u>3,993,291</u>	<u>496,639</u>	<u>2,817,798</u>	<u>567.37%</u>

Marin Transit
 FY2025/26 Q2 Budget Report
 From 7/1/2025 Through 12/31/2025

<i>Detail - Administration</i>		FY25 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Interest	4070400	976,962	580,700	580,700	240,278	41.38%
Redevelopment Fees	4079950	45,774	46,300	46,300	24,405	52.71%
Residual ABX 126	4079954	28,799	35,000	35,000	31,511	90.03%
PropTax-CurrmtSecured	4080101	5,411,773	5,646,317	5,646,317	2,823,159	50.00%
County Fee-SV2557Admin Basic Tax	4080102	(67,143)	(71,027)	(71,027)	(37,508)	52.81%
Property Tax-Unitary	4080103	58,826	52,000	52,000	0	0.00%
PropTax-CurrmtUnSecur	4080104	92,890	95,000	95,000	0	0.00%
Educ Rev Augm Fund-Redist	4080105	558,034	520,000	520,000	343,626	66.08%
PropTax-Supp CY SECR	4080106	89,986	100,000	100,000	13,636	13.64%
PropTax-Supp Unsecured	4080107	4,801	5,000	5,000	3,275	65.50%
PropTax-Redemption	4080108	4,063	3,000	3,000	2,222	74.07%
Property Tax-Prior Unsecured	4080109	6,163	6,000	6,000	6,080	101.33%
Other State	4119940	191	150	150	211	140.67%
Total Revenue		7,211,119	7,018,440	7,018,440	3,450,893	49.17%
Transfers						
Property Tax Transfer	4700001	(3,974,791)	(2,116,476)	(2,116,476)	(319,871)	15.11%
Total Transfers		(3,974,791)	(2,116,476)	(2,116,476)	(319,871)	15.11%
Net Revenue		3,236,328	4,901,964	4,901,964	3,131,022	64%
Expense						
Salaries	5010200	2,348,198	2,658,607	2,658,607	1,528,940	57.51%
Employee Benefits	5020000	1,452,029	1,566,132	1,566,132	571,182	36.47%
Consultant Services	5030301	148,549	248,405	248,405	126,412	50.89%
Professional Svcs - Legal	5030303	35,347	159,135	159,135	20,832	13.09%
Prof Svcs - Accounting and Audit	5030305	36,239	39,600	39,600	0	0.00%
Security Services	5030701	2,778	5,000	5,000	774	15.48%
Fuel	5040101	0	0	0	196	0.00%
Office Supplies	5049901	6,499	15,000	15,000	2,389	15.93%
Small Furn/Equip	5049902	7,100	10,500	10,500	591	5.63%
Software	5049903	115,954	110,000	110,000	86,476	78.61%
Copier Suppl & Svc	5049904	8,587	10,609	10,609	4,970	46.85%
Postage	5049905	99	5,000	5,000	1,108	22.16%
Computers	5049906	11,613	24,000	24,000	4,303	17.93%
Communication - Phone	5050201	35,221	38,000	38,000	17,581	46.27%
Insurance - Gen Liability	5060301	143,028	193,000	193,000	144,580	74.91%
Membership & Prof Development	5090101	78,928	90,000	90,000	53,096	59.00%
Mileage and Travel	5090202	15,749	26,000	26,000	19,803	76.17%
Marketing	5090801	13,124	15,450	15,450	2,884	18.67%
Office Rental	5121200	189,916	194,596	194,596	96,975	49.83%
Total Expense		4,648,958	5,409,034	5,409,034	2,683,093	49.60%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	(3,725,107)	(4,217,281)	(4,217,281)	(2,038,975)	48.35%
Cost Center Transfer Overhead	5100101	(559,511)	(714,325)	(714,325)	(345,810)	48.41%
Total Transfers		(4,284,618)	(4,931,606)	(4,931,606)	(2,384,785)	48.36%
Total Expense		364,340	477,428	477,428	298,308	62.48%

Marin Transit
 FY2025/26 Q2 Budget Report
 From 7/1/2025 Through 12/31/2025

<i>Detail- Local</i>		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	75,517	37.75%
Advertising Revenue	4060301	48,324	51,500	51,500	147,627	286.65%
Local Government Payments	4090101	190,276	239,889	239,889	136,234	56.79%
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	9,025,041	50.28%
State Transit Assistance -Population Based	4110101	2,023,504	1,781,027	1,781,027	561,517	31.53%
Transit Development Act (TDA)	4110102	10,548,070	9,427,686	9,427,686	4,402,929	46.70%
State Transit Assistance - Revenue Based	4110104	1,000,000	1,000,000	1,000,000	500,000	50.00%
SREC Credits	4119911	22,556	15,000	15,000	9,810	65.40%
National Park Service	4139951	619,854	585,299	585,299	331,094	56.57%
Fare Revenue	4140100	<u>2,211,643</u>	<u>2,193,300</u>	<u>2,193,300</u>	<u>995,998</u>	<u>45.41%</u>
Total Revenue		30,354,784	33,443,723	33,443,723	16,185,767	48.40%
Transfers						
Property Tax Transfer	4700001	384,908.00	60,798	60,798	60,798	100%
Program Revenue Transfer	4700002	74,218.00	0	0	197,441	0%
Total Transfers		<u>459,126</u>	<u>60,798</u>	<u>60,798</u>	<u>258,239</u>	<u>425%</u>
Net Revenue		30,813,910	33,504,521	33,504,521	16,444,006	49.08%
Expense						
Consultant Services	5030301	53,984	283,834	283,834	92,764	32.68%
Fare Processing Charges	5030310	28,883	36,000	36,000	10,671	29.64%
Bus Stop Maintenance	5030501	91,249	50,000	50,000	27,842	55.68%
Custodial Service	5030602	15,433	30,246	30,246	6,292	20.80%
Facility Maintenance	5030604	38,181	42,436	42,436	14,117	33.27%
Security Services	5030701	2,938	0	0	2,153	0.00%
Fuel	5040101	1,709,879	2,269,600	2,269,600	869,073	38.29%
Electrical Power	5040160	160,226	252,982	252,982	82,270	32.52%
Utilities (Facility)	5040180	45,187	44,634	44,634	21,146	47.38%
Small Furn/Equip	5049902	14,200	10,927	10,927	8,308	76.03%
Software	5049903	98,980	120,000	120,000	77,955	64.96%
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	58,700	57.46%
Purchased Transportation - In Report	5080101	25,353,365	26,992,746	26,992,746	13,366,161	49.52%
Marketing	5090801	<u>99,528</u>	<u>97,850</u>	<u>97,850</u>	<u>48,004</u>	<u>49.06%</u>
Total Expense		27,869,500	30,455,697	30,455,697	14,685,456	48.22%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	2,559,910	2,599,839	2,599,839	1,503,548	57.83%
Cost Center Transfer Overhead	5100101	<u>384,499</u>	<u>441,738</u>	<u>441,738</u>	<u>255,002</u>	<u>57.73%</u>
Total Transfers		2,944,409	3,041,577	3,041,577	1,758,550	57.82%
Total Expense		<u>30,813,909</u>	<u>33,497,274</u>	<u>33,497,274</u>	<u>16,444,006</u>	<u>49.09%</u>

Marin Transit
 FY2025/26 Q2 Budget Report
 From 7/1/2025 Through 12/31/2025

<i>Detail - Rural</i>	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	0.00%	
Measure AA - Sales Tax	4092005	817,835	884,485	884,485	693,291	78.38%
State Transit Assistance - Revenue Based	4110104	1,500,000	1,500,000	1,500,000	750,000	50.00%
Fed-FTA 5311 Rural	4139920	278,045	0	0	0.00%	
Fare Revenue	4140100	79,816	76,000	76,000	37,568	49.43%
Total Revenue		<u>2,680,640</u>	<u>2,460,485</u>	<u>2,460,485</u>	<u>1,480,859</u>	60.19%
Transfers						
Property Tax Transfer	4700001	23,013	634,885	634,885	12,583	0.00%
Total Transfers		<u>23,013</u>	<u>634,885</u>	<u>634,885</u>	<u>12,583</u>	0.00%
Net Revenue		<u>2,703,653</u>	<u>3,095,370</u>	<u>3,095,370</u>	<u>1,493,442</u>	48.25%
Expense						
Consultant Services	5030301	0	16,974	16,974	0	0.00%
Fuel	5040101	305,606	359,995	359,995	139,688	38.80%
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	4,634	61.79%
Purchased Transportation - In Report	5080101	2,194,913	2,478,505	2,478,505	1,253,557	50.58%
Marketing	5090801	10,911	22,510	22,510	8,792	39.06%
Total Expense		<u>2,527,424</u>	<u>2,901,198</u>	<u>2,901,198</u>	<u>1,406,671</u>	48.49%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	153,216	151,657	151,657	74,189	48.92%
Cost Center Transfer Overhead	5100101	23,013	42,513	42,513	12,582	29.60%
Total Transfers		<u>176,229</u>	<u>194,170</u>	<u>194,170</u>	<u>86,771</u>	44.69%
Total Expense		<u>2,703,653</u>	<u>3,095,368</u>	<u>3,095,368</u>	<u>1,493,442</u>	48.25%

Marin Transit
 FY2025/26 Q2 Budget Report
 From 7/1/2025 Through 12/31/2025

<i>Detail - Marin Access</i>	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	885,262	27.66%
Measure B	4099950 882,180	800,000	800,000	260,070	32.51%
State Transit Assistance -Population Based	4110101 60,000	60,000	60,000	60,000	100.00%
State Prop Tx Relief HOPTR	4119910 18,146	16,000	16,000	2,692	16.83%
Fed-FTA 5307 Urbanized Area Formula	4139910 1,222,432	1,062,610	1,062,610	1,095,628	103.11%
Fed-FTA 5310 Mobility	4139915 709,515	883,676	883,676	456,168	51.62%
Fare Revenue	4140100 231,384	210,694	210,694	91,742	43.54%
GGBHTD Payment for Local Paratransit	4601003 650,257	726,211	726,211	339,728	46.78%
GGBHTD Payment for Regional Paratransit	4601004 784,101	908,283	908,283	459,004	50.54%
Total Revenue	7,299,851	7,867,474	7,867,474	3,650,294	46.40%
Transfers					
Property Tax Transfer	4700001 84,111	6,245	6,245	49,049	785.41%
Program Revenue Transfer	4700002 (74,218)	-	-	-	-
Total Transfers	9,893	6,245	6,245	49,049	785.41%
Net Revenue	7,309,744	7,873,719	7,873,719	3,699,343	46.98%
Expense					
Consultant Services	5030301 38,538	90,333	90,333	6,810	7.54%
Fare Processing Charges	5030310 2,976	0	0	1,424	0.00%
Custodial Service	5030602 2,400	3,605	3,605	3,705	102.77%
Facility Maintenance	5030604 17,128	20,839	20,839	14,586	69.99%
Security Services	5030701 374,397	442,318	442,318	179,251	40.53%
Fuel	5040101 26,571	32,782	32,782	9,629	29.37%
Utilities (Facility)	5040180 2,519	10,000	10,000	0	0.00%
Small Furn/Equip	5049902 116,819	155,133	155,133	94,831	61.13%
Software	5049903 34,463	35,797	35,797	35,584	99.40%
Communication-MERA Radio	5050204 12,007	19,843	19,843	6,923	34.89%
Communication-Data	5050206 5,222,011	4,956,742	4,956,742	2,343,074	47.27%
Purchased Transportation - In Report	5080101 742,956	826,754	826,754	421,321	50.96%
Purchased Transportation - Regional	5080102 39,420	39,471	39,471	2,461	6.23%
Marketing	5090801 6,269	10,000	10,000	5,583	55.83%
Misc-Exp Transit User Training	5098001 0	20,000	20,000	0	0.00%
Gap Grant	5098002 -	513,500	513,500	241,377	47.01%
Total Expense	6,638,474	7,177,117	7,177,117	3,366,559	46.91%
Transfers					
Cost Center Salary/Benefit Transfers	5100100 583,612	541,633	541,633	284,529	52.53%
Cost Center Transfer Overhead	5100101 87,658	151,833	151,833	48,256	31.78%
Total Transfers	671,270	693,466	693,466	332,785	47.99%
Total Expense	7,309,744	7,870,583	7,870,583	3,699,344	47.00%

Marin Transit
 FY2025/26 Q2 Budget Report
 From 7/1/2025 Through 12/31/2025

<i>Detail - Yellow Bus</i>	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	7,080	49.71%
Measure AA - Sales Tax	4092005	1,159,555	1,106,436	1,106,436	261,816	23.66%
Fare Revenue - Yellow Bus	4140105	<u>377,987</u>	<u>364,750</u>	<u>364,750</u>	<u>142,216</u>	<u>38.99%</u>
Total Revenue		1,727,841	1,670,430	1,670,430	411,112	24.61%
Net Revenue		1,727,841	1,670,430	1,670,430	411,112	24.61%
Expense						
Consultant Services	5030301	2,356	5,000	5,000	2,238	44.76%
Fare Processing Charges	5030310	12,410	11,145	11,145	5,419	48.62%
Custodial Service	5030602	593	600	600	1,377	229.50%
Software	5049903	757	0	0	464	0.00%
Communication-Data	5050206	600	0	0	320	0.00%
Yellow Bus School Service	5080103	782,242	830,880	830,880	359,138	43.22%
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	<u>24,362</u>	<u>27,288</u>	<u>27,288</u>	<u>11,602</u>	<u>42.52%</u>
Subtotal Expense		1,602,709	1,591,328	1,591,328	380,717	23.92%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	118,170	64,996	64,996	38,743	59.61%
Cost Center Transfer Overhead	5100101	<u>17,749</u>	<u>18,220</u>	<u>18,220</u>	<u>6,571</u>	<u>36.06%</u>
Total Transfers		135,919	83,216	83,216	45,314	54.45%
Total Expense		<u>1,738,628</u>	<u>1,674,544</u>	<u>1,674,544</u>	<u>426,031</u>	<u>25.44%</u>

Marin Transit
 FY2025/26 Q2 Budget Report
 From 7/1/2025 Through 12/31/2025

Detail: Capital Budget

	Total Project Budget	FY2025/26 Budget	FY2025/26 Revised	FY2025/26 Actual	Total Project Expenditures
HZ 10 Hybrid Bus Battery Replacements	1,300,000	630,000	1,296,184	631,397	635,213
LF Purchase 3 35ft Hybrids	8,186,912	1,000	5,000	8,697	10,165
PE Purchase 1 electric paratransit	677,208	667,023	657,973	312	19,547
PG Purchase 12 Paratransit Replacements	2,948,000	2,500	2,500	0	0
Subtotal Vehicles	13,112,120	1,300,523	1,961,657	640,405	664,925
BR Bus Stop Revitalization (RM3)	2,500,000	210,000	210,000	146,356	146,356
BP ADA Bus Stop Improvements	2,053,000	1,205,908	1,598,410	853,721	1,308,312
BQ Capital Corridor Improvements	2,000,000	611,756	672,223	15,992	243,770
Subtotal Bus Stop Improvements	6,553,000	2,027,664	2,480,633	1,016,069	1,698,438
FG Facility Maintenance Facility	46,678,000	1,900,000	2,082,801	506,942	15,383,721
FH Facility - 3010/3020 Kerner Improvements	4,635,967	3,240,650	3,205,849	2,068,210	3,498,330
FI Facility - Kerner Driver Break Room	650,000	70,000	70,000	4,198	4,198
FJ Rush Landing Improvements - Design	380,000	380,000	380,000	15,939	15,939
YF Yellow Bus Parking Facility	3,000,000	0	0	0	0
Subtotal Facility	55,343,967	5,590,650	5,738,650	2,595,289	18,902,188
OD On Board Equipments	2,050,000	672,000	1,214,523	306,606	1,142,083
Subtotal On Board Equipment	2,050,000	672,000	1,214,523	306,606	1,142,083
VR Major Vehicle Repairs (VR)	200,000	200,000	200,000	81,938	81,938
IF Infrastructure Support (IF)	250,000	250,000	250,000	44,003	44,003
Subtotal Ongoing Capital Expenses	450,000	450,000	450,000	125,941	125,941
Total Expenditures	77,509,087	10,040,837	11,845,463	4,684,311	22,533,576

FY2025/26 Q2
Budget Amendments

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
2026-01	12/1/2025	Roll forward of FY2025 Capital Project expenditures.	Capital	Capital	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
					BQ	Project Total - Facilities	611,756	60,467	672,223
					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
2026-02	10/6/2025	Moved \$400,000 in budget from EV Paratransit Project to 3010/3020 Kerner Improvement project for electrification.	Capital	Capital	PE	5230101 Vehicles	\$662,023	-400,000	\$262,023
					PE	4119904 LCTOP	\$662,023	-400,000	\$262,023
					FH	5230104 Facilities	\$2,705,510	+400,000	\$3,105,510
					FH	4119904 LCTOP	\$1,463,633	+400,000	\$1,863,633
		Total Change for 2026-02							\$0

Attachment B

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
2026-03	11/3/25	Increase budget on Hybrid Bus Battery replacements to account for additional Federal funds	Capital	Capital	HZ	4139910 FTA Section 5307	\$1,040,000	+190,520	\$1,230,520
					HZ	4092006 Measure AA	\$260,000	47,630	\$307,630
					HZ	5230101 Vehicles	\$1,300,000	+238,150	\$1,538,150
		Total Change for 2026-03							\$238,150
2026-04	Pending	For Rush Landing Improvement project -increase design (fd) budget by \$80,000 for additional components and add Federal Section 5339 grant for construction (cn) with local matching funds.	Capital	Capital	FJ - fd	4092006 Measure AA	\$380,000	+\$80,000	\$460,000
					FJ - fd	5230104 Facilities	\$380,000	+80,000	\$460,000
					FJ - cn	4700011 Property Tax	\$0	+\$695,000	\$695,000
					FJ - cn	4139935 FTA Section 5339	\$0	+2,776,000	\$2,776,000
					FJ - cn	5230104 Facilities	\$0	\$3,471,000	\$3,471,000
		Total Project Change for 2026-04							\$380,000
2026-05	Pending	Add total budgets for Capital Project LG and EB for the purchase of 6-40ft Hybrids, 5-30ft Diesel and 4-40ft Battery Electric buses			LG	5230101 Vehicles	\$0	+10,999,908	\$10,999,908
					EB	5230101 Vehicles	\$0	+5,784,000	\$5,784,000
		Total Project Change for 2026-05							\$16,783,908



Capital Projects Report FY2025/26

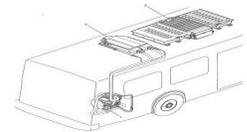
This capital project report provides details through the Second Quarter FY2025/26. Project descriptions and status are given for all major capital projects. Projects are grouped according to project type as shown below.

	Total Project Budgets	Total Expended FY2026 Thru Q2	Total Project Expenditures
Vehicles	\$13,112,120	\$640,405	\$664,925
Bus Stop Improvements	\$6,553,000	\$1,016,069	\$1,698,438
Facility	\$55,343,967	\$2,595,289	\$18,902,188
Technology Projects	\$2,050,000	\$306,606	\$1,142,084
Ongoing Capital Expenses	\$450,000	\$125,941	\$125,941 (annual)
	\$77,509,087	\$4,684,311	\$22,533,575

Hybrid Battery Refresh **Total Project Budget \$1,300,000**

Concept: Purchase replacement batteries for Hybrid buses

Funding: \$260,000 Measure AA
\$1,040,000 Federal Section 5307



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

Status: Battery refresh has been performed on seven out of the nine vehicles. Project's completion estimated for December 2026.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>
HZ	\$1,300,000	\$635,213	49%	Dec-26

VEHICLES

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

Concept: Purchase Three 35ft Hybrid Vehicles

Funding: \$6,544,319 Federal 5307
\$1,642,593 Measure AA



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

The revised project description and budget are included in the FY2025/26 budget. Board approved the vehicles' purchase in July 2025 and the corresponding purchase order was sent to the bus manufacturer. Estimated delivery of Diesel vehicles is May 2026 and Hybrid vehicles is January 2027.

Status: 2027.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>
LF	\$8,186,912	\$10,165	0%	Nov-27



VEHICLES

Purchase 22 Paratransit Replacements **Total Project Budget \$2,948,000**

Concept: Purchase 22 paratransit replacements
Funding: \$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.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>
PG	\$2,948,000	\$0	0%	Jun-27

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 March 2026. The chargers and associated infrastructure have been ordered and are expected to be delivered and installed before the end of calendar year 2025.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>
PE	\$677,208	\$19,547	3%	Apr-26

BUS STOP IMPROVEMENTS

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

Description: 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 prioritizing bus stop improvements.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Completion Date</u>
		<u>Date</u>	<u>Percent Complete</u>	
BR	\$2,500,000	\$146,356	6%	Jun-28



BUS STOP IMPROVEMENTS

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

Description: Design & Construction for ADA Bus Stop Improvements

Status: A construction contract was awarded in January 2025. Construction began in August 2025 and is anticipated to be complete in Spring 2026.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Completion Date</u>
		<u>Date</u>	<u>Percent Complete</u>	
BP	\$2,053,000	\$1,308,312	64%	Jun-26

Bus Stop Improvements - Capital Corridors Improvements **Total Project Budget \$2,000,000**

Concept: Improve High Ridership Corridors

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

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

Status: Marin Transit has procured 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.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Completion Date</u>
		<u>Date</u>	<u>Percent Complete</u>	
BQ	\$2,000,000	\$243,770	12%	Jan-28

ADMIN AND OPERATIONS FACILITY

Facility - Maintenance Facility **Total Project Budget \$46,678,000**

Concept: Purchase/Build Fixed Route Maintenance Facility

Funding: \$15,143,000 Capital Reserve
\$31,535,000 FTA 5339

Description: Purchase/Build Fixed Route Maintenance Facility

Status: Property was purchased at 1075 Francisco Blvd E. Marin Transit received CEQA clearances and is working with FTA on NEPA clearance. Marin Transit anticipates awarding a contract to move surcharge soil and prepare the site. Marin Transit is actively working on a procurement for Design team.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>
FG	\$46,678,000	\$15,383,720	33%	Jun-28



Facility - Kerner Driver Break Room Improvements **Total Project Budget \$650,000**

Concept: Improve Driver Break Room at Kerner

Funding: \$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.



Project ID	Budget	Expended to		Anticipated	
		Date	Percent Complete	Completion Date	
FI	\$650,000	\$4,198	1%	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

Description: 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 May 2026.



Project ID	Budget	Expended to		Anticipated	
		Date	Percent Complete	Completion Date	
FH	\$4,635,967	\$3,498,330	75%	Jun-26	

Facility - Rush Landing Improvements - Design **Total Project Budget \$380,000**

Concept: Improvements to the 600 Rush Landing Facility

Funding: \$380,000 Capital Reserve

Description: Building and bus parking lot improvements, including charging infrastructure

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.



Project ID	Budget	Expended to		Anticipated	
		Date	Percent Complete	Completion Date	
FJ	\$380,000	\$15,939	4%	Jun-27	



Facility - Yellow Bus Parking Facility **Total Project Budget \$3,000,000**

Concept: Identify and purchase property for vehicles

Funding: \$3,000,000 Capital Reserve

Description: Replace temporary leased parking with a permanent location

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



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

TECHNOLOGY PROJECTS

Technology Projects - On Board Technology **Total Project Budget \$2,050,000**

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

Funding: \$1,640,000 Federal 5307
\$410,000 Measure AA

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

Status: New automatic passenger counters were installed fleetwide in November 2024. 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.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion Date</u>	
OD	\$2,050,000	\$1,142,084	56%	Jun-26	

ONGOING CAPITAL EXPENSES

Ongoing Capital Expenses **Annual Budget \$450,000**

Concept: Ongoing capital expenses

Funding: \$450,000 Measure A

<u>Projects:</u>		<u>Total Project Budgets</u>		<u>Expended in FY2026</u>	
		<u>Annual Budget</u>	<u>Annual Budget</u>		
VR	Major Vehicle Repairs	\$200,000	\$200,000	\$81,938	
IF	Infrastructure Support	\$250,000	\$250,000	\$44,003	



Description: Ongoing capital costs associated with major vehicle repairs and other small capital expenses.

Status: 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.



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

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters

Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

March 2, 2026

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

Subject: Purchase Agreement with Gillig for Four Low-Floor Battery Electric Buses, Six Low-Floor Hybrid Buses, and Five Low-Floor Clean Diesel Buses

Dear Board Members:

Recommendation

Authorize General Manager to purchase four (4) 40-foot battery electric vehicles, six (6) 40-foot Hybrid Buses and five (5) 30-foot diesel vehicles at a cost not to exceed \$16,100,000 and approve budget amendment 2026-05.

Summary

Staff recommends that your Board authorize the General Manager to purchase four (4) 40-foot battery electric vehicles, six (6) 40-foot Hybrid Buses and five (5) 30-foot diesel vehicles through an agreement with Gillig, LLC (Gillig). These 15 vehicles are replacements for the following vehicles that are nearly past their useful life: four (4) 30ft Hybrid Buses, (7) 40ft Hybrid buses, three (3) shuttle cutaways (gasoline), and one (1) high-floor and narrow-bodied XHF (diesel).

Marin Transit intends to purchase these vehicles either using the CalACT/MBTA Purchase Cooperative Contract or through the Washington State contract, which allows other government entities to purchase off of it. CalACT/MBTA is currently working to renegotiate pricing on their open contract with Gillig due to tariff impacts. Delays and price increases from this process may make purchasing using the Washington State Contract more favorable. Use of either agreement reduces Marin Transit's costs and complies with federal statutes and regulations applicable to all third-party contracts.

Marin Transit staff is taking this purchase to your board earlier than is typical due to increased lead times for bus builds. With approval of this item, Marin Transit hopes to reserve a place in the production schedule with Gillig. Lead times are currently at 24 months and expected to increase. Marin Transit is seeking board approval to proceed with the purchase provided that is within the project budgets as proposed in Budget Amendment 2026-05.



Background

Manufacturer Selection

Marin Transit currently has a fleet of 42 Gillig low-floor buses, with orders placed for an additional nine. Continuing to purchase these vehicles allows for fleet consistency and provides efficiencies in training the maintenance team and stocking spare parts.

Vehicle Type Selection - Four 40-foot electric vehicles

The four new electric Gillig buses will be similar to the four vehicles the District purchased in 2022. The vehicles will have a range of approximately 180 miles and will operate out of Marin Transit's Rush Landing Facility. A project is currently underway as part of the Rush Landing Improvement Project to provide additional charging infrastructure for these four vehicles. With this purchase, Marin Transit will own and operate 10 Battery Electric vehicles, equating to almost 15% of the fixed route fleet. To match the useful life of the replaced vehicles, the targeted delivery date is anticipated in the Fall of 2028.

The next battery electric bus purchase is planned for FY 2028/29 when nine battery electric buses will be purchased.

Vehicle Type Selection - Six 40-foot hybrid vehicles

The six new 40-foot vehicles will be similar to the Gillig vehicles the District took receipt of in 2024, and the five vehicles already on order, which will be received in early 2027. The vehicles will be powered by Allison Transmission's e-Gen Flex system which can operate on electric power for up to 10 miles, or 50 minutes, before reverting to hybrid propulsion. To match the useful life of the replaced vehicles, the targeted delivery date is anticipated in the Spring of 2028.

Vehicle Type Selection - Five 30-foot clean diesel vehicles

The five 30-foot diesel buses are replacing one 30-foot diesel rural vehicle and four 30-foot Gillig low-floor Hybrid buses. Due to low demand, Gillig no longer produces a 30-foot hybrid or electric version of this bus. The 30-foot vehicle length limitation is required to operate on many routes including the West Marin Stagecoach rural service. Diesel XHF buses manufactured by El Dorado have been used in this service until now. These vehicles are no longer in production, and Marin Transit has been searching for an alternative vehicle to use on this service which has unique operating conditions. Marin Transit tested this 30-foot Gillig low floor bus on the West Marin Stagecoach routes in March of 2022 and ordered four of these buses which will be built and delivered in May of this year. To match the useful life of the replaced vehicles, the targeted delivery date is anticipated in the Spring of 2028.

Marin Transit's fleet uses renewable diesel in both its diesel and hybrid buses. Renewable diesel is derived from biological sources and has less of a global impact on carbon emissions than its traditional counterpart, which is oil-derived.

Build Timeline

The current production timeline is 24 months from submittal of the purchase order. This puts the expected vehicle delivery to March or April 2028 if staff is able to reserve production slots through Board approval of this item. This is in line with the planned vehicle replacement timeline. Staff recommends ordering these vehicles as soon as possible to avoid even longer lead times and to reduce the time that buses operate beyond their useful life.



Fiscal/Staffing Impact

This item will authorize Marin Transit staff to issue intent to purchase letters for an amount not to exceed \$16,100,000. This item also includes Budget Amendment 2026-05 which adds Capital Projects LG and EB to the FY 2025/26 Capital Budget with combined project budgets of \$16,783,908. Vehicle replacement projects are typically funded through the regional Transit Capital Priorities (TCP) process that allocates Federal Transit Administration (FTA) Section 5307 funds. Due to recent vehicle price increases staff is increasing budgets by 6%. Marin Transit plans for vehicle replacements in the 10-year capital plan and has programmed multi-years of state funding and regional funding to the local match requirements. The recent Federal Section 5339 Low-No award will provide funding to upgrade three shuttle vehicles to full size transit vehicles which have proven to provide a more reliable and comfortable service. This upgrade requires the District to provide the associated \$841,000 in local matching funds. In total, these vehicle replacement projects will require the District to expend \$1.34 million in capital reserve funding.

Purchase of Six 40-foot and Five 30-foot Vehicles (Project LG)

Project LG is the purchase of five 30-foot Diesel buses and six 40-foot Hybrid buses. This project is funded with Federal Section 5307 vehicle replacement funds and a Federal Section 5339 Low-No discretionary award, with local match provided by Property Tax, Measure AA, Regional Measure 3 (RM3), and California State Transit Assistance – State of Good Repair (SGR). See Table 1 below for funding amounts. The majority of these budgets fund the vehicle purchase with 3% going towards vehicle inspections, fare collection equipment, and other vehicle equipment. The cost per hybrid vehicle is \$1.2 million and the cost per diesel vehicle is \$760,000.

Table 1: Funding for Project LG

Funding Source	Project LG
Federal 5307	\$ 5,476,000
Federal 5339	\$ 2,863,926
Capital Reserve (Property Tax)	\$ 1,352,982
Measure AA	\$ 48,379
RM3	\$ 613,000
SGR	\$ 645,621
Total:	\$ 10,999,908

Purchase for Four- 40-foot Electric Buses (Project EB)

Project EB is the purchase of four Electric Buses to replace four Hybrid Buses. This project is funded through Federal Section 5307, with local match from Measure AA, and State Low Carbon Transit Operations Program (LCTOP). See Table 2 below for funding amounts. \$5,105,000 will go towards the purchase of four electric buses and associated equipment. The remainder of the budget is allocated towards infrastructure and will go towards installation of associated charging stations and staff time.



Table 2: Funding for Project EB

Funding Source	Project EB
Federal 5307	\$ 4,627,200
Measure AA	\$ 200,800
LCTOP	\$ 956,000
Total:	\$ 5,784,000

Due to the pricing uncertainty surrounding tariffs, vehicle pricing may exceed current estimates. If this is the case, staff will return to your board to request a budget adjustment and approval of any additional costs.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Anna Penoyar".

Anna Penoyar
Capital Projects Manager

Attachment A: Budget Amendment 2026-05

Budget Amendment 2026-05**Project LG - Purchase 6-40ft Hybrid & 5-30ft Diesel Buses**

	GL	GL Description	Total Project Budget
Revenues			
	4139910	Federal 5307	\$ 5,476,000
	4139935	Federal 5339	\$ 2,863,926
	4700011	Capital Reserve (Property Tax)	\$ 1,352,982
	4092006	Measure AA	\$ 48,379
	4119908	RM3	\$ 613,000
	4110105	State of Good Repair (SGR)	\$ 645,621
			\$ 10,999,908
Expenses			
	5230101	Vehicles	\$ 10,999,908
			\$ 10,999,908

Project: EB - Purchase 4 - 40ft Battery Electric Buses

	GL	GL Description	Total Project Budget
Revenues			
	4139910	Federal 5307	\$ 4,627,200
	4092006	Measure AA	\$ 200,800
	4119904	LCTOP	\$ 956,000
			\$ 5,784,000
Expenses			
	5230101	Vehicles	\$ 5,784,000
			\$ 5,784,000



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

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters
Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

March 2, 2026

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

Subject: Marin Transit Annual Single Audit for FY 2024/25

Dear Board Members:

Recommendation

Accept report.

Summary

Maze & Associates Accounting Corporation 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) delayed the release of their compliance supplement for the federal Single Audit.

Staff presented the Annual Comprehensive Financial Report (ACFR) on December 1, 2025 to meet reporting deadlines and is now bringing the required federal Single Audit for approval. With acceptance of this report the District will be compliant with federal reporting requirements. This report will be made available on the District's website.

Background

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.

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,

A handwritten signature in black ink, appearing to read "Karina", written in a cursive style.

Karina Sawin
Accounting Manager

Attachment A: Marin County Transit District FY 2024/25 Federal Single Audit

MARIN COUNTY TRANSIT DISTRICT
SINGLE AUDIT REPORT
FOR THE YEAR ENDED JUNE 30, 2025

This Page Left Intentionally Blank

MARIN COUNTY TRANSIT DISTRICT

**SINGLE AUDIT REPORT
For The Year Ended June 30, 2025**

TABLE OF CONTENTS

	<u>Page</u>
Schedule of Findings and Questioned Costs.....	1
Section I – Summary of Auditor’s Results	1
Section II – Financial Statement Findings	2
Section III – Federal Award Findings and Questioned Costs.....	2
Schedule of Expenditures of Federal Awards.....	3
Notes to the Schedule of Expenditures of Federal Awards	5
Independent Auditor’s Report on Internal Control Over Financial Reporting and Report on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	7
Independent Auditor's Report on Compliance for Each Major Federal Program; Report on Internal Control Over Compliance; and Report on the Schedule of Expenditures of Federal Awards Required by the Uniform Guidance	9

This Page Left Intentionally Blank

MARIN COUNTY TRANSIT DISTRICT

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For The Year Ended June 30, 2025**

SECTION I – SUMMARY OF AUDITOR’S RESULTS

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? Yes X No
- Significant deficiency(ies) identified? Yes X None Reported

Noncompliance material to financial statements noted? Yes X No

Federal Awards

Internal control over major federal programs:

- Material weakness(es) identified? Yes X No
- Significant deficiency(ies) identified? Yes X None Reported

Type of auditor’s report issued on compliance for major federal programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? Yes X No

Identification of major program(s):

Assistance Listing Number(s)	Name of Federal Program or Cluster
20.507/20.526	Federal Transit Cluster

Dollar threshold used to distinguish between type A and type B programs: \$750,000

Auditee qualified as low-risk auditee? X Yes No

SECTION II – FINANCIAL STATEMENT FINDINGS

Our audit did not disclose any significant deficiencies, or material weaknesses or instances of noncompliance material to the basic financial statements. We have also issued a separate Memorandum on Internal Control dated November 12, 2025 which is an integral part of our audits and should be read in conjunction with this report.

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

Our audit did not disclose any findings or questioned costs required to be reported in accordance with Uniform Guidance

MARIN COUNTY TRANSIT DISTRICT

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For the Fiscal Year Ended June 30, 2025

Federal Grantor/ Pass-Through Grantor/Program or Cluster Title	Federal Assistance Listing Number	Pass-Through Identifying Number	Federal Expenditures
U.S. Department of Interior, National Park Service Direct Programs:			
National Park Service Conservation Protection, Outreach, and Education Muir Woods Shuttle (P23AC02143, P23AC02143-00002)	15.954		<u>\$619,854</u>
Total U.S. Department of the Interior, National Parks Service			<u>619,854</u>
U.S. Department of Transportation Direct Programs:			
Federal Transit Cluster:			
Federal Transit - Formula Grants (Urban Area Formula Program)			
Novato Bus Stop Shelters (CA-2021-137-00)	20.507		46,285
Novato Bus Stop Shelters (CA-2022-078-00)	20.507		16,840
ADA Bus Stop Improvements (CA-2022-078-00)	20.507		69,523
Transit Corridor Improvements (BQ) (CA-2024-063-00)	20.507		119,626
Onboard Technology (CA-2024-126-00)	20.507		663,146
ADA Paratransit Operations (CA-2024-126-00)	20.507		1,036,899
ADA Paratransit Operations (CA-2024-014-00)	20.507		185,533
Purchase 7 35ft Hybrid Buses (CA-2024-014-00)	20.507		4,638,727
MCTD ZEB Infrastructure (FH) (CA-2023-067-00)	20.507		708,376
Hybrid Battery Refresh (HZ) (7178-2025-1)	20.507		2,654
Purchase 4 30ft and 5 40ft Replacements (LF) (7178-2025-1)	20.507		1,021
Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs (Buses and Bus Facilities Program) Fixed Route Facility (CA-2024-035-00)	20.526		<u>10,877,146</u>
Total Federal Transit Formula Grants Cluster Direct Program			<u>18,365,776</u>
Transit Services Program Cluster			
Enhanced Mobility of Seniors and Individuals With Disabilities			
Mobility Management (CA-2023-085)	20.513		88,750
Mobility Management (CA-2025-044)	20.513		130,127
Operating Assistance Voucher Program (CA-2025-044)	20.513		336,466
Marin Access Shuttles Rural Operation (64AA21-02043)	20.513		<u>154,173</u>
Total Transit Services Program Cluster			<u>709,516</u>
Total U.S. Department of the Transportation Direct Program			<u>19,075,292</u>
US Department of Transportation Pass-Through Programs From:			
California State Transportation Agency			
Formula Grants for Rural Areas and Tribal Transit Program Operations of Stagecoach	20.509	64BA22-02092	<u>278,045</u>
Total US Department of Transportation Passed-Through Program			<u>278,045</u>
Total US Department of Transportation			<u>19,353,337</u>
Total Expenditures of Federal Awards			<u><u>\$19,973,191</u></u>

See Accompanying Notes to Schedule of Expenditures of Federal Awards

This Page Left Intentionally Blank

MARIN COUNTY TRANSIT DISTRICT

**NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For The Year Ended June 30, 2025**

NOTE 1 – REPORTING ENTITY

The Schedule of Expenditure of Federal Awards (the Schedule) includes expenditures of federal awards for the Marin County Transit District (District), California, and its component units as disclosed in the notes to the Basic Financial Statements.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of accounting refers to *when* revenues and expenditures or expenses are recognized in the accounts and reported in the financial statements, regardless of the measurement focus applied. The proprietary fund financial statements are reported using the *economic resources measurement focus* and the *accrual basis of accounting*. Expenditures of Federal Awards reported on the Schedule are recognized when incurred.

NOTE 3 – INDIRECT COST ELECTION

The District has elected not to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

This Page Left Intentionally Blank



**INDEPENDENT AUDITOR’S REPORT ON
INTERNAL CONTROL OVER FINANCIAL REPORTING
AND REPORT ON COMPLIANCE AND OTHER MATTERS BASED ON AN
AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE
WITH *GOVERNMENT AUDITING STANDARDS***

To the Honorable Members of 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 business-type activities of the Marin County Transit District (District) as of and for the year ended June 30, 5, and the related notes to the financial statements, which collectively comprise the District’s basic 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 were not 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. 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*.

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.

Maze + Associates

Pleasant Hill, California
November 12, 2025



**INDEPENDENT AUDITOR'S REPORT
ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM;
REPORT ON INTERNAL CONTROL OVER COMPLIANCE;
AND REPORT ON THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
REQUIRED BY THE UNIFORM GUIDANCE**

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

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited Marin County Transit District's (District) compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* that could have a direct and material effect on each of the District's major federal programs for the year ended June 30, 2025. The District's major federal programs are identified in the summary of auditor's results section of the accompanying Schedule of Findings and Questioned Costs.

In our opinion, the District complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2025.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the District's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the District's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the District's compliance based on our audit. 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 GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the District's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, 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 District's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the District's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

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

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the business-type activities of the District 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. We issued our report thereon dated November 12, 2025, which contained an unmodified opinion on those financial statements. Our audit was performed for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance 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 schedule of expenditures of federal awards is fairly stated, in all material respects in relation to the basic financial statements as a whole.

Maze + Associates

Pleasant Hill, California
January 6, 2026

This Page Left Intentionally Blank



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

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters
Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

March 2, 2026

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

Subject: Third Amendment with Bauer's Intelligent Transportation for Seasonal Muir Woods Shuttle Service (#1355)

Dear Board Members:

Recommendation

Authorize General Manager, with cooperation from our partner agency the National Park Service (NPS), to negotiate and finalize contract terms of the third amendment with Bauer's Intelligent Transportation, Inc. (Bauer's IT) for the seasonal Muir Woods Shuttle, to exercise the second option year of the agreement at an amount not to exceed \$1,150,000.

Summary

In February of 2024 and March of 2025, your Board authorized the award of a contract and first option year, respectively, with Bauer's IT for seasonal service to the Muir Woods Monument. That contract allows staff to recommend up to a total of three option years beyond the one-year base term. Staff are requesting that your Board authorize the General Manager to execute the second option year of that agreement.

Background

Marin Transit has provided service to the Muir Woods Monument for nearly 20 years, most recently through an agreement with Bauer's IT, awarded in 2024 after a competitive procurement process. Marin Transit, in partnership with the NPS, established an operating plan of 'low-' and 'high-service' days from two terminals in Marin County, the Larkspur Landing Ferry Terminal and the Sausalito Ferry Terminal, providing shuttle service to the Muir Woods Monument on weekends, summer weekdays, and holidays throughout the service period.

Based on shuttle ridership trends, park visitation data, operational inputs, and feedback received from our partners and the public, District staff intend to modify the 2026 schedule to provide a greater number of 'high-service' days to Muir Woods and to consolidate operations out of one location in central Marin.

All service would operate out of the Larkspur Landing Ferry Terminal during the 2026 season, focusing on providing more capacity on the busiest days – Fridays,



Saturdays, Sundays, and Holidays, between April and the end of October. Service would continue to be offered at both a low frequency level during the off-peak (October), utilizing four vehicles to make 28 revenue trips to or from the Woods, and a high frequency level during the peak (April-September), utilizing six vehicles to make 42 revenue trips to or from the Woods.

Fiscal/Staffing Impact

The estimated contract cost of this level of operations with Bauer’s IT would be \$1,046,052, a daily rate escalation of 2.5% from last season. To allow flexibility with service levels this year based on NPS feedback, staff recommends authorizing the General Manager to execute an amendment for the Muir Woods Shuttle with Bauer’s Intelligent Transportation, Inc., in an amount not to exceed \$1,150,000, with the understanding that Marin Transit would only be responsible for a total program contribution not to exceed \$412,000 for this calendar year. Future option year awards and budgets will be presented to your Board for approval. The cost breakdown by service day is shown in Table 1 below.

While the total number of service days decreased from the 2025 season, the increase in high-service days means more than 7,500 additional one-way passenger trips to and from Muir Woods will be made available compared to the 2025 season, a nearly 25% increase.

Table 1 – Contract Rates

Term	Daily Cost		Number of Service Days		Total Contract Cost
	High Service	Low Service	High Service	Low Service	
Base Contract (2024)	\$11,172	\$6,540	33	76	\$865,716
Option Year 1 (2025)	\$12,120	\$6,736	31	62	\$793,352
Option Year 2 (proposed 2026)	\$12,120	\$7,148	81	9	\$1,046,052

The total Muir Woods shuttle program cost for this upcoming season is estimated to be \$1,279,395, which includes operating costs associated with this amendment, the operating costs for the ADA service operated by Transdev under the demand response contract, and other direct costs needed to support the service including District staff time and refuse management, and marketing. Per the District’s cooperative agreement with NPS for this service, the District and NPS fund expenses evenly up to the District’s cap of \$412,000 (\$824,000 total), and NPS funds 100% of expenses that exceed that amount. Thus, Marin Transit is responsible for no more than \$412,000 for the program this calendar year. This amount will be funded through Measure A/AA sales tax revenue and will be included in the upcoming FY 2026/27 budget.

Respectfully submitted,

Kyle French
Operations Manager



Attachment A: Third Amendment with Bauer’s Intelligent Transportation, Inc. for Operations of the Muir Woods Shuttle (#1355)

THIRD AMENDMENT TO AGREEMENT
BY AND BETWEEN THE
MARIN COUNTY TRANSIT DISTRICT AND BAUER'S INTELLIGENT TRANSPORTATION
DATED FEBRUARY 5, 2024

THIS AMENDMENT is made and entered into this 2nd day of March 2026, by and between the MARIN COUNTY TRANSIT DISTRICT, (hereinafter referred to as "Marin Transit" or "District") and BAUER'S INTELLIGENT TRANSPORTATION (hereinafter referred to as "Contractor").

RECITALS

WHEREAS, the District and the Contractor entered into an agreement (#1242); and

WHEREAS, the District and the Contractor entered into an amendment (#1294) to extend the term of the contract to March 15, 2025; and

WHEREAS, the District and the Contractor entered into an amendment (#1297) to extend the term of the contract to March 15, 2026, and to increase the Maximum Cost to the District by \$793,352 to be expended in 2025, to a total of \$1,685,408 over the life of the contract; and

WHEREAS, the parties wish to extend the current Contract Term to March 15, 2027; and

WHEREAS, the parties wish to increase the Maximum Cost to the District by \$1,150,000 to be expended in 2026, to a total of \$2,835,408 over the life of the contract.

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 and any prior amendments to the Agreement shall remain in full force and effect.
- 2) Exhibit A, Attachment B, Service Plan, Item 1 - Calendar will be replaced in its entirety with the attached revised Attachment B, Service Plan Calendar.
- 3) All references of payment rates in Exhibit B, Fees and Payment Schedule, will be updated to reflect payment rates shown in Exhibit B, Item 6, **Option Year Two**.

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

CONTRACTOR:

MARIN COUNTY TRANSIT DISTRICT:

By _____

Attachment A

APPROVED AS TO FORM:

County Counsel

DRAFT



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

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters
Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

March 2, 2026

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

Subject: Third Amendment with Transdev Services, Inc. for Operations of Marin Access Services and Programs (#1356)

Dear Board Members:

Recommendation:

Authorize the General Manager to negotiate and finalize contract terms of the Third Amendment with Transdev Services, Inc. (#1356) to (1) exercise the second option year of the agreement, (2) update the scope of services to remove the Travel Navigator duties related to enrollment determinations, and to (3) replace Attachment A, Compensation, within the existing contract.

Summary

Your Board authorized Marin Transit's current contract for Operations of Marin Access with Transdev Services (#1065) on September 13, 2021, and it was signed and accepted on October 28, 2021. Your Board approved the first amendment with Transdev in February of 2023, adjusting the compensation rates to allow for increased driver wages and recalibration of the fixed fee based on post COVID service levels.

The base contract with Transdev included a three-year and five-month base term with three option years. The base term expired on June 30, 2025, and your Board approved the second amendment in April of 2025 to exercise the first option year, extending the term to June 30, 2026. This proposed amendment would extend this agreement for another year and adjust the new term end date to June 30, 2027.

Discussion

The District has been satisfied with the services provided by Transdev and does not see a need to re-procure these services at this time. Therefore, staff recommend continuing the current contract and exercising the second option year.

This amendment would preserve the majority of all terms in the agreement, with the following exceptions. First, the term would be extended for another year to end on June 30, 2027. Second, the amendment would remove all Travel Navigator duties related to enrollment determinations and adjust the scope



and cost proposal accordingly. Select Travel Navigators duties would continue to be delivered by the Transdev team, including completing the Marin Access intake form by phone with applicants, providing general Marin Access information to applicants and clients, and administration of the volunteer driver program reimbursements.

Staff have determined that the best way to support the Travel Navigator duties currently outlined in the agreement is to re-assign the majority of these responsibilities to in-house staff. To achieve this goal, the District is currently in the process of hiring a new staff position with the title of Program Enrollment Coordinator. This new position was approved by your Board in November of 2025 and will report to the Program and Policy Manager; holding the primary responsibility of overseeing the application and enrollment process for the Marin Access programs and other District sponsored programs that support low income or disadvantaged riders. This new position is expected to be hired by April 2026.

To account for the shift in Travel Navigator responsibilities, the scope and budget are being adjusted for the second option year to account for the removal of these tasks under our Operations & Maintenance Agreement. The agreement will still allow the Transdev call center to function as a single call center for all new and previously enrolled clients and not further decentralize communication channels for riders.

Fiscal/Staffing Impact

Compensation in the Transdev agreement is comprised of a monthly fixed fee and a variable fee based on the number of revenue hours of service operated. Variable costs will increase by 3.8 percent in the second option year of the agreement, consistent with the original contract and shown in Table 1 below. Compared to the original contract, the fixed fee in the second option year decreases by \$13,715 per month, or \$164,580 annually. Savings incurred through this amendment will be used to offset increased District administrative staffing costs associated with hiring the new Program Enrollment Coordinator.

Table 1: Compensation Schedule

Contract Year	Monthly Fixed Fee	Cost per Revenue Hour
Year 1 (02/2022 – 06/2022)	\$261,969	\$42.79
Year 2 (07/2023 - 01/2023)	\$272,186	\$44.46
Year 2 (02/2023 – 06/2023)	\$269,604	\$51.08
Year 3 (07/2023 – 06/2024)	\$279,552	\$52.96
Year 4 (FY24-25)	\$288,861	\$54.73
Year 5 - Option Year 1 (FY25-26)	\$297,527	\$56.37
Year 6 - Option Year 2 (FY26-27)	\$295,089*	\$58.51
Year 7 - Option Year 3 (FY27-28)	\$306,391*	\$60.75

* Fixed rate is adjusted to reflect the removal of Travel Navigator duties.

Based on the compensation schedule in Table 1 and the expected service levels, the contract not to exceed will increase by \$5,745,237 (Table 2).



Table 2: Option Year Two Expenses

Expense Type/Program	Amount	Expense
Fixed Fee (for all programs)	12 months	\$3,541,068
Bilingual Wages		\$43,395
Local Paratransit	28,500 hours	\$1,667,535
Regional Paratransit	6,000 hours	\$351,060
Marin Access Shuttles	1,500 hours	\$87,765
Muir Woods Shuttle ADA Service	930 hours	\$54,414
Option Year Not to Exceed Amount		\$5,745,237

This NTE amount excludes direct payments for fuel, facility improvements, and major vehicle repairs. Paratransit operation costs under this agreement are shared with the Golden Gate Bridge, Highway, and Transportation District (GGBHTD). GGBHTD pays 100% of costs related to the operation of regional paratransit service and a portion of local paratransit service based on annually updated percentage. Based on the existing local paratransit share of 13.58%, GGBHTD will pay approximately \$1.7 million of the total contract costs.

Respectfully Submitted,

Robert Betts
General Manager

Attachment A: Third Amendment to the Transdev Services Agreement (#1356)

THIRD AMENDMENT TO AGREEMENT
BY AND BETWEEN THE
MARIN COUNTY TRANSIT DISTRICT AND TRANSDEV SERVICES, INC
DATED OCTOBER 28, 2021

THIS AMENDMENT is made and entered into this 2nd day of March 2026, by and between the MARIN COUNTY TRANSIT DISTRICT, (hereinafter referred to as "Marin Transit" or "District") and TRANSDEV SERVICES, INC (hereinafter referred to as "Contractor").

RECITALS

WHEREAS, the District and the Contractor entered into an agreement (#1065); and

WHEREAS, the District and the Contractor entered into an amendment (#1165) to modify the Contractor fixed and variable compensation rates; and

WHEREAS, the District and the Contractor entered into an amendment (#1305) to modify the Contractor fixed and variable compensation rates and exercise the first option year to extend the contract term; and

WHEREAS, the parties wish to exercise the second option year of the contract to extend the term until June 30, 2027; and

WHEREAS, the parties wish to increase the Maximum costs to the District to account for the addition of option year two; 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) **SEC. 101 Definitions** is replaced in its entirety with:

As used in this Contract:

1. **Adequate, Appropriate, Proper, Sufficient.** The terms "Adequate, Appropriate, Proper, Sufficient", or variations thereof as used throughout this Contract, mean performing work or duties under the Contract in accordance with the standards and requirements of the Contract Documents and in accordance with the standards and requirements generally accepted as standards in the transit industry.
2. **Americans with Disabilities Act of 1990 (ADA).** The terms "Americans with Disabilities Act of 1990" or "ADA" mean the statute enacted by the United States Congress as Public Law Number 101-336 and all amendments thereto.
3. **ADA Paratransit Service Area.** The term "ADA Paratransit Service Area" means the geographic areas identified in Attachment C: Service Area Map to this Contract. The ADA Paratransit Service Area is measured in accordance with Section 37.131(a) of Title 49 of the Code of Federal Regulations to include corridors within ¾ mile of each public fixed route (non-commuter) bus service provided within Marin County and, for the purposes of the GGBHTD's non-commuter, fixed route services, to include corridors within ¾ mile of public fixed route (non-commuter) bus service routes serving portions of Contra Costa, San Francisco, and Sonoma Counties. The geographic scope of the ADA Paratransit

Service Area may be revised from time to time in response to changes to the MCTD and GGBHTD fixed route network and Attachment C will be revised by MCTD to reflect any such revisions. The mandated ADA Paratransit Service Area does not include areas beyond the $\frac{3}{4}$ mile measure indicated above.

- a. Local ADA Paratransit Service Area: Consistent with Attachment C, the Local ADA Mandated Complementary Paratransit Service is provided within $\frac{3}{4}$ of a mile of either side of each MCTD non-commuter bus route in Marin, and during the comparable hours of service for each such bus route; and
- b. Local Extended Service Area: Consistent with Attachment C, the extended service areas incorporate former areas served by MCTD non-commuter bus routes. These areas were “grandfathered in” to avoid discontinuing service to existing riders and expand mobility for paratransit riders.
- c. Regional ADA Paratransit Service Area: Consistent with Attachment C, Regional ADA Mandated Complementary Paratransit Service is provided within $\frac{3}{4}$ of a mile of either side of each GGBHTD regional non-commuter bus route in Marin, Sonoma, San Francisco, and Contra Costa counties during the comparable hours of service for each such bus route; and
- d. Regional Extended Service Area:
 - i. San Francisco: Based on long-standing operational procedures with the San Francisco Municipal Transportation Agency (“MUNI”), GGBHTD may direct the provision of extended paratransit service to offer enhanced customer service in a single-ride trip rather than requiring a transfer for a short-distance trip. Generally, this extended paratransit service is provided beyond the ADA Mandated Complementary Paratransit Service area identified in Attachment C; these trips are part of the mandatory Regional service area. The trips provided in this Regional Extended Area originate or end in a county other than San Francisco.

4. **Americans with Disabilities Act Mandated Complementary Paratransit Service.** The terms “Americans with Disabilities Act Mandated Complementary Paratransit Service” or “ADA Mandated Complementary Paratransit Service” mean the complementary paratransit service required of providers of designated public transportation in accordance with the ADA, Subpart F of Part 37 of Title 49 of the Code of Federal Regulations (CFR), as amended or as may be amended, and FTA Circular 4710.1 and characterized by six service criteria set forth in Section 37.131 of Title 49 of the CFR. The terms Americans with Disabilities Act Mandated Complementary Paratransit Service and ADA Mandated Complementary Paratransit Service do not include paratransit service provided in Extended Paratransit Service Areas identified in paragraphs 14 and 22 b of this section.
5. **Assumed Annual Revenue Hours.** The term “Assumed Annual Revenue Hours” means the estimated revenue hours on an annual basis that MCTD and GGBHTD anticipate will meet the Complementary ADA Paratransit and Non-ADA Demand Response Service demands during the term of this Contract. The Assumed Annual Revenue Hours for each base and option year of the Contract are set out in Section 304 of this document.
6. **Commencement Date.** The term “Commencement Date” means the date on which CONTRACTOR assumes responsibility for Revenue Service under this Contract.
7. **Complementary ADA Paratransit Services.**
 - a. **Local ADA Paratransit Services.** The term “Local ADA Paratransit Services” means the ADA Mandated Complementary Paratransit Service along local and regional routes contained entirely within the borders of Marin County.
 - b. **Regional ADA Paratransit Services.** The term “Regional ADA Paratransit Services” means ADA Mandated Complementary Paratransit Service along the stops and alignment of GGBHTD regional routes that extend beyond the borders of Marin County. MCTD contracts for and manages the Regional Paratransit service on behalf of the GGBHTD through a separate funding agreement with GGBHTD. Regional Paratransit Service will include origins and destinations

primarily beginning in one county and ending in another county within the GGBHTD service area where service is accessible to the general public (i.e. not in areas along freeways where the service is not accessible).

8. **Contract.** The term “Contract” means this Contract between the MCTD and the CONTRACTOR for the operation and maintenance of Marin Access Paratransit and Mobility Management Call Center as described in MCTD Request for Proposals (RFP).
9. **Contract Documents.** The term “Contract Documents” means the following documents that collectively constitute the obligations of CONTRACTOR. In the event of an inconsistency or conflict among Contract Documents, the documents shall control in the following order of precedence: (1) any Contract Amendments; (2) this Contract and the Attachments hereto; (3) CONTRACTOR’s Proposal in response to the RFP; and (4) the RFP and any addenda thereto.
10. **CONTRACTOR.** The term “CONTRACTOR” means the entity entering into this Contract with MCTD to provide the services described in the Contract Documents.
11. **Days.** The term “Days” means regular business days of MCTD (Monday-Friday excluding holidays), unless otherwise specifically indicated as “calendar days”.
12. **Deadhead Hours.** The term “Deadhead Hours” means the hours paratransit vehicles are operated on route from a dispatching point to the first passenger pick-up point and from the last passenger drop-off point to the dispatch location. The definition of Deadhead Hours excludes time when the vehicles are engaged in refueling, vehicle maintenance testing or operator training (when not also performing revenue service) or for scheduled operator time off (e.g., lunch, rest breaks, and out of services).
13. **Deadhead Miles.** The term “Deadhead Miles” means the miles paratransit vehicles are operated on route from a dispatching point to the first passenger pick-up point and from the last passenger drop-off point to the dispatch location. The definition of Deadhead Miles excludes any vehicle miles accumulated when the vehicles are engaged in refueling, vehicle maintenance testing or operator training (when not also performing revenue service) or for scheduled operator time off (e.g., lunch, rest breaks, and out of services).
14. **Deviated Fixed Route.** The term “Deviated Fixed Route” applies to services that offer a mix of scheduled fixed route and curb-to-curb service. These services allow patrons to make pre-scheduled or same day reserved trips during some portions of the service hours and offer scheduled pickups at public bus stops during other portions of the service hours. Deviated Fixed Route Services fall under the Local pricing. Marin Access Paratransit eligible riders may schedule deviations within 3/4 miles of Stagecoach routes by calling designated number. No deviations will be made on weekends on Route 61. Paratransit eligible riders may call the scheduling center for weekend paratransit service to complement Route 61.
15. **Extended Paratransit Service Area (Marin County).** The term “Extended Paratransit Service Area” means area within Marin County beyond ¾ mile measure of public fixed route (non-commuter) bus service routes within which specialized transportation services for ADA paratransit-eligible passengers may be provided if MCTD determines available resources permit. The paratransit service provided in the Extended Paratransit Service Area-Marin County is not ADA Mandated Complementary Paratransit Service and, therefore, not subject to the six service criteria set forth in Section 37.131 of Title 49 of the CFR. The Extended Paratransit Service Area is shown in Attachment C – Service Area Map.
16. **Extended Paratransit Service Area (Regional Service).** The term “Extended Paratransit Service Area” outside Marin County refers to areas beyond the ¾ mile measure of public fixed route (non-commuter) bus service routes where service for ADA paratransit-eligible passengers are to be provided to avoid having to transfer riders between the Contractor and other paratransit agencies in the region. The paratransit service provided in the Extended Paratransit Service Area is not ADA Mandated Complementary Paratransit Service and, therefore, not subject to the six service criteria set forth in Section 37.131 of Title 49 of the CFR. The current Extended Paratransit

Service Area stretches throughout San Francisco proper. This is shown in Attachment C – Service Area Map. This area is subject to change as is deemed appropriate by GGBHTD.

17. **Facilities.** The term “Facilities” means the buildings, structures, and grounds provided by the MCTD and listed in Attachment F to be used by CONTRACTOR in providing services under this Contract.
18. **Fixed Monthly Fee.** The term “Fixed Monthly Fee” means the fixed amount to be paid to the CONTRACTOR by the MCTD on a monthly basis during the Contract Term, set forth in Attachment A hereto, as compensation for the CONTRACTOR’s fixed cost of providing the services covered by this Contract.
19. **Federal Transit Administration (FTA).** The term “Federal Transit Administration” or “FTA” refers to the Federal Transit Administration of the United States Department of Transportation or its successor entity.
20. **Governing Body of the Marin County Transit District.** The term “Governing Body of the Marin County Transit District” or “MCTD Governing Body” means the Marin County Transit District Board of Directors.
21. **Holiday Schedule.** The term “Holiday Schedule” means a modified schedule to provide a different level of transit service on designated days. The MCTD holiday schedule can be found at <https://marintransit.org/holidays>.
22. **Intake Functions.** The term “Intake Functions” refers to the tasks performed as part of the first step of enrollment for Marin Access programs and services. Intake functions include screening and collecting responses from community members electing to enroll in Marin Access using a script provided by the MCTD, entering data and submitting responses via the Intake Form located on the web-based platform SurveyMonkey, providing general information about Marin Access programs and services, and providing information about enrollment and/or application status.
23. **Intro to Mobility Program.** The term “Intro to Mobility Program” refers to the package offered to newly eligible Marin Access clients that are not enrolled in the Marin Access Fare Assistance program. Included in the package is a one-time subsidy offered via the mobility wallet, a complementary 31-day transit pass, and ongoing support from the Travel Navigator team.
24. **Key Personnel.** The term “Key Personnel” means the following CONTRACTOR personnel: the Project Manager, Operations Manager, Maintenance Manager, Safety and Training Manager, Call Center Manager.
25. **Marin Access Fare Assistance Program.** The term “Marin Access Fare Assistance program” or “MAFA” refers to the program offered to eligible Marin Access clients that provides an annual fare assistance stipend, subsidies via the Marin Access Mobility Wallet, and a free pass for use on Marin Transit local fixed route service.
26. **Marin Access Mobility Management Center.** The term “Marin Access Mobility Management Center” refers to the suite of programs and services offered by Marin Transit to serve the transportation related needs of older adults and individuals with disabilities in Marin County.
27. **MCTD General Manager.** The term “MCTD General Manager” means the General Manager of MCTD or the person designated in writing by MCTD General Manager to carry out his or her duties under this Contract.
28. **MCTD Project Manager.** The term “MCTD Project Manager” means the individual designated by MCTD General Manager to administer MCTD’s responsibilities under this Contract or the person sub-designated by MCTD Project Manager to carry out his or her responsibilities under the Contract.
29. **Mobile Data Terminals.** The term “Mobile Data Terminals” (MDT) means the communication system provided by MCTD for all data communication between dispatchers and operators. MCTD uses Samsung Galaxy Tab A7 Lite Tablet Mobile Data Terminals.

30. **Mobility Wallet.** The term “Mobility Wallet” refers to the payment card offered to eligible riders that is used to deliver subsidies for use with a variety of transportation providers of the rider’s choice.
31. **National Transit Database.** The term “National Transit Database” or “NTD” means the uniform reporting system that the U.S. Secretary of Transportation is required to maintain, and to which FTA grant recipients, including MCTD, are required to report pursuant to Section 5335 of Title 49 of the U.S. Code.
32. **Non-ADA Demand Response Services.** Non-ADA services include both general public and non-general public services that offer riders curb-to-curb, pre-scheduled or on-demand transportation. Non-ADA services currently include Marin Access Shuttles (rural shuttles including but not limited to the Point Reyes Shuttle, the Dillon Beach Tomales Shuttle, and the West Marin Shuttle and shopper shuttles including but not limited to the Wednesday Marin Valley Shoppers, the Thursday Rotary Manor Shoppers and the Friday Martinelli House Shoppers), and Same Day Paratransit service.
33. **Normal Wear and Tear.** The term “Normal Wear and Tear” means damage or loss to a Revenue Vehicle, Facility, or item of Equipment resulting from ordinary use and demand over time. The age of the Revenue Vehicle, Facility, or item of Equipment, and the miles accumulated on a Revenue Vehicle, are among the factors MCTD uses to distinguish Normal Wear and Tear from wear and tear that is the result of abuse or improper use.
34. **On-Time Performance.** The term “On-Time Performance” means the level of success in schedule adherence (avoiding Late and Early Trips) and is further defined in Section 302.
35. **Proposal.** The term “Proposal” means the written documents submitted by CONTRACTOR in response to MCTD Request for Proposals (RFP).
36. **Revenue Vehicle.** The term “Revenue Vehicle” means the vehicles utilized to provide revenue in accordance with this Contract, as identified in Attachment E.
37. **Radio System.** The term “Radio System” means the communication systems provided by MCTD for voice communications with operators. Marin Transit participates in the Marin Emergency Radio Authority (MERA) emergency response program. All vehicles are equipped with MERA radios for voice communications.
38. **Revenue Hours.** The term “Revenue Hours” means the time when a vehicle is operating from the first passenger pick-up point until the vehicle arrives at the last passenger drop off point whether or not the passengers are available to be served. The definition of Revenue Hours excludes Deadhead Hours and time when the vehicles are engaged in refueling, vehicle maintenance testing or operator training (when not also performing revenue service) or for scheduled operator time off (e.g., lunch, rest breaks, and out of services).
39. **Revenue Hour Rate.** The term “Revenue Hour Rate” means the rate to be paid to CONTRACTOR by MCTD on a monthly basis during the Contract Term, set forth in Attachment A hereto, as compensation for CONTRACTOR’s variable costs of providing the services covered by this Contract.
40. **Revenue Miles.** The term “Revenue Miles” means the distance traveled when a vehicle is operating from the first passenger pick-up point until the vehicle arrives at the last passenger drop off point whether or not the passengers are available to be served. The definition of Revenue Miles excludes Deadhead Miles and any vehicle miles accumulated when the vehicles are engaged in refueling, vehicle maintenance testing or operator training (when not also performing revenue service) or for scheduled operator time off (e.g., lunch, rest breaks, and out of services).
41. **Scheduling/Dispatch System.** The term “Scheduling/Dispatch System” means the dispatch and scheduling software provided by MCTD. MCTD provides TripSpark PASS software. Included with TripSpark PASS software are the following modules: PASS Workstation, PASS SUS, DriverMate, Passenger Portal, Passenger Portal Payment Integration, and Ripple Outbound and Inbound.
42. **Service Hours.** The term “Service Hours” means the required service hours for non-ADA services such as Connect. Drivers are expected to be available during all service hours.

43. **Special Services.** The term “Special Services” means additional transportation requirements above the existing scope in support of community events that may occur annually or on a one- time basis.
44. **Support Vehicle.** The term “Support Vehicle” means any CONTRACTOR-provided vehicle needed to support the operation and maintenance of services provided under this Contract, including, but not limited to, cars, vans, tow trucks, lifted-equipped vans, and service trucks.
45. **Switch Route.** The term “Switch Route” refers to the coordination between dispatch and operators to switch an operator between operating Local, Regional, and Shuttle service during the course of their work day.
46. **System.** The term “System” means a complete and organized sum of integral parts that make up a working unit such as hardware, software, mechanical, electrical, and structural systems. Examples include but are not limited to bus washes, building structures, flooring, fire/life safety, plumbing, mechanical, electrical, pneumatic, HVAC, and lighting systems.
47. **Total Vehicle Hours.** The term “Total Vehicles Hours” for any Contract period, means the combined total of Deadhead Hours and Revenue Hours during that period.
48. **Total Vehicle Miles.** The term “Total Vehicle Miles” for any Contract period, means the combined total of Deadhead Miles and Revenue Miles during that period.
49. **TransTrack.** The term “TransTrack” means the software utilized by MCTD for collection and reporting of CONTRACTOR generated data.
50. **Travel Navigator.** The term “Travel Navigator” means the front-line staff members that perform scheduling; eligibility and administration; counseling, information, & referral services; customer service; and travel training, outreach, and presentations related to the Marin Access suite of programs.
51. **Vehicle Trip.** The term “Vehicle Trip” means the operation of a Revenue Vehicle in scheduled service from the first geographic time point to the last geographic time point on a route or pattern servicing all applicable bus stops along the route or pattern and adhering to the published departure times.
52. **Volunteer Driver Program(s).** The term “Volunteer Driver Program(s)” refers to the STAR and TRIP programs that offer eligible participants monthly reimbursements for reported trips, up to the allowable monthly limits of one hundred miles for STAR participants and four hundred miles for TRIP participants.
53. **Volunteer Driver Reimbursement.** The term “Volunteer Driver Reimbursement” means the reimbursement for trips reported by Volunteer Driver Program participants. Volunteer driver hours associated with these trips are not included in revenue hour or service hour calculations.

All references to transit terminology in this Contract not defined above will be as defined in the Federal Transit Administration National Transit Database (NTD) Glossary as amended or revised. The NTD glossary can be found at <https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary>. To the extent that the definitions in the NTD glossary change after the Effective Date of this Contract, those changes will govern external reporting requirements but will not impact provisions relating to revenues and compensation provisions of this Contract.

- 3) **SEC. 102 General Obligations of the Parties, 1. In General**, second paragraph is replaced in its entirety with:

CONTRACTOR shall manage and operate the Marin Access Call Center including all program duties related to scheduling; program intake; support for information and referrals; program administration for the volunteer driver program; and customer service. CONTRACTOR shall provide an appropriately trained workforce and provide equipment and materials (except those items provided by MCTD in accordance with this Contract) needed to operate the Marin Access Call Center in accordance with the policies established by MCTD.

- 4) **SEC. 102 General Obligations of the Parties, 3. Contractor's Responsibilities, a. Administration, xx** is replaced in its entirety with:
Complete assigned administrative tasks related to the Marin Access suite of programs, including but not limited to intakes for program enrollment and data entry for volunteer driver programs.
- 5) **SEC. 102 General Obligations of the Parties, 3. Contractor's Responsibilities, b. Operations, iii** is replaced in its entirety with:

Operate and maintain the Marin Access Call Center.
- 6) **SEC. 102 General Obligations of the Parties, 4. MCTD's Responsibilities, a. Administration, xiv** is added as follows:

Perform eligibility determinations for Marin Access programs and services through coordination with CONTRACTOR.
- 7) **SEC. 102 General Obligations of the Parties, 4. MCTD's Responsibilities, d. Fares** is amended to read as follows:

Fares and Service Monitoring.

- 8) **SEC. 104, 3. Contract Term** is replaced in its entirety with:
The term of this Contract is for three (3) years and five (5) months (the Base Contract Term), beginning on the Commencement Date, with (3) one (1) year options, for a total possible Contract term of six (6) year and five (5) months. The Contract Term will commence on February 1, 2022 (the Commencement Date). The first and second option years have been awarded, and the contract term is extended to June 30, 2027.
- 9) **SEC. 201 General Requirements for Contractor Personnel, 2. Key Personnel, a. Key Personnel List** is replaced in its entirety with:

In order to manage and perform the service required by this Contract, the CONTRACTOR will provide and maintain throughout the Contract Term the following Key Personnel. (These personnel are permitted to be added to the contract as service levels increase through the various tiers outlined in the RFP, as discussed and agreed upon by MCTD and CONTRACTOR through the procurement process; with all positions when service levels reach the highest volume Tier 4):

- i. Project Manager
- ii. Operations Manager
- iii. Maintenance Manager
- iv. Safety and Training Manager
- v. Call Center Manager

- 10) **SEC. 205 Travel Navigators / Call Center Personnel, 1. General Requirements** is replaced in its entirety with:

CONTRACTOR shall have on duty, throughout the Contract Term, properly trained call center personnel in sufficient numbers and with an adequate variety of skills to: (1) take reservations daily between the hours of 8 am and 5 pm; (2) receive calls and perform intake functions for Marin Access programs and services on weekdays between the hours of 10 am and 4pm, with the option to expand hours to daily between the hours of 8 am and 5 pm; (3) optimize runs and/or Revenue Hours; (4) manage subscription master files; (5) communicate routing

concerns to vehicle operators and MCTD staff; (6) assist in software parameter analysis and testing; (7) operate any related software and other appropriate scheduling tools; (8) provide counseling, information, and resources to callers; and (9) perform intake and administrative tasks related to Marin Access programs.

- 11) **SEC. 205 Travel Navigators / Call Center Personnel, 2. Requirements** is replaced in its entirety with:

All call center personnel shall demonstrate, through examination, an ability to speak, read, and write Standard English. CONTRACTOR shall provide a minimum of one bilingual Spanish-speaking call center staff member on a daily basis between 8 am and 5 pm and have the capability to provide translations for callers speaking other languages upon request.

- 12) **SEC. 305 Allowable Service Changes, 6. Possible Rate Adjustments** is replaced in its entirety with:

a. Procedure. Any request for a rate change under this subsection shall be in writing and shall provide quantitative documentation that the Service Change in question has resulted, or will result, in additional costs to the CONTRACTOR in the operation or maintenance of Revenue Vehicles under this Contract. The MCTD is not obligated to agree to such a request but will review, discuss, and consider any such request in good faith. Any proposed rate changes that apply to the ADA paratransit services referenced herein will require the agreement of both MCTD and GGBHTD

- 13) **SEC. 308 Facility Use and Operations, 3. Kerner Facility** is amended to read as follows:

Facility at 3000 Kerner Boulevard.

- 14) **SEC. 308 Facility Use and Operations, 3. Kerner Facility, iii. Utilities** is replaced in its entirety with:

Contractor shall be responsible for provision and cost of utilities at 3000 Kerner facility including but not limited to, electricity, water, internet and data, security alarm, and garbage collection.

1. **Internet and Data**. Internet and data plan provided must include sufficient bandwidth to support utilization of all technology systems required for provision of services. Service must include redundancy and a failover service to ensure seamless operations. Contractor is responsible for provision of any and all equipment needed to ensure internet access, such as routers and firewall. CONTRACTOR shall use a District approved internet and data service plan. MCTD shall reimburse CONTRACTOR for the cost of internet and data.
2. **Phone Lines**. Contractor shall use District provided phone numbers; all phone numbers will revert to Marin Transit at the end of the contract.

Program	Phone Number
Travel Navigator	415-454-0902

- 15) **SEC. 308 Facility Use and Operations, 4. Parking Facilities** is amended to read as follows:

5. **Parking facilities**. In addition to the parking facility provided at 3010/3020 Kerner (Sec. 308.4), the MCTD shall enter into a Revocable License Agreement for the use of two parking locations on property owned by the Golden Gate Bridge Highway and Transportation District. The facilities are located at 1011 Andersen Dr, San Rafael, CA and at 801 Golden Gate Place, Novato, CA. Detailed maps of the locations are included as Attachment F to this agreement. The facilities are provided "as-is" with an access gate, security camera, and night-time roving security.

16) **SEC. 308 Facility Use and Operations, 4. Facility at 3010/3020 Kerner Boulevard** is added and includes the following:

a. **Contractor Responsibilities**

- i. **Permitted Use.** CONTRACTOR may use the premises during service hours, Monday through Friday and on weekends. CONTRACTOR shall conduct its operations in a safe, orderly, courteous, and professional manner, and shall follow any directions or instructions provided by Marin Transit. CONTRACTOR shall use this facility solely for the purpose of parking vehicles in the Marin Access fleet. The DISTRICT reserves the ability to use the parking facility to park additional vehicles in the Marin Transit fleet and/or use the facility for other purposes as needed.
- ii. **Prohibited Use.** CONTRACTOR shall not use the Property or Premises for any purpose other than as specifically authorized by this Agreement.
- iii. **Utilities.** Contractor shall be responsible for provision and cost of utilities at 3010/3010 Kerner facility including but not limited to...
- iv. **Compliance with Laws.** CONTRACTOR shall not do or permit anything to be done in, on or about the Property and Premises, or bring or keep anything in, on or about the Property and Premises, which will in any way conflict with any law, statute, ordinance or governmental rule or regulation (collectively "laws") now in force or which may hereafter be enacted or promulgated by any public authority. CONTRACTOR shall be solely responsible for any and all costs associated with noncompliance with any such laws.
- v. **Hazardous Materials.** No hazardous materials shall be handled, stored, transported or otherwise kept at any time upon the Property and Premises, other than gasoline, diesel fuel, oil or petroleum products contained in vehicles permitted to operate thereon by this Agreement. CONTRACTOR shall bear full and exclusive responsibility for any release of hazardous or nonhazardous chemicals or substances arising from its use of the Property and Premises. In the event of such release, CONTRACTOR shall immediately notify MCTD. CONTRACTOR shall be solely responsible for all claims and expenses associated with the response to, removal and remediation of the release, including, without limit, payment of fines or penalties levied against GGBHTD or MCTD by any agency as a result of the release and shall hold harmless, indemnify and defend (with counsel satisfactory to GGBHTD and MCTD) GGBHTD and MCTD from any claims arising from such release. This indemnification shall survive the termination of this Agreement.

For purposes of this section only, the term "claims" shall include (i) all notices, orders, directives, administrative or judicial proceedings, fines, penalties, fees or charges imposed by any governmental agency with jurisdiction, and (ii) any claim, cause of action or administrative or judicial proceeding brought against the indemnified party, its directors, officers, employees or agents, or for any loss, cost (including reasonable attorneys' fees), damage or liability, sustained or suffered by any person or entity, including the indemnified party.

- vi. **Contractor's Obligations.** No alterations shall be made to the Premises by CONTRACTOR, including paving and alterations to fencing and gates without the prior written permission of MCTD. If the Property and Premises or any improvement located on the Premises and Property, including the secured gate

access at the entrance and the access control mechanisms controlling the automatic gates access to the Property are damaged or destroyed by CONTRACTOR use, CONTRACTOR shall, at its sole cost and expense, repair the Property and Premises or improvement located thereon, to the condition it was in before damaged or before CONTRACTOR use, after securing MCTD approval of plans to repair said damage or authorization to use MCTD designated repair services.

- vii. **Assumption of Risk.** CONTRACTOR shall assume all risk of damage to any and all property of CONTRACTOR and MCTD vehicles and equipment and any injury to persons upon the Property and Premises associated with its use, except for any damage or injury caused solely by the active negligence or willful misconduct of the MCTD. CONTRACTOR waives all claims, demands and lawsuits and releases MCTD from any and all liability CONTRACTOR may have against MCTD concerning the Property and Premises or CONTRACTOR use of said Property and Premises.

17) **Article 4 - Mobility Management Call Center Responsibilities** is amended to read as follows:

Article 4 - Marin Access Call Center Responsibilities

18) **Article 4 - Marin Access Call Center Responsibilities, Sec. 401 Call Center Performance Standards** is replaced in its entirety with:

SEC. 401 CALL CENTER PERFORMANCE STANDARDS

1. **Operation of Call Center.** The Marin Access Call Center is designed to help older adults and individuals with disabilities in Marin County understand and utilize their transportation options within the County and larger Bay Area. The Marin Access Call Center is staffed by a team that is responsible for (1) Scheduling of trips for all Complementary ADA Paratransit Services and Non-ADA Services, (2) High quality customer service, including call center services and in-person public outreach, (3) Intake and rider support for all Marin Access programs and services, including Complementary ADA paratransit, Non-ADA services, STAR and TRIP Volunteer Driver Reimbursement programs, and the low-income fare assistance program, (4) Administration and management of the STAR and TRIP Volunteer Driver reimbursement programs.
 - a. CONTRACTOR shall operate the Call Center and related responsibilities in accordance with all stated policies and procedures.
 - b. Call Center staff who regularly assist the public in person, over the phone, and via email will identify themselves as "Marin Access Travel Navigators." The following bullet points describe the tasks and responsibilities that Travel Navigators regularly assume to respond to all requests for transportation information and eligibility, assist callers or visitors with the intake process, and provide technical assistance or problem resolution.
 - i. Contractor will provide Complementary ADA Paratransit and Non-ADA Demand Response scheduling services in both English and Spanish during all business hours with staffing to ensure the appropriate coverage will be provided between 8am and 5pm every day.
 - ii. Contractor staff must be available to answer this phone number during all business hours. Travel Navigators will respond to calls with a standard, scripted greeting provided by Marin Transit. Outside of these hours, calls will be transferred to a machine or other method to

record messages. Contractor will respond to these messages during business hours.

- iii. While performing their duties, Travel Navigators employed by Contractor must maintain a clean and neat appearance and must wear employee badges that clearly display the employee's name, position, and photo, as well as the Marin Transit or Marin Access logo.
 - iv. Travel Navigators must have sufficient knowledge and training to provide high level customer support and problem resolution. Travel Navigators shall have subject area expertise in the following: Americans with Disabilities Act (ADA) regulations as they relate to paratransit and public transit; regional and local paratransit eligibility process; ADA regulations and best practices regarding paratransit eligibility; all Marin Transit and Marin Access programs including the fixed route bus routes; and other transportation options available in Marin County.
 - v. Travel Navigators should be able to effectively and appropriately interact with and provide service to persons who are very elderly and/or have a disability. Contractor will provide travel training services, including group presentations and individualized travel training via phone, virtual conference, and/or in-person.
- c. Call Center Personnel will be able to provide information to customers including, but not limited to, the following:
- i. Marin Transit and Marin Access programs and services;
 - ii. Other available private, public, and non-profit transportation programs that support mobility in Marin County;
 - iii. Clipper Card, including Senior Clipper Card and Clipper Access Card enrollment;
 - iv. Contact information for fixed-route customer service in Marin County and other Bay Area counties;
 - v. Comprehensive transportation counseling based on the consumer's needs;
 - vi. Specific trip planning as appropriate;
 - vii. Technical support, advice, and assistance to aid Marin Access consumers in utilizing online tools available to schedule, manage and pay for rides on Marin Access and Marin Transit services. The District will provide Contractor with training on all user-facing online tools developed by Marin Transit.
 - viii. Travel Navigators will work with new and existing customers to review their travel needs and patterns, help them understand the available services, and develop individual mobility plans.
 - ix. Travel Navigators are required to assist potential riders with filling out all required paperwork related to the intake process that is deemed necessary for eligibility.
- d. Contractor will perform intake functions for all Marin Access programs and services, including but not limited to Complementary ADA Paratransit, Non-ADA Demand Response Services, Volunteer Driver Programs (STAR/TRIP), and the Marin Access Fare Assistance (MAFA) program.
- i. To perform the intake functions, Contractor will follow guidelines determined by Marin Transit and set forth under the ADA.
 - ii. Contractor will enter all applicant data into relevant databases or software and update customer information to ensure it is current and accurate.

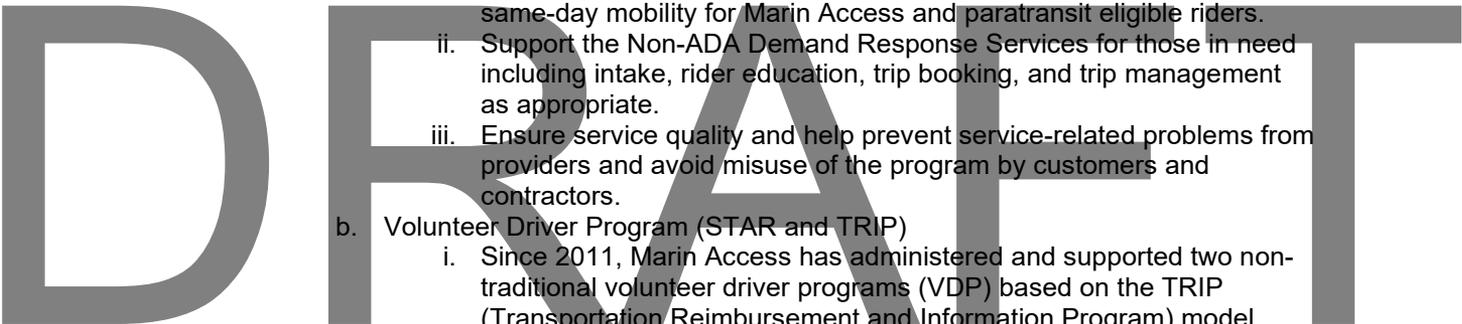
- e. Contractor's Project Manager or designated staff will respond promptly to customer complaints and, if appropriate, coordinate such responses with District staff. Contractor will record all complaints, suggestions, and commendations in the District's TransTrack data management system and assign them to the appropriate supervisor at Marin Transit or contractor. Procedures must be established to ensure that project management staff is aware of passenger complaints and operational problems. All customer complaints and comments must be logged and reported to Marin Transit in a timely manner.

2. Marin Access and ADA Paratransit Intake

- a. The Contractor will conduct intake functions for the Marin Access suite of programs, on behalf of Marin Transit and GGBHTD.
- b. Applicants will complete the intake process with Travel Navigators by phone. Marin Transit will provide email log-in information to existing web-based platforms used for eligibility determination.
- c. Travel Navigators are required to assist potential riders with filling out all required paperwork deemed necessary for eligibility.

3. Program Management and Administration

- a. Non-ADA Demand Response Services
 - i. Non-ADA Demand Response Services are intended to increase same-day mobility for Marin Access and paratransit eligible riders.
 - ii. Support the Non-ADA Demand Response Services for those in need including intake, rider education, trip booking, and trip management as appropriate.
 - iii. Ensure service quality and help prevent service-related problems from providers and avoid misuse of the program by customers and contractors.
- b. Volunteer Driver Program (STAR and TRIP)
 - i. Since 2011, Marin Access has administered and supported two non-traditional volunteer driver programs (VDP) based on the TRIP (Transportation Reimbursement and Information Program) model. Under this model, riders recruit their own drivers and reimburse them for mileage costs using funds from the sponsoring agency (in this case, Marin Transit). In East Marin, the program is known as STAR. In West Marin, the program is known as TRIP. TRIP in West Marin is slightly different than STAR because West Marin Senior Services occasionally recruits and vets volunteer drivers and matches them with riders who need assistance.
 - ii. Contractor will:
 - 1. Receive and process reimbursement requests from program participants monthly. Drivers of eligible trips are reimbursed at a rate of \$.75 per mile in east Marin County and \$.75 per mile in west Marin County, with payment to come through the hands of the rider to the driver. Except in extenuating circumstances approved by the District, riders can qualify for up to 100 miles per month in east Marin County and 400 miles per month in west Marin County. All proposed changes to the reimbursement rate and the policy on reimbursable miles must be approved in advance by the District.
 - 2. Ensure that program participants meet program requirements as described in the Program Rider and Driver Handbooks. This will include eligibility requirements, volunteer driver specifications, geographic boundaries, prohibition on



- reimbursements for rides already reimbursed by other programs, and monthly mileage caps.
3. Verify that VDP does not reimburse rides where the driver is a family member of the rider. A hardship exception to this rule is allowed with the approval of the District staff.
 4. Assist VDP customers in identifying potential driver candidates, monitor service quality and effectiveness, and prevent fraud.
 5. Provide all other components, services, or resources necessary for the successful operation of the current or future VDP, including those not specified in this Agreement.
 6. Invoice MCTD on a monthly basis for all reimbursements paid to riders or their delegate.
4. Provide input on all Marin Access facing marketing materials. Documents can be found at <https://marintransit.org/brochures>.
 5. In conjunction with Marin Transit, participate in the Paratransit Appeals Committee when customers submit appeals regarding paratransit services (Suspension Appeals / Eligibility Appeals).
 6. Develop, implement, and administer a Customer feedback system, which shall include quality assurance call monitoring and post-trip telephone calls to a sample of riders to solicit information about the quality of the ride. Customer feedback shall also include telephone and in-person processing of Customer complaints and commendations; All Customer complaints and commendations are to be entered into Marin Transit's Trans Track system for tracking. In addition, Contractor will perform an annual Customer satisfaction survey using sample size requirements and questions approved by the District.
 7. Provide management participation in and statistical reporting to regular customer-oriented meetings, including the Marin Paratransit Coordinating Council, the Advisory Committee on Accessibility of the GGBHTD, the Marin Mobility Consortium and the Housing and Transportation Committee of the Marin Commission on Aging.
 8. **Service Characteristics.** CONTRACTOR shall provide all Call Center services according to hours established by the MCTD. CONTRACTOR shall ensure that all personnel roles and requirements ensure adherence to Call Center Performance standards.
 9. **verage Hold Time.** Average Hold time will be measured on a monthly basis and shall include hour-by-hour averages for each day of the month. CONTRACTOR is required to ensure that average hold times do not result in capacity constraints as detailed in Sec. 302 J.
 10. **Capacity Constraints.** CONTRACTOR shall operate the Call Center so as to ensure that there is no operational pattern or practice of capacity constraints in violation of 49 CFR Section 37.131(f). Section 305 sets forth the process for allowable service changes including those needed to respond to Capacity Constraints.
 11. **Reporting, Coordination, and General Administration**
 - a. The Contractor will be required to attend all meetings and/or training sessions as identified by Marin Transit. The Contractor may be excused from attendance only by prior written consent from Marin Transit.
 - b. Use District's TransTrack data management system to monthly record and report on call center and eligibility operations and trip data as detailed in the Reporting Requirements section. Monthly narrative reports shall be provided to District at a standing meeting with a copy to be provided via written communication. Provide periodic reports as defined by Marin Transit staff.
 - c. Track volunteer driver program usage to ensure that annual mileage reimbursements do not exceed available program funds.

- d. Support Marin Transit led marketing efforts for programs managed or operated under this contract. As requested by Marin Transit, contact riders and volunteer drivers by telephone for follow-up discussions or surveys.

19) **SEC. 402 Schedules, 1.** is replaced in its entirety with:

CONTRACTOR shall operate the Marin Access Call Center in accordance with the budgeted and approved Call Center hours established by the MCTD.

20) **SEC. 402 Schedules, 3. Eligibility Platform,** the first paragraph is replaced in its entirety with:

The MCTD uses a custom eligibility platform built in TransTrack as its software application for Complementary ADA Paratransit, Non-ADA Demand Response service, and all Marin Access service eligibility and administrative tasks. CONTRACTOR is responsible for ensuring that all call center personnel are trained on the most recent version of the Eligibility Platform. CONTRACTOR is responsible for coordinating with MCTD staff to ensure that the platform is used to maximum advantage for efficiently managing intake and administrative tasks. CONTRACTOR will be required to work with Marin Transit and TransTrack software to facilitate any upgrades or changes to the software and settings throughout the period of the Contract. CONTRACTOR and MCTD will jointly determine the most appropriate time to implement upgrades based on the stability of the product. CONTRACTOR agrees to become familiar with new innovations that may be implemented in future versions of the software and utilize them as requested to ensure maximum efficiency going forward.

21) **SEC. 403 Assumed Annual call Center Volumes** is replaced in its entirety with:

Provision of Service. Attachment B: Estimated Activity Levels by Tier reflects the anticipated annual demand for Marin Access Call Center services during the term of the contract.

22) **SEC. 404 Allowable Service Changes, 11. Possible Rate Adjustments** is replaced in its entirety with:

- a. Procedure. Any request for a rate change under this subsection shall be in writing and shall provide quantitative documentation that the Service Change in question has resulted, or will result, in additional costs to the CONTRACTOR in the operation or maintenance of Revenue Vehicles under this Contract. The MCTD is not obligated to agree to such a request but will review, discuss, and consider any such request in good faith.

23) **SEC. 406 Eligibility Platform** is replaced in its entirety with:

1. **General Requirements.**

- a. Objectives of Eligibility Platform. The MCTD shall provide CONTRACTOR with the use of the Eligibility Platform that is designed to act as a repository for all eligibility and administrative data for Marin Access programs.
- b. CONTRACTOR Obligation to Utilize. CONTRACTOR is required to properly use MCTD's Eligibility Platform to perform intake functions, perform data entry for the volunteer driver programs, and confirm enrollment status for Marin Access programs and services. This software is to be accessed by the CONTRACTOR via the internet. CONTRACTOR is responsible for providing all desktop computers and related equipment to be used by call center personnel, dispatchers, and supervisors as well as primary and secondary internet connections
- c. Service Productivity. CONTRACTOR shall utilize the Eligibility Platform to perform tasks related to intake, volunteer driver program reimbursement data entry and to review and/or confirm enrollment status for Marin Access programs and services.

- d. Reporting. CONTRACTOR will ensure complete and accurate data is input into the Eligibility Platform ensuring accurate monthly invoices and program statistics.
- e. Reporting of Malfunctions. In the event the Eligibility Platform malfunctions, the CONTRACTOR will work to resolve the issues through coordination with MCTD personnel and will notify the appropriate MCTD personnel of any effect on service delivery, monthly invoices, or statistical reporting. Failures affecting service delivery for the Mobility Management Call Center shall be reported to MCTD immediately.

2. Call Center Personnel Use and Training.

- a. General Requirement. CONTRACTOR will handle all incoming requests for general program information and intake up to seven (7) days per week.
- b. Staffing Levels. CONTRACTOR shall maintain, at a minimum, a staffing level in accordance with its Staffing and Personnel Plan. CONTRACTOR shall provide a complement of trained call center personnel during all hours of operations with the collective ability to communicate effectively in English and Spanish. If the CONTRACTOR's staffing proposal does not achieve the Contract Performance Standards, the CONTRACTOR is required to staff up, at no additional cost to the MCTD, until the staffing level successfully maintains the quality standard.
- c. Intake. The enrollment process for Marin Access programs is available to all residents of Marin. Community members may submit enrollment applications via phone, online, or via paper application. The CONTRACTOR must complete phone intakes for all interested parties. The intake must occur over the phone if/when desired; callers should not be redirected to complete the intake online or by paper application.
- d. Training. CONTRACTOR shall ensure that each individual involved in eligibility is fully trained in the use of the Eligibility Platform and equipment, in accordance with the Training Program.
- e. Mandatory Use. CONTRACTOR shall require its call center personnel to log into the Eligibility Platform upon commencement of their shift.
- f. Elements of Training. CONTRACTOR should provide training at hire and refresher training bi-annually for all call center personnel. CONTRACTOR shall assure that all call center personnel are specifically trained on the following tasks:
 - i. Startup and shutdown of the Eligibility Platform;
 - ii. Login and logout procedures;
 - iii. Data confidentiality and security policies and best practices;
 - iv. Inputting data & appropriate use of "views" related to Marin Access programs and services; Monitoring enrollment status.

3. Maintenance.

- a. General Requirements. CONTRACTOR will be responsible for use of the Eligibility system. The MCTD shall be responsible for all modifications, adjustments, or additions to the functionality of the Eligibility System.
- b. Annual Fees. MCTD will be responsible for paying all costs associated with the annual licensing fees and upkeep of the Eligibility System.
- c. Reporting. CONTRACTOR shall be responsible for promptly reporting all Eligibility system maintenance problems to MCTD and recording such problems for tracking purposes. CONTRACTOR will make every effort to identify and report the maintenance problem as soon as feasible.
- d. User Logins. CONTRACTOR shall maintain and provide, upon request, a list of all active users of the Dispatching/Scheduling System.
- e. Change of Equipment. The MCTD may replace one or more components of the Scheduling/Dispatch System during the life of this Contract. CONTRACTOR will cooperate in any change of equipment and/or software and will ensure their staff are trained in the proper use of any new system put in place.

4. **Data Collection.** CONTRACTOR shall be responsible for ensuring data integrity and reviewing all information collected or reported on the Eligibility System.

24) **SEC. 407 Phone System** is replaced in its entirety with:

1. CONTRACTOR shall provide the mutually agreed upon phone system and use established phone numbers to perform all duties of the call center.
2. CONTRACTOR shall update and maintain the public facing messaging as directed by MCTD staff.
3. CONTRACTOR shall have personnel available to answer telephones from at least thirty (30) minutes prior to the first scheduled pick-up until operations end.
 - a. If Marin Access services are modified to begin earlier or later, or to end earlier or later than currently scheduled, the time period when passenger service is available shall be adjusted accordingly.
4. CONTRACTOR shall maintain an appropriate number of staff to operate the Marin Access Call Center.
 - a. CONTRACTOR shall add scheduling staff and telephone line(s) if MCTD determines that an unacceptable pattern or practice is established of service request callers being placed on "Hold" because insufficient personnel are available to answer telephones or handle dispatching duties. An unacceptable pattern or practice shall exist if more than five percent (5%) of callers are placed on hold for more than 180 seconds before personnel begin assisting the caller or the average initial hold time exceeds 120 seconds. Answering the telephone to ask the caller to remain on hold is not "assisting the caller." If any secondary holds are necessary, personnel shall check back with the caller at least once every minute.
5. CONTRACTOR shall maintain business office phones with a number different than the service request numbers.
6. CONTRACTOR personnel shall treat all passengers in a courteous and respectful manner consistent with the requirements of the ADA and good business practice. If MCTD determines that a pattern of indefensible passenger relations complaints is established, CONTRACTOR shall upgrade its passenger relations training program to MCTD's satisfaction and retrain its personnel as necessary to reduce complaints.
7. CONTRACTOR shall provide access to phone system, including dashboards and reporting tools, for MCTD planning and operations staff as requested.
8. CONTRACTOR shall provide access for up to three MCTD staff members to make inbound and outbound calls to clients and for the purpose of reviewing and/or responding to voicemails.
9. A minimum of one person must be available in the office during standard business to provide information in English and Spanish.

25) **SEC. 501 Compensation to Contractor, 3. Maximum Cost to District** is replaced in its entirety with:

In no event will the cost to District for the services to be provided in herein, for the base contract term plus option years one and two, exceed the maximum sum of \$35,185,909 excluding reimbursements of Volunteer Driver per mile payments and payments for approved vehicle transmission and engine replacements.

26) **Attachment A: Compensation** of the Agreement with the Contractor is replaced in its entirety with the attached Attachment A.

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

CONTRACTOR:

MARIN COUNTY TRANSIT DISTRICT:

By _____

CONTRACTOR:

By _____



APPROVED AS TO FORM:
County Counsel

DRAFT

Attachment A: Compensation

DISTRICT shall pay CONTRACTOR as follows:

- (1) FIXED and VARIABLE COSTS. DISTRICT shall pay CONTRACTOR a fixed monthly fee and a per revenue hour rate based on the table shown below. These rates will apply until cumulative revenue hours operated under this agreement exceed 60,000 hours annually, as triggered by three consecutive months of 5,000 or more hours operated or an annual total of 60,000, whichever is first. DISTRICT and CONTRACTOR agree to meet at such time to discuss if changes to the rates are needed in an effort to reach an agreement if warranted.

Contract Year	Monthly Fixed Fee	Hourly Rate (Variable per Revenue Hour)
Year 1	\$261,969	\$42.79
Year 2 (02/2023 – 06/2023)	\$272,186	\$44.46
Year 2 (02/2023 – 06/2023)	\$269,604	\$51.08
Year 3 (07/2023 – 06/2024)	\$279,552	\$52.96
Year 4 (FY24-25)	\$288,861	\$54.73
Year 5 - Option Year 1 (FY25-26)	\$297,527*	\$56.37
Year 6 - Option Year 2 (FY26-27)	\$295,089	\$58.51
Year 7 - Option Year 3 (FY27-28)	\$306,391	\$60.75

* The District may elect, with 30 days written notice, to remove the Travel Navigator reimbursement from the fixed fee and pay for these services directly. If elected to do so, the following monthly fixed fees and hourly staff rates would be charged.

Contract Year	Monthly Fixed Fee	Fully Burdened Hourly Rate for Travel Navigator Staff
Year 5 – Option Year 1 (FY25-26)	\$284,572	\$43.75 (Travel Navigator Coordinator) \$38.51 (Travel Navigator)

Hourly rates applied to service (revenue hours) would not change. Hourly rates for Travel Navigator Staff would be based on all paid time from CONTRACTOR during that month. The hourly rates for Travel Navigator Staff would be compensated based on reimbursement of all paid time at the fully burdened hourly rates outlined in the agreement. The fully burdened hourly rate shall include all direct and indirect costs such as wages, fringe benefits, taxes, insurance and fees. Any hourly staff time for Travel Navigators not worked due to position vacancies or other circumstances would not be reimbursed.

- (2) VOLUNTEER DRIVER REIMBURSEMENTS – DISTRICT shall reimburse CONTRACTOR monthly for volunteer driver mileage reimbursements in accordance with the following table:

Program	Reimbursement Rate ¹	Monthly Mileage Cap
STAR – Urbanized Marin	\$0.75 / mile	100
TRIP – West Marin	\$0.75 / mile	400

1. Rates subject to change
2. Reimbursement Policies

- a. If a reimbursement form is received after the 10th of following month (i.e.. received on 10/12/21 for trips that occurred in September), it is processed in the next month
 - b. Reimbursements are not honored if more than one month late (i.e.. late forms must be received by 10th of month, 2nd month after trips occurred) unless MCTD has approved a policy exception
- (3) DIRECT COSTS - MAJOR VEHICLE REPAIRS – DISTRICT shall reimburse CONTRACTOR for major vehicle repairs (engine replacements and transmission replacements) not under warranty on DISTRICT owned vehicles.
 - (4) DIRECT COSTS – COVID-19 PANDEMIC RELATED COSTS - DISTRICT shall reimburse CONTRACTOR for costs associated with the COVID-19 pandemic, including cleaning services and supplies. Any such costs must be pre-approved by MCTD and include supporting documentation.
 - (5) DIRECT COSTS -FACILITY EQUIPMENT – DISTRICT shall reimburse CONTRACTOR for facility equipment and materials, as listed in Attachment T to Agreement #1065, or Marin Transit approved alternatives, up to a maximum amount of \$152,000. All associated assets purchased that remain at the end of the contract shall become property of DISTRICT.
 - (6) DIRECT COSTS- INTERNET AND PHONE – DISTRICT shall reimburse CONTRACTOR for costs of providing internet and data, as well as the phone system with DISTRICT pre- approval.
 - (7) DIRECT COSTS - OFFICE FURNITURE – DISTRICT shall reimburse CONTRACTOR up to \$80,000 for purchase and installation of desks, conference tables, cubicles and other items pre-approved by District for the 3000 Kerner location. All associated assets purchased that remain at the end of the contract shall become property of the DISTRICT.
 - (8) MILEAGE. DISTRICT shall not pay CONTRACTOR for travel by private, leased or hired vehicles as required by this Contract.
 - (9) TRAVEL COSTS. DISTRICT shall not pay CONTRACTOR for meals, lodging, or other travel costs not included in this Contract.
 - (10) AUTHORIZATION REQUIRED. Services performed by CONTRACTOR and not authorized in this Contract shall not be paid for DISTRICT. Payment for additional services shall be made to CONTRACTOR by DISTRICT if, and only if, this Contract is amended by both parties in advance of performing additional services.
 - (11) MAXIMUM CONTRACT AMOUNT. The maximum term of this Contract is three years and five months plus three option years. The maximum amount payable to Contractor under this Contract for the base and two option years shall not exceed \$35,185,909.
 - (12) DRIVER WAGE RATES. Contractor shall agree to pay driver wages based on schedule shown below. DISTRICT may, at its sole discretion, audit payroll records as outlined in Section 502 of Agreement #1065.

DRAFT

Attachment A

Driver Year	FY 2023 (July – January)	FY 2023 (February – June)	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
0-1	\$19.06	\$21.50	\$22.15	\$22.81	\$23.49	\$24.20	\$24.92
1-2	\$19.57	\$22.00	\$22.66	\$23.34	\$24.04	\$24.76	\$25.50
2-3	\$20.09	\$22.50	\$23.18	\$23.87	\$24.59	\$25.32	\$26.08
3-4	\$20.60	\$23.00	\$23.69	\$24.40	\$25.13	\$25.89	\$26.66
4-5	\$21.12	\$23.50	\$24.21	\$24.93	\$25.68	\$26.45	\$27.24
5-6	\$21.37	\$23.75	\$24.46	\$25.20	\$25.95	\$26.73	\$27.53
6-7	\$21.63	\$24.00	\$24.72	\$25.46	\$26.23	\$27.01	\$27.82
7-8	\$21.89	\$24.25	\$24.98	\$25.73	\$26.50	\$27.29	\$28.11
8-9	\$22.15	\$24.50	\$25.24	\$25.99	\$26.77	\$27.57	\$28.40
9-10	\$22.40	\$24.75	\$25.49	\$26.26	\$27.04	\$27.86	\$28.69
10-11	\$22.66	\$25.00	\$25.75	\$26.52	\$27.32	\$28.14	\$28.98
11-12	\$22.92	\$25.00	\$25.75	\$26.52	\$27.32	\$28.14	\$28.98
12-13	\$23.18	\$25.00	\$25.75	\$26.52	\$27.32	\$28.14	\$28.98
13-14	\$23.52	\$25.00	\$25.75	\$26.52	\$27.32	\$28.14	\$28.98
14-15	\$23.86	\$25.00	\$25.75	\$26.52	\$27.32	\$28.14	\$28.98
15+	\$24.21	\$25.00	\$25.75	\$26.52	\$27.32	\$28.14	\$28.98
Avg Wage	\$21.25	\$22.26	\$23.23	\$24.34	\$25.48	\$26.62	\$27.69

DRAFT



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

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters
Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

March 2, 2026

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

Subject: First Amendment to the Agreement with Golden Gate Bridge, Highway & Transportation District (#1332)

Dear Board Members:

Recommendation

Approve the first amendment (#1332) to extend the current contract (#1143) with the Golden Gate Bridge, Highway, and Transportation District (GGBHTD) through June 30, 2027 and increase the compensation rate.

Summary

Marin Transit's current Operations and Maintenance Agreement with the Golden Gate Bridge, Highway and Transportation District (GGBHTD) for local fixed-route bus service became effective on October 1, 2022, and is scheduled to expire on June 30, 2026. On November 10, 2025, Marin Transit notified GGBHTD of its intent to continue the agreement and exercise the two one-year option extensions provided for in the contract. This request was presented and approved to your Board on December 1, 2025.

On December 4, 2025, GGBHTD informed Marin Transit that it would not honor the option provisions of the existing agreement, citing insufficient written notice of Marin Transit's intent to continue service beyond the base term. In lieu of exercising the option years, GGBHTD offered a one-year extension at a higher hourly rate and requested reimbursement for certain maintenance parts and labor costs not contemplated in the current agreement.

Staff attempted to discuss and negotiate alternative rates and terms more closely aligned with the original agreement; however, GGBHTD was unwilling to consider modifications. As a result, staff is requesting Board approval of the proposed one-year extension and direction to continue working collaboratively with GGBHTD to explore and negotiate a longer-term agreement that is mutually acceptable to both agencies.

Fiscal/Staffing Impact

The original contract included FY2026/27 and FY2027/28 as option years with rates of \$167.82 and \$172.86 per hour, respectively, as shown in the table below. The new GGBHTD offer for FY2026/27 is \$177.82 per hour or 9.1% higher than



the current year’s rate. The contract also includes a new contract charge for maintenance estimated to be \$25,000 per year. Based on the estimated current service levels of 74,000 revenue hours, the new contract will increase the FY2026/27 annual contract expense by \$765,000.

Contract Year	1	2	3	4	Original Contract Option 1	New GGBHTD Offer Option 1	Original Contract Option 2	New GGBHTD Offer 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	\$177.82	\$ 172.86	Not offered

The increased expenses associated with the rate increase will not directly increase driver nor mechanic wage rates and the scope of services offered will not be expanded. GGBHTD has notified staff that the increase is needed to “recoup rising costs and close a portion of the gap on broader financial pressures facing the Bridge District”. Financial impacts and service implications of these added costs on Marin Transit’s long term financial projections will be presented as part of the upcoming FY2026/27 annual budget and Short-Range Transit Plan later this spring. Since Marin Transit is already anticipating potential service cuts to maintain fiscal sustainability over the next 10 years, absent other changes this contract increase equates to needing a service cut of about 4,500 additional hours of service by FY2028/29.

Approval of the contract extension with these rates will increase the contract not to exceed amount for service operation by \$13,83,680 for a total contract not to exceed amount of \$58,121,055 excluding direct costs for fuel reimbursement, capital depreciation, and maintenance. The new provision for maintenance expenses is anticipated to add \$25,000 to the contract cost in FY2026/27. The annual purchased transportation and associated contract expenses will be included in Marin Transit’s FY2026/27 annual operations budget in the Local Service budget.

There is no staffing impact associated with this item.

Respectfully Submitted,

Robert Betts
General Manager

Attachment A: Contract Amendment #1332

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 First Amendment is made and entered into this ____ day of March, 2026 by and between the MARIN COUNTY TRANSIT DISTRICT, (hereinafter referred to as "MCTD") and GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT (hereinafter referred to as "GGBHTD").

RECITALS

WHEREAS, MCTD and GGBHTD entered into a contract (#1143) for GGBHTD 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 (Contract); and

WHEREAS, the Parties wish to extend the Contract to June 30, 2027; and

WHEREAS, the Parties wish to increase the maximum cost to MCTD by \$13,336,500, bringing the new total cost to MCTD to a not-to-exceed amount of \$58,273,875.

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 Contract shall remain in full force and effect.
- 2) Sec. 104 Contract Dates and Term of Contract is hereby deleted 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 four (4) years and nine (9) months ("the Contract Term"), beginning on the Commencement Date (together the "Contract 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 eighty (180) calendar days at a rate that is 3.0% above the most recently applicable Revenue Hour Rate.

- 3) Sec. 401(a) Compensation to GGBHTD is hereby deleted and replaced in its entirety 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 Contract Term will not exceed \$58,273,875 excluding direct costs for Fuel Reimbursement, Capital Depreciation, and Major Vehicle Maintenance (306.b.)

Fiscal Year	Hourly Rate	Revenue Hours	Total Revenue to GGBHTD
FY 2022-23 <small>(effective October 1, 2022 – June 30, 2023)</small>	\$153.70	18,750-56,250	\$2,881,875 - \$8,645,625
FY 2023-24	\$158.17	25,000-75,000	\$3,954,250 - \$11,862,750
FY 2024-25	\$162.78	25,000-75,000	\$4,069,500 - \$12,208,500
FY 2025-26	\$162.94	25,000-75,000	\$4,073,500 - \$12,220,500
FY 2026-27	\$177.82	25,000-75,000	\$4,445,500 - \$13,336,500

This rate structure covers the operating expenses for the San Rafael Transit Center, customer service support, light maintenance on MCTD bus stops, repair and maintenance supplies and tires for MCTD buses, and general liability insurance. Fuel costs and certain capital costs will be invoiced separately.

4) Section (H) under Sec. 401 Compensation to GGBHTD is added to read as follows:

H. Major Maintenance Components and Associated Labor. Notwithstanding any language to the contrary in the Contract, MCTD agrees to pay GGBHTD for the following major components and associated labor:

- Diesel aftertreatment components (DOC, DPF, SCR)
- Turbocharger and VGT actuator
- Electronic control modules
- Any single vehicle component with a cost greater than \$2,000
- Engine, transmission (drive unit), and differential replacements
- Labor for removal and installation of the components listed above.

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

GOLDEN GATE BRIDGE, HIGHWAY AND:
 TRANSPORTATION DISTRICT

By _____
 Denis Mulligan
 General Manager of the District

ATTEST:

By _____
 Amorette M. Ko-Wong
 Secretary of the District

MARIN COUNTY TRANSIT DISTRICT:

 Mary Sackett
 President of the Board

APPROVED AS TO FORM:

 County Counsel

Approved as to form:

By _____
Kimon Manolius
Attorney for the District

DRAFT



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

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters

Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

March 2, 2026

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

Subject: Contract (#1354) with Interactive Resources, Inc. for Facility Renovation Design and Engineering Improvements for 600 Rush Landing Road and 3000 Kerner Boulevard

Dear Board Members:

Recommendation

Authorize the General Manager to execute a contract (#1354) with Interactive Resources, Inc. for an amount not to exceed \$357,125 and approve budget amendment #2026-04.

Summary

Staff recommend that your Board authorize the General Manager to enter into an agreement with Interactive Resources, Inc. for the design of building renovations for 600 Rush Landing Road and 3000 Kerner Boulevard.

Interactive Resource, Inc. will complete separate designs for each building under two different budgets:

- **Rush Landing Improvements (FJ) - Design:** Office renovation at 600 Rush Landing Road, Novato, CA, for contracted operations and dispatch teams.
- **Kerner Driver Break Room (FI):** Renovation of office/maintenance space at 3000 Kerner Boulevard, San Rafael, CA, to add a driver break room within the existing building footprint.

Background

This project continues Marin Transit's goal of consolidating and transitioning our operational capacity from leased land to Marin Transit-owned and maintained facilities. Both projects will improve existing District-owned buildings to support the current and future operational needs of our service.



Rush Landing Improvement Background

Marin Transit purchased 600 Rush Landing Road in January 2020. The property is used for fixed route bus parking, operations, and administrative functions. With the development of the future Operations and Maintenance facility at 1075 Francisco in San Rafael, this location will still be needed to support transit vehicle parking and contracted administration and dispatch functions.

This project will optimize the building’s interior use for transit operations. Planned renovations include the addition of an elevator, increased bathroom capacity, accessibility upgrades, updates to building subsystems, and any updates needed to bring the building up to code. Currently, the first floor is partially occupied by Marin Transit’s fixed route contract operator, Marin Airporter, and the upstairs is unoccupied due to ADA inaccessibility.

Additional work included in this capital project, but not included in this requested design contract, is pavement rehabilitation, chargers for future electric vehicle purchase, and the addition of make-ready infrastructure (conduit) for future bus chargers in the Rush Landing parking lot.

Kerner Driver Break Room Background

Marin Transit purchased 3000 Kerner Boulevard in 2021 and retrofitted the 10,000 square foot building in 2021-22 to be the administrative and vehicle maintenance facility for Marin Transit’s Marin Access programs. This contract is current operated by Transdev and includes ADA-mandated paratransit service and other demand-response programs. The facility has four maintenance bays for smaller cutaway vehicles that are used in demand-response service.

In 2022, Marin Transit purchased the neighboring property at 3010/3020 Kerner Boulevard to build a parking facility for transit vehicles. Currently, demand response vehicles are parked offsite, and vehicle operators report to those locations. When the new parking facility opens later this year, most vehicle operators will report to 3000 Kerner Boulevard. This project will add a driver break room to this location to accommodate the new driver activity and increased staffing levels.

Procurement

On October 30, 2025, Marin Transit issued a Request for Proposals (RFP) for professional services for the facility renovations of 600 Rush Landing Road and 3000 Kerner Boulevard. Proposals were due December 12, 2025. The requested consultant services include development of designs for both building renovations and preparation of plans, specifications, estimates, and coordination with the City of San Rafael and City of Novato as needed.

The following technical factors were identified as evaluation criteria in the RFP:

Table 1: Criteria for Facility Renovation Designs RFP

Criteria	Max Points Available
Understanding and Approach to the project	40
Staff Capabilities	35
Similar Project Experience	25



Total

100

Marin Transit received proposals from eight consultant firms. Staff reviewed the proposals based on the criteria specified in the RFP and listed above. Four firms were selected for interviews held the week of January 12, 2026. The review panel, which was made up of representatives from Marin Transit and a representative from the Town of San Anselmo, concluded that Interactive Resources, Inc. demonstrated a thorough understanding of successful delivery of the project and experience with similar projects around the Bay Area.

Fiscal/Staffing Impact

The maximum contract cost for both the Rush Landing facility renovation and the Kerner Break Room is \$357,125. The projects are included in two separate capital projects in the FY2025/26 Capital budget. During planning and scoping for these projects, Marin Transit staff determined it would be more cost-effective to bid the building renovation design work together. Table 2 shows the two capital projects and the associated contract amounts.

Table 2: Marin Transit Capital Projects and Associated Contract Amounts

Capital Project	Contract Amount
Rush Landing Improvements – Design (FJ)	\$236,575
Facility – Kerner Break Room (FI)	\$120,550
Total Contract Award	\$357,125

Rush Landing Improvements (FJ)

The Rush Landing Improvement Project (FJ) in the FY2025/26 Capital budget will fund \$236,575 of this contract award. The FY 2025/26 Capital Budget included \$380,000 of Measure AA funding to design needed building renovations and pavement rehabilitation (separate design contract). At the time, no construction funding was identified, and staff were looking for grant opportunities to fund construction. Subsequently, Marin Transit was awarded \$2,766,000 through FTA’s Low or No Emission Grant Program – 5339 (c). This grant also included additional project components for emergency power and electric transit vehicle charging infrastructure. Budget amendment #2026-04 will increase the project budget by \$3,551,000. The amendment adds construction grant funding and associated local match funds to the project and increases the design funding by \$80,000 for the additional components. Table 3 shows the resulting project budget.

Table 3: Project Budget for Rush Landing Improvements after Budget Amendment #2026-04

Funding Source	Design	Construction	Total Project
FTA Section 5339 Grant	\$0	\$2,776,000	\$2,776,000
Measure AA Sales Tax	\$460,000	\$0	\$460,000
Capital Reserve Funding (Property Tax)	\$0	\$695,000	\$695,000
Total	\$460,000	\$3,471,000	\$3,931,000



Facility - Kerner Driver Break Room (FI)

The Kerner Driver Break Room (FI) project is included in the FY2026/27 Capital budget with a total project budget of \$650,000 for both design and construction. This budget will fund \$120,550 for this contract award. This project is locally funded with Measure AA sales tax funds.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Genna Gores".

Genna Gores
Senior Capital Analyst

Attachment A: Draft Contract #1354 between Marin County Transit District and Interactive Resources, Inc.

Attachment B: Budget Amendment 2026-04



**MARIN COUNTY TRANSIT DISTRICT
PROFESSIONAL SERVICES CONTRACT**

THIS CONTRACT is made and entered into this 2nd day of March, 2026, by and between the MARIN COUNTY TRANSIT DISTRICT, hereinafter referred to as "District" and INTERACTIVE RESOURCES, INC., hereinafter referred to as "Contractor."

RECITALS:

WHEREAS, District desires to retain a person or firm to provide the following service: Facility Renovation Design Services; and

WHEREAS, Contractor warrants that it is qualified and competent to render the aforesaid services;

NOW, THEREFORE, for and in consideration of the Contract made, and the payments to be made by District, the parties agree to the following:

1. SCOPE OF SERVICES:

Contractor agrees to provide all of the services described in **Exhibit A** attached hereto and by this reference made a part hereof.

2. FURNISHED SERVICES:

The District agrees to:

- A. Guarantee access to and make provisions for the Contractor to enter upon public and private lands as required to perform their work.
- B. Make available all pertinent data and records for review.
- C. Provide general bid and Contract forms and special provisions format when needed.

3. FEES AND PAYMENT SCHEDULE:

The fees and payment schedule for furnishing services under this Contract shall be based on the rate schedule which is attached hereto as **Exhibit B** and by this reference incorporated herein. Said fees shall remain in effect for the entire term of the Contract. Contractor shall provide District with his/her/its Federal Tax I.D. number prior to submitting the first invoice.

4. MAXIMUM COST TO DISTRICT:

In no event will the cost to District for the services to be provided herein exceed the maximum sum of **\$357,125** including direct non-salary expenses. As set forth in section 14 of this Contract, should the funding source for this Contract be reduced, Contractor agrees that this maximum cost to District may be amended by written notice from District to reflect that reduction.

5. TIME OF CONTRACT:

This Contract shall commence on March 2, 2026, and shall terminate on March 1, 2027. The contract includes one (1) additional option year to be exercised at the District's sole discretion. Certificate(s) of Insurance must be current on day Contract commences and if scheduled to lapse prior to termination date, must be automatically updated before final payment may be made to Contractor. The final invoice must be submitted within 30 days of completion of the stated scope of services.

6. INSURANCE:

Commercial General Liability:

The Contractor shall maintain a commercial general liability insurance policy in the amount of \$1,000,000 (\$2,000,000 aggregate). The District shall be named as an additional insured on the commercial general liability policy.

Commercial Automobile Liability:

Where the services to be provided under this Contract involve or require the use of any type of vehicle by Contractor, Contractor shall provide comprehensive business or commercial automobile liability coverage, including non-owned and hired automobile liability, in the amount of \$1,000,000.00.

Workers' Compensation:

The Contractor acknowledges the State of California requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of the Labor Code. If Contractor has employees, a copy of the certificate evidencing such insurance, a letter of self-insurance, or a copy of the Certificate of Consent to Self-Insure shall be provided to the District prior to commencement of work.

Errors and Omissions, Professional Liability or Malpractice Insurance.

Contractor may be required to carry errors and omissions, professional liability or malpractice insurance.

All policies shall remain in force through the life of this Contract and shall be payable on a "per occurrence" basis unless District specifically consents to a "claims made" basis. The insurer shall supply District adequate proof of insurance and/or a certificate of insurance evidencing coverages and limits prior to commencement of work. Should any of the required insurance policies in this Contract be cancelled or non-renewed, it is the Contractor's duty to notify the District immediately upon receipt of the notice of cancellation or non-renewal.

If Contractor does not carry a required insurance coverage and/or does not meet the required limits, the coverage limits and deductibles shall be set forth on a waiver, **Exhibit C**, attached hereto.

Failure to provide and maintain the insurance required by this Contract will constitute a material breach of this Contract. In addition to any other available remedies, District may suspend payment to the Contractor for any services provided during any time that insurance was not in effect and until such time as the Contractor provides adequate evidence that Contractor has obtained the required coverage.

7. ANTI DISCRIMINATION AND ANTI HARASSMENT:

Contractor and/or any subcontractor shall not unlawfully discriminate against or harass any individual including, but not limited to, any employee or volunteer of the Marin County Transit District based on race, color, religion, nationality, sex, sexual orientation, age or condition of disability. Contractor and/or any subcontractor understands and agrees that Contractor and/or any subcontractor is bound by and will comply with the anti discrimination and anti harassment mandates of all Federal, State and local statutes, regulations and ordinances.

8. SUBCONTRACTING:

The Contractor shall not subcontract nor assign any portion of the work required by this Contract without prior written approval of the District except for any subcontract work identified herein. If Contractor hires a subcontractor under this Contract, Contractor shall require subcontractor to provide and maintain insurance coverage(s) identical to what is required of Contractor under this Contract and shall require subcontractor to name Contractor and Marin County Transit District as an additional insured under this Contract for general liability. It shall be Contractor's responsibility to collect and maintain current evidence of insurance provided by its subcontractors and shall forward to the District evidence of same.

9. ASSIGNMENT:

The rights, responsibilities and duties under this Contract are personal to the Contractor and may not be transferred or assigned without the express prior written consent of the District.

10. LICENSING AND PERMITS:

The Contractor shall maintain the appropriate licenses throughout the life of this Contract. Contractor shall also obtain any and all permits which might be required by the work to be performed herein.

11. BOOKS OF RECORD AND AUDIT PROVISION:

Contractor shall maintain on a current basis complete books and records relating to this Contract. Such records shall include, but not be limited to, documents supporting all bids, all income and all expenditures. The books and records shall be original entry books with a general ledger itemizing all debits and credits for the work on this Contract. In addition, Contractor shall maintain detailed payroll records including all subsistence, travel and field expenses, and canceled checks, receipts and invoices for all items. These documents and records shall be retained for at least five years from the completion of this Contract. Contractor will permit District to audit all books, accounts or records relating to this Contract or all books, accounts or records of any business entities controlled by Contractor who participated in this Contract in any way. Any audit may be conducted on Contractor's premises or, at

District's option, Contractor shall provide all books and records within a maximum of fifteen (15) days upon receipt of written notice from District. Contractor shall refund any monies erroneously charged.

12. WORK PRODUCT/PRE-EXISTING WORK PRODUCT OF CONTRACTOR:

Any and all work product resulting from this Contract is commissioned by the Marin County Transit District as a work for hire. The Marin County Transit District shall be considered, for all purposes, the author of the work product and shall have all rights of authorship to the work, including, but not limited to, the exclusive right to use, publish, reproduce, copy and make derivative use of, the work product or otherwise grant others limited rights to use the work product.

To the extent Contractor incorporates into the work product any pre-existing work product owned by Contractor, Contractor hereby acknowledges and agrees that ownership of such work product shall be transferred to the Marin County Transit District.

13. TERMINATION:

- A. If the Contractor fails to provide in any manner the services required under this Contract or otherwise fails to comply with the terms of this Contract or violates any ordinance, regulation or other law which applies to its performance herein, the District may terminate this Contract by giving five (5) calendar days written notice to the party involved.
- B. The Contractor shall be excused for failure to perform services herein if such services are prevented by acts of God, strikes, labor disputes or other forces over which the Contractor has no control.
- C. Either party hereto may terminate this Contract for any reason by giving thirty (30) calendar days written notice to the other parties. Notice of termination shall be by written notice to the other parties and be sent by registered mail.
- D. In the event of termination not the fault of the Contractor, the Contractor shall be paid for services performed to the date of termination in accordance with the terms of this Contract so long as proof of required insurance is provided for the periods covered in the Contract or Amendment(s).

14. APPROPRIATIONS:

The District's performance and obligation to pay under this Contract is contingent upon an annual appropriation by the Marin County Transit District Board of Directors, the State of California or other third party. Should the funds not be appropriated District may terminate this Contract with respect to those payments for which such funds are not appropriated. District will give Contractor thirty (30) days' written notice of such termination. All obligations of District to make payments after the termination date will cease.

Where the funding source for this Contract is contingent upon an annual appropriation or grant from the Marin County Transit District Board of Directors, the State of California or other third party, District's performance and obligation to pay under this Contract is limited by the availability of those funds. Should the funding source for this Contract be eliminated or reduced, upon written notice to Contractor, District may reduce the Maximum Cost to District identified in section 4 to reflect that elimination or reduction.

15. RELATIONSHIP BETWEEN THE PARTIES:

It is expressly understood that in the performance of the services herein, the Contractor, and the agents and employees thereof, shall act in an independent capacity and as an independent Contractor and not as officers, employees or agents of the District. Contractor shall be solely responsible to pay all required taxes, including but not limited to, all withholding social security, and workers' compensation.

16. AMENDMENT:

This Contract may be amended or modified only by written Contract of all parties.

17. ASSIGNMENT OF PERSONNEL:

The Contractor shall not substitute any personnel for those specifically named in its proposal unless personnel with substantially equal or better qualifications and experience are provided, acceptable to District, as is evidenced in writing.

18. JURISDICTION AND VENUE:

This Contract shall be construed in accordance with the laws of the State of California and the parties hereto agree that venue shall be in Marin County, California.

19. INDEMNIFICATION:

Contractor agrees to indemnify, defend, and hold District, its employees, officers, and agents, harmless from any and all liabilities including, but not limited to, litigation costs and attorney’s fees arising from any and all claims and losses to anyone who may be injured or damaged by reason of Contractor’s negligence, recklessness or willful misconduct in the performance of this Contract.

20. COMPLIANCE WITH APPLICABLE LAWS:

The Contractor shall comply with any and all Federal, State and local laws and resolutions: including, but not limited to the County of Marin Nuclear Free Zone and Living Wage Ordinance Copies of any of the above-referenced local laws and resolutions may be secured from the Contract Manager referenced in section 21. In addition, the following NOTICES may apply:

1. Pursuant to California Franchise Tax Board regulations, District will automatically withhold 7% from all payments made to vendors who are non-residents of California.
2. Contractor agrees to meet all applicable program access and physical accessibility requirements under State and Federal laws as may apply to services, programs or activities for the benefit of the public.
3. For Contracts involving any Federal Transit Administration grant funds, Exhibit D must be attached. Exhibit D provides all Federal Transit Administration Contract Provisions relevant to this Contract.
4. For Contracts involving any State or Federal grant funds, Exhibit E must be attached. Exhibit E shall consist of the printout results obtained by search of the System for Award Management at www.sam.gov.

Exhibit E - Debarment Certification

By signing and submitting this Contract, the Contractor is agreeing to abide by the debarment requirements as set out below.

- The certification in this clause is a material representation of fact relied upon by District.
- The Contractor shall provide immediate written notice to District if at any time the Contractor learns that its certification was erroneous or has become erroneous by reason of changed circumstances.
- Contractor certifies that none of its principals, affiliates, agents, representatives or contractors are excluded, disqualified or ineligible for the award of contracts by any Federal agency and Contractor further certifies to the best of its knowledge and belief, that it and its principals:
 - Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal Department or Agency;
 - Have not been convicted within the preceding three-years of any of the offenses listed in 2 CFR 180.800(a) or had a civil judgment rendered against it for one of those offenses within that time period;
 - Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or Local) with commission of any of the offenses listed in 2 CFR 180.800(a);
 - Have not had one or more public transactions (Federal, State, or Local) terminated within the preceding three-years for cause or default.
- The Contractor agrees by signing this Contract that it will not knowingly enter into any subcontract or covered transaction with a person who is proposed for debarment, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction.
- Any subcontractor will provide a debarment certification that includes the debarment clause as noted in preceding bullets above, without modification.

21. NOTICES:

This Contract shall be managed and administered on District’s behalf by the Department Contract Manager named below. All invoices shall be submitted and approved by this Department and all notices shall be given to District at the following location:

Contract Manager:	Anna Penoyar Capital Projects Manager
	711 Grand Ave, Suite 110
Dept./Location:	San Rafael, CA 94901
Telephone No.:	(415) 226-0867
Email:	apenoyar@marintransit.gov

Notices shall be given to Contractor at the following address:

Contractor: Andrew Butt
Principal-in-Charge
117 Park Place
Address: Richmond, CA 94801
Telephone No.: 510.236.7435
Email: andrew.butt@intres.com

22. ACKNOWLEDGEMENT OF EXHIBITS

Check applicable Exhibits

**CONTRACTOR'S
INITIALS**

<u>EXHIBIT A.</u>	<input checked="" type="checkbox"/> Scope of Services	
<u>EXHIBIT B.</u>	<input checked="" type="checkbox"/> Fees and Payment	
<u>EXHIBIT C.</u>	<input type="checkbox"/> Insurance Reduction/Waiver	
<u>EXHIBIT D.</u>	<input type="checkbox"/> Federal Transit Administration Contract Provisions	
<u>EXHIBIT E.</u>	<input type="checkbox"/> Contractor's Debarment Certification	
<u>EXHIBIT F.</u>	<input type="checkbox"/> Subcontractor's Debarment Certification	

IN WITNESS WHEREOF, the parties have executed this Contract on the date first above written.

CONTRACTOR

APPROVED BY
MARIN COUNTY TRANSIT DISTRICT:

By: _____

Name: _____

Title: _____

By: _____

=====

COUNTY COUNSEL REVIEW AND APPROVAL *(required if template content has been modified)*

County Counsel: _____ Date: _____

SCOPE OF SERVICES

Work Plan and Schedule

Interactive Resources proposes a clear and efficient work plan to deliver construction-ready documents for both Marin Transit facilities — 600 Rush Landing Road in Novato and 3000 Kerner Boulevard in San Rafael — within the one-year base contract term. Our approach integrates both projects under a unified management structure while maintaining distinct deliverables for each site.

Our project schedule anticipates design activities beginning in March 2026, immediately following Notice to Proceed, with final construction documents targeted for completion in Winter 2026. Bid and construction support services would extend through the optional term as needed.

Task 1 – Project Management

- Establish project framework, communication protocols, and document standards.
- Conduct kickoff meeting with Marin Transit staff and operators to confirm project goals, deliverables, and roles.
- Prepare detailed project schedule and deliverable tracking log.
- Maintain monthly progress updates, budget monitoring, and invoicing.

Deliverables: Project charter, meeting minutes, progress reports, updated schedule.

Task 2 – Existing Conditions Assessment

- Perform field verification of both facilities, including measurement, photographic documentation, and review of as-built and Revit models provided by Marin Transit.
- Evaluate existing building systems, structure, accessibility compliance, and code issues.
- Identify deficiencies requiring correction or upgrade.

Deliverables: Existing conditions summary report and updated Revit models.

Task 3 – Program Verification

- Conduct workshops with Marin Transit stakeholders and operating contractors (Marin Airporter and Transdev) to validate space needs and operational adjacencies.
- Confirm program elements for office layouts, restrooms, break areas, and accessibility improvements.
- Align design objectives with future growth and flexible use.

Deliverables: Finalized space program, adjacency diagrams, and summary of program verification.

Task 4 – Conceptual Layout

- Develop conceptual floor plans and schematic layouts addressing building circulation, accessibility, and system integration.
- Provide preliminary cost analysis and material recommendations.
- Review and refine design direction based on Marin Transit feedback.

Deliverables: Conceptual floor plans, preliminary code analysis, and cost opinion.

Tasks 5–7 – 60%, 90%, and 100% Design

- Advance approved concepts into detailed construction drawings and specifications in 3 progressive stages.
- Conduct design review meetings at each milestone to incorporate agency and stakeholder input.
- Coordinate structural, MEP, and accessibility disciplines for fully integrated documentation.
- Perform internal QA/QC peer reviews and cost validation at each phase.
- **Note:** LULA (limited use/limited application) elevator has been requested by Marin Transit at the Rush Landing project in lieu of full service elevator. Elevator consultant services are removed from this proposal, but can be added at a later date if necessary. CASp services are removed from the Kerner project and reduced in the Rush Landing project, and be added at a later date if necessary.

Deliverables:

- 60% Submittal: Draft drawings and outline specifications for scope confirmation. **Submittal removed from Kerner project based on request from Marin Transit.**
- 90% Submittal: Comprehensive drawings and technical specifications for permitting review.
- 100% Submittal: Final construction documents ready for bid.

Task 8 – Bid and Construction Support

- Provide responses to contractor questions and issue addenda during the bidding process.
- Review submittals, respond to RFIs, and attend key construction meetings as requested.
- Perform site visits to confirm conformance with design intent and resolve field issues.

Deliverables: Addenda, RFI responses, submittal reviews, and construction observation reports.

Proposed Schedule Overview

Milestone	Target Completion
Notice to Proceed & Kickoff Meeting	March 2026
Existing Conditions Assessment	April 2026
Program Verification & Concept Design	May – June 2026
60% Design Submittal	July 2026
90% Design Submittal	October 2026
100% Construction Documents	December 2026
Bid & Construction Support	January 2027 – as needed

Level of Effort

The anticipated level of effort assumes approximately 10 – 12 months of design and documentation with recurring coordination meetings and timely stakeholder input. Each design task will include iterative reviews to maintain schedule integrity and budget control. **A revised detailed hour-by-task breakdown with costs is provided under separate cover in the Attachment C – Cost Proposal Sheet excel file for Rush Landing dated 2/2/26 and Kerner dated 2/5/26.**

Quality Assurance and Schedule Management

Interactive Resources employs an established Quality Management Plan that integrates internal reviews at 60%, 90%, and 100% milestones. Project schedule tracking will be managed through Microsoft Project and shared with Marin Transit for full transparency. Our approach ensures adherence to scope, cost, and time while maintaining flexibility to accommodate agency priorities.

EXHIBIT "B"

FEES AND PAYMENT SCHEDULE (required)

DISTRICT shall pay CONTRACTOR as follows:

- (1) BASE CONTRACT FEE. DISTRICT shall pay CONTRACTOR a contract fee not to exceed \$357,125 during the term of the contract. The fee breakdown is detailed in Attachment C: Cost Proposal Form to this Exhibit. CONTRACTOR shall submit requests for payment via invoice net 30 days following provision of services.
- (2) MILEAGE. DISTRICT shall not pay CONTRACTOR for travel by private, leased or hired vehicles as required by this Contract.
- (3) TRAVEL COSTS. DISTRICT shall not pay CONTRACTOR for meals, lodging, or other travel costs not included in this Contract.
- (4) AUTHORIZATION REQUIRED. Services performed by CONTRACTOR and not authorized in this Contract shall not be paid for by DISTRICT. Payment for additional services shall be made to CONTRACTOR by DISTRICT if, and only if, this Contract is amended by both parties in advance of performing additional services.
- (5) MAXIMUM CONTRACT AMOUNT. The maximum term of this Contract is one (1) base year plus one (1) additional option year to be exercised at the District's sole discretion. The maximum amount payable to Contractor under this Contract for this period shall not exceed \$357,125.
- (6) INVOICES. Invoice shall be remitted to AP@marintransit.org and to Marin Transit's contract manager.

DRAFT



ATTACHMENT C: Cost Proposal Form - 3000 Kerner Blvd

TASKS REQUIRED FOR:	Interactive Resources Inc.					Salas O'Brien						ZFA Structural					Silva Cost Consulting			TOTAL COST	
	Managing Principal	Principal	Project Designer	HOURS	COST	Sr. Elect Eng	Sr. Mech Eng	Sr. Plumb Eng	Sr. Fire Protection Eng	HOURS	COST	Principal	Senior Engineer	Designer	BIM Technician	HOURS	COST	Javier Silva	HOURS		COST
	Senior PM	Senior PM	Drafter	IR	IR					Salas O'Brien	Salas O'Brien	Engineer of Record	Project Manager	Project Designer	Drafter	ZFA	ZFA	Estimator	Silva		Silva
Billing Rate*:	\$280	\$265	\$190			\$300	\$265	\$265	\$265			\$250	\$170	\$135	\$140			\$180			
1. Project Management	12	20		32	\$8,660.00	4	2	0	0	6	\$1,730.00	2	4			6	\$1,180.00	0	\$0.00	\$11,570.00	
2. Existing Conditions Assessment		4	28	32	\$6,380.00	4	4	2	2	12	\$3,320.00	2	6			8	\$1,520.00	0	\$0.00	\$11,220.00	
3. Program Verification		8		8	\$2,120.00	2	2	1	1	6	\$1,660.00		4	4		8	\$1,220.00	0	\$0.00	\$5,000.00	
4. Conceptual Design		22	26	48	\$10,770.00	6	4	2	2	14	\$3,920.00	2	4	6		12	\$1,990.00	16	16	\$2,880.00	\$19,560.00
5. Design - 60%		0	0	0	\$0.00	0	0	0	0	0	\$0.00	0	0	0	0	0	\$0.00	0	0	\$0.00	\$0.00
6. Design - 90%	8	40	30	78	\$18,540.00	18	8	6	6	38	\$10,700.00	4	8	12	8	32	\$5,100.00	32	32	\$5,760.00	\$40,100.00
7. Final Design		12	12	24	\$5,460.00	8	4	4	2	18	\$5,050.00	2	4	4	4	14	\$2,280.00			\$0.00	\$12,790.00
8. Bid/Construction Support		30	12	42	\$10,230.00	8	8	4	4	24	\$6,640.00	4	8	8		20	\$3,440.00		0	\$0.00	\$20,310.00
TOTAL HOURS:	20	136	108	264		50	32	19	17	118		16	38	34	12	100		48	48		
TOTAL COST:	\$5,600.00	\$36,040.00	\$20,520.00		\$62,160.00	\$15,000.00	\$8,480.00	\$5,035.00	\$4,505.00		\$33,020.00	\$4,000.00	\$6,460.00	\$4,590.00	\$1,680.00		\$16,730.00	\$8,640.00	\$8,640.00	\$120,550.00	

*Rates must include all costs for labor, materials, equipment, subcontractors, freight and delivery charges, warranties, license fees, permits, profit, insurance, bonding, applicable taxes, and all other costs necessary for the furnishing of all products and the performance of all services called for under this contract.



ATTACHMENT C: Cost Proposal Form - 600 Rush Landing Rd

TASKS REQUIRED FOR: PROJECT 1 - 600 RUSH LANDING	Interactive Resources Inc.					Trenor					Salas O'Brien					ZFA Structural				Silva Cost Consulting			TOTAL COST			
	Managing Principal	Principal	Project Designer	HOURS	COST	Principal	PM/CASp	Project Assistant	HOURS	COST	Sr. Elect Eng.	Sr. Mech Eng.	Sr. Plumb Eng	Sr. Fire Protection Eng	HOURS	COST	Principal	Senior Engineer	Designer	BIM Tech	HOURS	COST		Javier Silva	HOURS	COST
	Senior PM	Senior PM	Drafter	IR	IR				Trenor	Trenor					Salas O'Brien	Salas O'Brien	Engineer of Record	Project Manager	Project Designer	Drafter	ZFA	ZFA		Estimator	Silva	Silva
Billing Rate*:	\$280	\$265	\$190			\$285	\$210	\$135			\$300	\$265	\$265	\$265			\$250	\$170	\$135	\$140			\$180			
1. Project Management	12	80		92	\$24,560.00	1	1		2	\$495.00	8	4	2	2	16	\$4,520.00	2	4			6	\$1,180.00		0	\$0.00	\$30,755.00
2. Existing Conditions Assessment		12	20	32	\$6,980.00		12	12	24	\$4,140.00	16	16	8	8	48	\$13,280.00	2	6			8	\$1,520.00		0	\$0.00	\$25,920.00
3. Program Verification		12		12	\$3,180.00				0	\$0.00	4	4	4	4	16	\$4,380.00		4	4		8	\$1,220.00		0	\$0.00	\$8,780.00
4. Conceptual Design		36	40	76	\$17,140.00				0	\$0.00	12	8	8	8	36	\$9,960.00	2	4	8		14	\$2,260.00	20	20	\$3,600.00	\$32,960.00
5. Design - 60%	8	20	40	68	\$15,140.00				0	\$0.00	14	10	4	4	32	\$8,970.00	2	10	16	6	34	\$5,200.00	35	35	\$6,300.00	\$35,610.00
6. Design - 90%	8	40	40	88	\$20,440.00		12		12	\$2,520.00	16	12	8	4	40	\$11,160.00	2	8	12	4	26	\$4,040.00	40	40	\$7,200.00	\$45,360.00
7. Final Design		12	20	32	\$6,980.00				0	\$0.00	12	8	6	4	30	\$8,370.00	2	6	6	4	18	\$2,890.00				\$18,240.00
8. Bid/Construction Support		80	12	92	\$23,480.00		12	8	20	\$3,600.00	10	8	4	2	24	\$6,710.00	6	12	12		30	\$5,160.00		0	\$0.00	\$38,950.00
TOTAL HOURS:	28	292	172	492		1	37	20	58		92	70	44	36	242		18	54	58	14	144		95	95		
TOTAL COST:	\$7,840.00	\$77,380.00	\$32,680.00		\$117,900.00	\$285.00	\$7,770.00	\$2,700.00			\$27,600.00	\$18,550.00	\$11,660.00	\$9,540.00		\$67,350.00	\$4,500.00	\$9,180.00	\$7,830.00	\$1,960.00		\$23,470.00	\$17,100.00		\$17,100.00	\$236,575.00

*Rates must include all costs for labor, materials, equipment, subcontractors, freight and delivery charges, warranties, license fees, permits, profit, insurance, bonding, applicable taxes, and all other costs necessary for the furnishing of all products and the performance of all services called for under this contract.

EXHIBIT "C"

INSURANCE REDUCTION/WAIVER (if applicable)

CONTRACTOR: _____

CONTRACT TITLE: _____

Contractor's professional liability insurance may be provided, in part, by self-insurance or large deductible as long as contractor provides: (1) evidence to the District that contractor has segregated amounts in a special insurance reserve fund meeting the contract's insurance requirements and restricted specifically to this project or (2) contractor's general insurance reserves are adequate to provide the necessary coverage and the Marin County Transit District may conclusively rely thereon.

This statement shall accompany all requests for a reduction/waiver of insurance requirements. Please check the box if a waiver is requested or fill in the reduced coverage(s) where indicated below:

	<i>Check Where Applicable</i>	<i>Requested Limit Amount</i>	<i>CAO Use Only</i>
General Liability Insurance	<input type="checkbox"/>	\$ _____	
Automobile Liability Insurance	<input type="checkbox"/>	\$ _____	
Workers' Compensation Insurance	<input type="checkbox"/>		
Professional Liability Deductible	<input type="checkbox"/>	\$ _____	

Please set forth the reasons for the requested reductions or waiver.

Contract Manager Signature:

Date:

DRAFT

Budget Amendment 2026-04**Project FJ - Rush Landing Improvement Project (Total Budget)**

	Project Phase	GL	GL Description	Original	Amendment 2026-04	Final
Revenues						
	Design	4092006	Measure AA	\$ 380,000	\$ 80,000	\$ 460,000
	Construction	4700011	Capital Reserve (Property Tax)	\$ -	\$ 695,000	\$ 695,000
	Construction	4139935	Federal 5339	\$ -	\$ 2,776,000	\$ 2,776,000
				\$ 380,000	\$ 3,551,000	\$ 3,931,000
Expenses						
	Design	5230104	Facilities	\$ 380,000	\$ 80,000	\$ 80,000
	Construction	5230104	Facilities		\$ 2,776,000	\$ 2,776,000
				\$ 380,000	\$ 2,856,000	\$ 2,856,000



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

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters
Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

March 2, 2026

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

Subject: Marin Transit Fare Collection, Programs, and Policies Update

Dear Board Members:

Recommendation

Receive an update on Next Generation Clipper implementation and related fare programs and policies.

Summary

In March, staff will provide an update on our fare policy approach since the completion of the Fare Collection Study in 2024. Staff have made substantive progress on implementing the recommendations of the 2024 Study by completing transition of official ridership counts to Automated Passenger Counters and starting work on replacing Genfare GFI fareboxes with mechanical drop fareboxes. Unfortunately, completion of the farebox transition hinges upon successful implementation of the Next Generation Clipper system which has been substantially delayed due to technical challenges. Staff will outline fare policy changes necessitated by the fare collection transitions that your Board will need to consider in upcoming months and the schedule for when these changes will take place.

Background

Fare Collection Study

In February 2024¹, the Board approved the recommendations of the Fare Collection Study which were: 1) transition to Automated Passenger Counters (APCs) for official ridership counts, 2) replace Genfare Odyssey validating fareboxes (GFI) with mechanical drop fareboxes, and 3) promote Clipper as our primary fare collection method. Staff has been steadily working through the implementation of these recommendations over the last two years. In September 2024², your Board approved purchase of APCs, which have since been installed, tested and certified by the Federal Transit Administration for

¹ February 2024 Board Agenda: https://marin.granicus.com/GeneratedAgendaViewer.php?view_id=31&clip_id=12097

² September 2024 Board Agenda: https://marin.granicus.com/GeneratedAgendaViewer.php?view_id=31&clip_id=12331



purposes of ridership counting. Marin Transit’s official ridership data now comes from our APCs. In September 2025³, your Board approved award of a contract with TAG Canada for the Purchase of On-Vehicle Cash Fare Collection and Secure Vaulting Systems (i.e. drop fareboxes). Staff are currently working with TAG and our contractors to implement this new fare collection system.

The final recommendation from the 2024 Study, transitioning to Clipper as the primary fare collection strategy, was recommended to take advantage of several features that Next Generation Clipper offers to Marin Transit riders. This transition represents a major change for Marin Transit as we will become an independent operator within the Clipper environment. Under Next Generation Clipper (formerly known as Clipper 2.0), the following features will be available for Marin Transit riders:

- **One tap:** No need to tap on/tap off to pay fare; no risk of overpayment
- **Pass products:** Marin Transit pass products will be available on Clipper, i.e. the 31-day rolling pass (monthly pass) that is valid on Marin Transit and Golden Gate buses for local Marin County trips.
- **Daily Pass and a Monthly Pass Accumulators:** Riders can “pay-as-they-go” rather than paying up front for a monthly pass. As soon as a rider’s total fares paid during a calendar month reaches the cost of a monthly pass, their fares will be capped for the remainder of the calendar month and they will ride for free.
- **Tap-to-Pay:** Riders can ‘tap to pay’ with a credit or debit card or Smartphone mobile wallet (e.g. Google Pay or Apple Pay).
- **Free/Reduced Interagency Transfers:** All riders using Clipper will get \$2.85 off their total fare when they transfer to or from any other operator in the Bay Area region (9 counties).
- **Group Bulk Discount programs:** Marin Transit can offer discounted bulk sales of transit passes for new housing developments or major employers.
- *Note: Clipper has four discounted fare options that will continue to be available under Clipper 2.0: Youth, Senior, Clipper Access (formerly known as RTC), and Clipper START*

However, getting access to these features is dependent on the region’s successful transition and implementation of Next Generation Clipper, which is undergoing some technical challenges and has been significantly delayed, as described below.

Next Generation Clipper Status update

The Clipper program is managed by the Metropolitan Transportation Commission (MTC) via a contractor, Cubic, which is responsible for system implementation. The development of the new Clipper 2.0 system, now called Next Generation Clipper, began in 2014. The intent was that once the programming was finished for the Next Generation Clipper system, all existing Clipper users would seamlessly transition to the new system via a process where their cards were “flipped” from Clipper 1.0 cards to Next Generation Clipper cards on the backend without customers having to take any action or see any interruption in their fare paying experience. They call this “customer transition.” After the conclusion of customer transition, the old “Clipper 1.0” system would eventually be closed.

There are millions of Clipper cards in circulation, and MTC planned to transition cards in batches. As of the conclusion of the Fare Collection Study, Next Generation Clipper customer transition was

³ September 2025 Board Agenda: https://marin.granicus.com/GeneratedAgendaViewer.php?view_id=31&clip_id=12738



anticipated to begin in Summer 2024. Due to the magnitude of the change this transition represents for our riders, MTC committed to transition our riders' cards in the early phases of the customer transition process.

However, due to a variety of challenges in the preparation for customer transition – major technical milestones that Cubic had to hit before the customer transition process could begin, Next Generation Clipper implementation has been delayed several times. Customer transition did officially launch in December of 2025 but has since encountered many technical challenges where some cards become trapped between Clipper 1.0 and Next Generation Clipper, and other system functionality is not working properly. Thus, MTC/Cubic is in a holding pattern in Phase 0 of the multi-phase customer transition plan. As of the writing of this letter, Marin Transit does not have an updated timeline for the official transition of our riders' Clipper cards to the new Clipper system.

Discussion

The delay in the Clipper system implementation has affected our ability to fully implement our Fare Collection Study recommendations. The Clipper implementation challenges have impacted our ability to start the marketing and outreach process to our riders on the features and benefits of the new Clipper system and to complete our onboard farebox collection equipment transition. The GFI validating fareboxes cannot be removed until our existing Clipper riders have successfully transitioned to the new Clipper environment and the system is stable enough for staff to begin promotion of the features and changes under the new system, including the shift of transfers and pass products that will no longer be available to non-Clipper users. These delays have put Marin Transit in a difficult position because the GFI fareboxes are no longer fully supported by Genfare, and the fareboxes are having increasing technical challenges that are costing staff time and resources.

While we are hopeful that Clipper customer transition will get worked out this spring, Marin Transit staff are in a holding pattern until the ongoing issues are resolved. **Staff is recommending that we give riders a minimum four-month window between successful transition of Marin Transit/Golden Gate Clipper cards to the Next Generation system and removal of the GFI fareboxes.** During this window, staff will move forward with a comprehensive marketing and outreach push to get our riders to transition to Clipper.

Fare Policy Implications

This final transition of our fare collection system necessitates a fare policy change that is also on hold until we can transition our fareboxes. Under the new fare payment environment, riders will have access to two options to pay their fares: 1) they can use Clipper, including all the new/upgraded features, discounted fare products, discounted card categories (Clipper Access, Senior, Youth, START), and open loop payments (Credit/Debit/Digital Wallet); or 2) they can deposit exact cash payment into a drop fareboxes. The drop farebox equipment recommended by the consultants and procured by the District does not have the ability to give change nor to issue transfers to cash paying riders. Under this new fare payment system, riders will have access to free transfers within Marin County only if they use Clipper or open loop payment. Fortunately, these free/discounted transfers will also apply to all agencies in the Bay Area ⁴.

⁴ Marin Transit Board approve adoption of the Regional Transfer Pilot Program in November 2024, after a public hearing in October 2024.

October Board agenda: https://marin.granicus.com/GeneratedAgendaViewer.php?view_id=31&clip_id=12361;



Several Bay Area agencies already have eliminated cash transfers as they transitioned riders to Clipper including Valley Transportation Authority (VTA), County Connection, AC Transit, FAST (Fairfield and Suisun Transit), and Wheels (Livermore Amador Valley Transit Authority).

This upcoming fare change requires completion of a Title VI analysis⁵ and holding a public hearing.⁶ Staff are also taking steps to increase the accessibility of the Clipper system and ensure our cash-paying riders can readily get access to, and use, Clipper cards. Staff actions include:

1. Working with MTC to increase the number of locations in the County, especially in our Equity Priority Communities, where Clipper cards can be acquired.
2. Working in close partnership with Canal Alliance and other community partners on a significant promotional effort for riders to get Clipper cards and discounted low-income Clipper START cards whenever possible.
3. Consider lowering the cost of a Clipper START monthly accumulator to 50% of the adult price. This would mean that a Clipper START rider would have fares capped after they have spent \$20 in a calendar month and ride for free until the end of the month. This will require a Title VI analysis but will not require a public hearing as hearings are only required for fare increases.
4. Working with our transit ambassador trainee cohort (being trained through the Community Capacity Building curriculum currently underway) to understand barriers to Clipper adoption, work together to overcome these barriers, and promote the benefits of the Clipper system.

Next Steps

During the coming months, staff will request that your Board set and hold a public hearing to make changes to our fare policy⁷, including the elimination of cash transfers. This action is the final needed to fully implement the transition of the fare collection equipment and implement the Fare Study recommendations

To achieve this final step in the process, we anticipate your Board needing to take following future actions:

1. April 2026 – Set a public hearing to consider changing Marin Transit fare policy to eliminate cash transfers. Receive Title VI analysis on this fare change.
2. May 2026 – Hold a public hearing on elimination of cash transfers.
3. June 2026 – Request to adopt the new fare policy.

The Next Generation Clipper transition is planned to occur on a parallel track to these future Board actions and in the coming months, Marin Transit/Golden Gate rider Clipper cards will be “flipped” to the new Clipper system and we can begin our marketing and outreach efforts to encourage riders to

November Board agenda: https://marin.granicus.com/GeneratedAgendaViewer.php?view_id=31&clip_id=12402

⁵ Marin Transit Title VI Policy states, “Title VI requires Marin Transit to conduct service and fare equity analyses prior to implementing major service changes or fare changes (except promotional/temporary changes) to determine whether the proposed changes will have a disparate impact on the basis of race, color, or national origin and to mitigate those impacts where possible.” Source: https://marintransit.gov/sites/default/files/inline-files/Appendix%20H_Title%20VI%20Update_FINAL.pdf.

⁶ Marin Transit public hearing policy, most recently adopted by your Board in January 2025: https://marintransit.gov/sites/default/files/2025-01/2.2%20MCTD%20Public%20Hearing%20Policy_011325.pdf

⁷ Your Board adopted an official Marin Transit fare policy at your July 2025 meeting: https://marin.granicus.com/GeneratedAgendaViewer.php?view_id=31&clip_id=12677



switch to Clipper. The new fare policy will not take effect until the GFI fareboxes are removed. Staff is hopeful that by June, we will have a firm date to provide the Board of when the policy will take effect.

Fiscal/Staffing Impact

None associated with this report.

Sincerely,

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

Cathleen Sullivan
Director of Planning

Attachment A: Presentation



Fare Collection, Programs, and Policies Update

MARCH BOARD MEETING

March 2, 2026



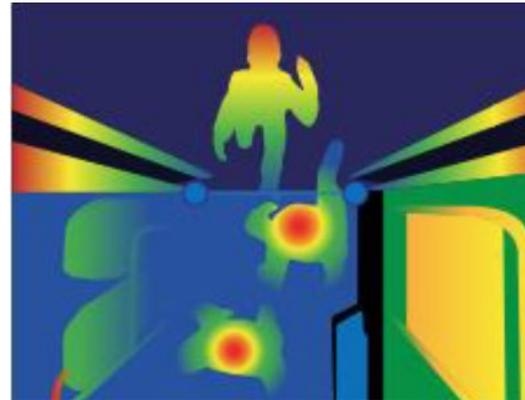
Fare Study 2024 Recommendations



Implementation underway

Drop Farebox

- Simple mechanical boxes dedicated to cash collection



Complete!

Automatic Passenger Counting (APCs)

- Official passenger counting systems via automated passenger counters



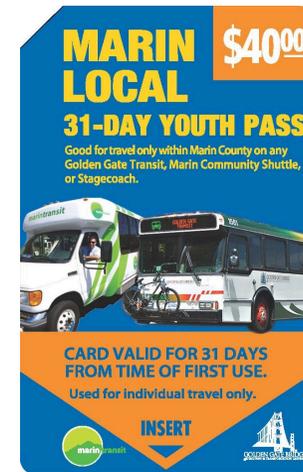
Awaiting regional resolution

Clipper

- Clipper as primary fare collection method

Fare Study – Fare Product/Policy Recommendations

- Eliminate GFI fare products:
 - Change cards – low usage
 - Day passes – very low usage
 - Monthly passes - Transition monthly pass riders to Clipper-based monthly pass and/or fare capping “accumulator” products
 - Cash Transfer - Consider complete discontinuation of paper transfer
- Other fare products:
 - Transition flash passes to Clipper (COM, youth stickers, MAFA)
 - Transition single ride tickets to new flash pass product and Clipper where feasible



Final Fare Payment Environment

Under the “final” fare payment environment, riders will have access to two options to pay their fares:

1. Clipper, including all the new/upgraded features, discounted fare products, discounted card categories (Clipper Access, Senior, Youth, START), and open loop payments; or
2. Deposit exact cash payment into a drop fareboxes.



Clipper features and discounts



- **One tap:** No need to tap on/tap off to pay fare; no risk of overpayment
- **Pass products:** Marin Transit 31-day rolling monthly pass available on Clipper
- **Daily Pass and a Monthly Pass Accumulators:** Riders can “pay-as-they-go” rather than paying up front for a monthly pass.
- **Tap-to-Pay:** Riders can ‘tap to pay’ with a credit or debit card or Smartphone mobile wallet (e.g. Google Pay or Apple Pay).
- **Free/Reduced Interagency Transfers:** Clipper riders get \$2.85 off their total fare when they transfer to or from any other operator in the Bay Area region.
- **Group Bulk Discount programs:** Marin Transit can offer discounted bulk sales of transit passes for new housing developments or major employers.
- *Discounted fare options available on Clipper: Youth, Senior, Clipper Access, Clipper START*

What drives riders' choices of how to pay?

In rider survey, only 26% of riders surveyed* were aware of the 10% fare discount, when paid via Clipper.

In the survey, 62% of cash-paying riders cited convenience as the reason they continue to pay with cash. Riders cited the following barriers to using Clipper and discount passes:

- **Convenience** – Difficulties purchasing payment options
- **Cost** – Financial concerns regarding the initial purchasing cost
- **Transparency** – Risk of being overcharged (e.g., Clipper if riders do not tap off)
- **Complexity** – Lack of awareness, where to purchase, understanding how it works, etc.

Clipper 2.0 will address some of these barriers

Clipper 2.0 shifts the region from a card-based system where funds are stored on a physical or digital card, to an account-based system where funds are stored in the back office. It also enables more options to pay fares.

System	Closed-loop	Open-loop	Mobile Wallets	Pass Options	New Features
Clipper 1.0 <i>(card-based)</i>		N/A			
Clipper 2.0 <i>(account-based)</i>				Accumulator avoids “up front” cost	Value added available immediately No risk of over- payment

Marketing steps to increase financial inclusion

Marin Transit can also use the technology and policy transition to increase awareness of banking options by riders.

- Options recommended by Fare Study consultants:
 - Establish relationships with the regional Bay Area BankOn coalition to develop materials to increase awareness of accessible bank and credit union accounts.
 - Foster partnerships with community organizations interested in using transit as a financial inclusion pathway.
 - Collaborate with banks, credit unions, and fintech companies like CashApp and Venmo on creating transit incentive campaigns.
 - Consider a mobility wallet pilot program that would provide limited monthly funding to vulnerable users to meet their transportation needs using prepaid debit cards.



Clipper Inclusion and Access Strategies

- Expand Clipper retail network
- Work with community partners to promote Clipper, including low-income START program
- Consider deeper discount for Clipper START riders on promotional basis
- Streamline/facilitate applications for other discounted Clipper cards
- Digital wallets, mobile wallets, or contactless payments via card are all options on Clipper



50% OFF all Bay Area Transit

Join Clipper START to save on BART, bus, ferry and more

[APPLY NOW](#)

Clipper START is an income-based program that provides single-ride discounts. Participants save 50% on all Bay Area public transit.

Next Generation Clipper Implementation Status

- **Implementation is delayed and encountering challenges.**
- **Clipper implementation challenges have impacted our ability to market new Clipper features and to complete our farebox transition**
 - Staff in difficult position due to GFI farebox technical challenges and lack of support
- **Staff is already advancing what we can**
 - Plan to fully transition 31-day GFI passes to Clipper only by end of March 2026
 - Actively working on transitioning school programs to Clipper for 2026-2027 school year
 - Staff advancing some marketing and outreach elements; comprehensive push will launch once bulk of our riders' cards transition



Fare Policy Implications

- **Removal of cash transfer is a fare policy change that would require Title VI analysis and public hearing**
- **Marin Transit will be proactive about increasing access to, and use of Clipper**
 - Biggest challenges of transitioning people away from cash will be overcoming the simplicity and habit of using cash and the application needed for Clipper START

Timeline

Fare Policy Change Timeline

- **March 2026** – Receive this informational update on fare policy and Clipper
- **April 2026** – Set a public hearing to consider changing Marin Transit fare policy to eliminate cash transfers. Receive Title VI analysis on this fare change.
- **May 2026** – Hold a public hearing on elimination of cash transfers.
- **June 2026** – Request to adopt the new fare policy.

Fare Collection Equipment Transition Timeline

- Staff recommends a four-month window between successful transition of Marin Transit/Golden Gate Clipper cards to Next Generation system and removal of GFI fareboxes.

Thank you

CONTACT

Cathleen Sullivan

Director of Planning

csullivan@marintransit.gov





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

Board of Directors

Mary Sackett

President
Supervisor District 1

Fred Casissa

Vice President
Town of Corte Madera

Maribeth Bushey

Second Vice President
City of San Rafael

Brian Colbert

Director
Supervisor District 2

Stephanie

Moulton-Peters

Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Eric Lucan

Director
Supervisor District 5

Maika Llorens Gulati

Alternate
City of San Rafael

March 2, 2026

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

Subject: Capital Projects Update

Dear Board Members:

Recommendation

Discussion item.

Summary

Marin Transit is near completion on two active construction projects and has many facilities projects in progress. This letter gives updates on both projects and a general look ahead for upcoming capital projects. At 3010/3020 Kerner Boulevard, in San Rafael the District is building a parking facility with a solar canopy and back-up battery storage system for the adjacent Marin Access maintenance facility. The second project in construction is an ADA Bus Stop Improvement Project, which is updating 22 bus stops around the county.

Several other Capital Projects are in their planning stages to continue to update facilities at both Rush Landing, Kerner Boulevard, and our bus stops.

Projects in Construction

3010/3020 Kerner Boulevard (San Rafael) Parking Lot

3010/3020 Kerner Boulevard is adjacent to the Marin Access Operations and Maintenance Facility, located at 3000 Kerner Boulevard in San Rafael. Marin Access Operations includes the ADA mandated paratransit service and other services for older adults and people with disabilities. The District purchased 3010/3020 Kerner Boulevard in July 2022 with the intention of converting it into a parking facility for a portion of Marin Transit's fleet. Improvements for this site include adding a solar canopy over a portion of the parking, installation of an expandable backup battery system that is tied into the facility at 3000 Kerner Boulevard, and installation of a vehicle charger for two electric paratransit vans. Additionally, the project makes the site ready for chargers at all remaining parking stalls including underground conduit and an oversized switchgear which can handle increased future electrical loads.

The majority of the construction of the parking lot and paving is now complete. At this time, we are waiting on the vehicle charger installation, as well as one of



the switchgears which is tied to the solar and battery storage. The bus charger has an expected arrival date in March 2026. The switchgear has an anticipated delivery date of April 2026. Installation of the switchgear will be followed by work from PG&E to tie the system into the grid. Final completion of the project is expected in June 2026.

ADA Bus Stop Improvements

This project is improving 22 bus stops throughout the County. These improvements include Americans with Disabilities Act (ADA) accessibility improvements at 14 stops, adding or replacing 13 new shelters, and the creation of three new bus stops; one within the Canal at E. Francisco Boulevard and Medway Road and two other paired stops near Marin Community Clinics in Novato. Attachment A shows a complete list of stops which were improved.

Construction is largely complete, with some minor work remaining to re-install real-time information signs, added repair work at the Downtown Novato stop (Redwood and Grant), and final site cleanup. The new stop at E. Francisco Boulevard and Medway Road in the Canal will open on March 8th. The new stops on Redwood Boulevard will open in April, 2026.

1075 Francisco Boulevard E. (San Rafael) Surcharge

Upon clearance of NEPA, Marin Transit will recommend award of a contract to move the Surcharge at 1075 Francisco Boulevard E. in San Rafael. This project will prepare the soil at the site for the future building of Marin Transit's Fixed Route Operations and Maintenance Facility. The procurement is completed and a contractor was selected for the work. Approval of this contract will come before your Board in the coming months.

Projects Entering Design

3000 Kerner Boulevard (San Rafael) – Building

Staff is entering the design phase to add a driver break room at 3000 Kerner Boulevard in San Rafael. This project will use existing space in the building and provide access to drivers who will be reporting to the new 3010/3020 Kerner Boulevard lot once it is open. A contract for this work is included on the consent calendar of this month's Board meeting.

600 Rush Landing Road (Novato)- Building

Marin Transit staff are entering the design phase for several projects that will enhance usability of our existing facilities at 600 Rush Landing Road in Novato. This project will renovate the facility to increase the bathroom capacity and make the second floor accessible with the installation of an elevator. A contract for this work is included on the consent calendar of this month's Board Packet.

600 Rush Landing Road (Novato) – Parking Lot

Staff is working to execute a task order with Mark Thomas on our General Engineering services contract to design for the resurfacing the parking lot at Rush Landing as well as making the lot make-ready for future electrification by adding underground conduit for future chargers. This will provide the charging upgrades needed for the four additional battery electric buses for which the purchase authorization is included on the consent calendar of this month's Board meeting.



1075 Francisco Boulevard E. (San Rafael) – Fixed Route Operations and Maintenance Facility

Marin Transit released a Request for Qualifications to design Marin Transit’s Fixed Route Maintenance and Operations Facility at 1075 Francisco Boulevard in San Rafael. Statement of Qualifications were due on February 18, 2026. The evaluation committee is currently reviewing the qualifications now and will be conducting interviews with top firms in March. Staff anticipate bringing a recommendation for a design contract to your Board in May 2026.

Bus Stop Guidelines

Staff is working on updating our Bus Stop Guidelines to help inform future bus stop improvements and prioritization and to give as a resource for other jurisdictions looking to make sidewalk or roadway improvements through or around bus stops. Scoping for our next bus stop improvements project will begin upon completion of the Guidelines in Summer 2026.

Fiscal/Staffing Impact

None.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Anna Penoyar", written in a cursive style.

Anna Penoyar
Capital Projects Manager

Attachment A: Bus Stop Improvements List

Attachment B: Presentation

Bus Stop Improvements

Stop ID	Stop Location	Direction	Jurisdiction	Primary Improvements
40673	San Marin Dr & San Carlos Way	WB	Novato	Replace Shelter
40726	Ignacio Blvd & Sunset Parkway	WB	Novato	Add Shelter
41328	Smith Ranch Rd & Yosemite Rd	EB	San Rafael	ADA Landing Pad, Add Shelter
40515	Sir Francis Drake Blvd & Alhambra Circle	WB	Fairfax	ADA Landing Pad, Add Bench, Red Curb
40519	Sir Francis Drake Blvd & Oak Manor Dr	WB	Fairfax	ADA Landing Pad, Add Bench, Red Curb
40472	Sir Francis Drake Blvd & San Anselmo Ave	EB	San Anselmo	ADA Landing Pad, Replace Shelter
40418	Fourth St & Santa Margarita Ave	WB	San Rafael	Repair sidewalk for ADA Landing, Red Curb
New Stop	Francisco Blvd E & Medway Rd	EB	Caltrans & San Rafael	New Sidewalk, Bus Pad, Crosswalk, New Solar Light
40330	College Ave & Sir Francis Drake Blvd	EB	County of Marin	Replace Shelter, Red Curb, New Solar Light
40150	Miller Ave & Camino Alto	WB	Mill Valley	Add Shelter
40153	Almonte Blvd & Rosemont Ave	SB	County of Marin	ADA Landing Pad
40184	Strawberry Frontage Rd & US 101 NB On Ramp	SB	Caltrans	ADA Landing Pad, New Shelter, Crosswalk
New Stop	Redwood Blvd & Hill Rd	WB	Novato	ADA Landing Pad, New Shelter
41326	N Redwood Dr & Smith Ranch Rd	WB	San Rafael	ADA Landing Pad, Add Shelter
40580	Merrydale Rd & N San Pedro Rd	NB	San Rafael	ADA Landing Pad
40319	Sir Francis Drake Blvd & Bon Air Rd	WB	County of Marin	Add Shelter
40765	Alameda Del Prado & Hwy 101 SB	SB	Novato	ADA Landing Pad, Add Shelter
New Stop	Redwood Blvd & Landing Ct	EB	Novato	ADA Landing Pad, Add Shelter
41361	Sir Francis Drake Blvd & Bank St	SB	San Anselmo	ADA Landing Pad, Add Shelter, Red Curb
40279	Tamalpais Dr & Meadowsweet Dr	EB	Corte Madera	ADA Landing Pad, Add Shelter, Red Curb
41364	Hamilton Pkwy & Aberdeen Rd	NB	Novato	ADA Landing Pad
41365	Hamilton Pkwy & Aberdeen Rd	SB	Novato	ADA Landing Pad



Capital Projects Update

MARCH 2, 2026

Agenda

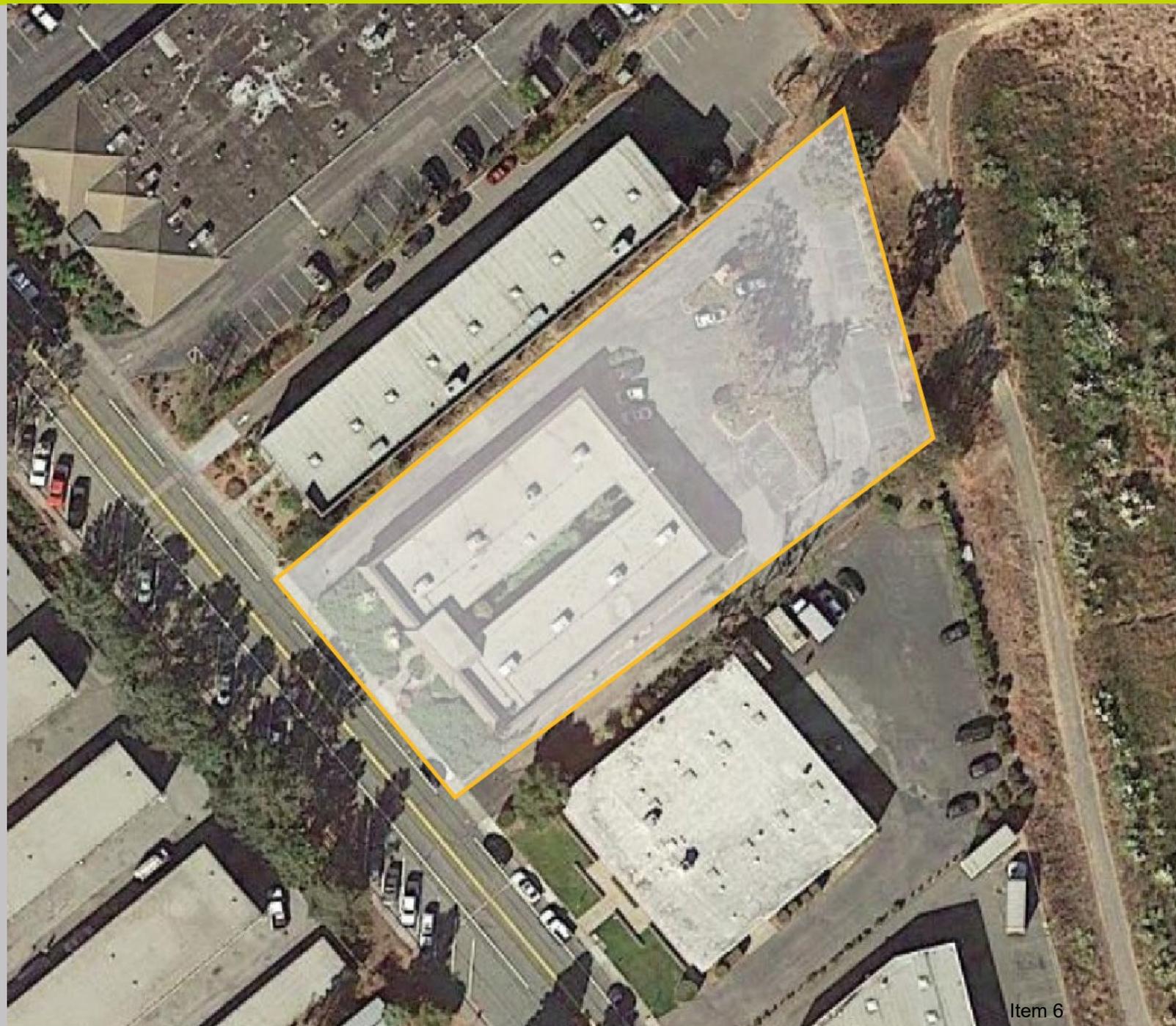
- 01** 3010/3020 Kerner Blvd
- 02** Bus Stop Improvements
- 03** Rush Landing Building Modifications
- 04** Rush Landing Pavement Rehab and EV2
- 05** 3000 Kerner Driver Break Room
- 06** Fixed Route Facility (1075 E. Francisco)



3010/3020 Kerner Blvd

Project History

- Purchased in **July 2022**
- Design Phase:
 - Initiated **January 2023**
- Demolition: **April 2024**
- Construction Award: **December 2024**



Project Overview

- Parking for up to 45 vehicles
- Solar Canopies on the northern side of lot
- Battery Back up System
- 2 EV Chargers
- Conduit for future charging
- Connected to 3000 Kerner in the back
- Fencing and Lighting



Project Status

In Construction

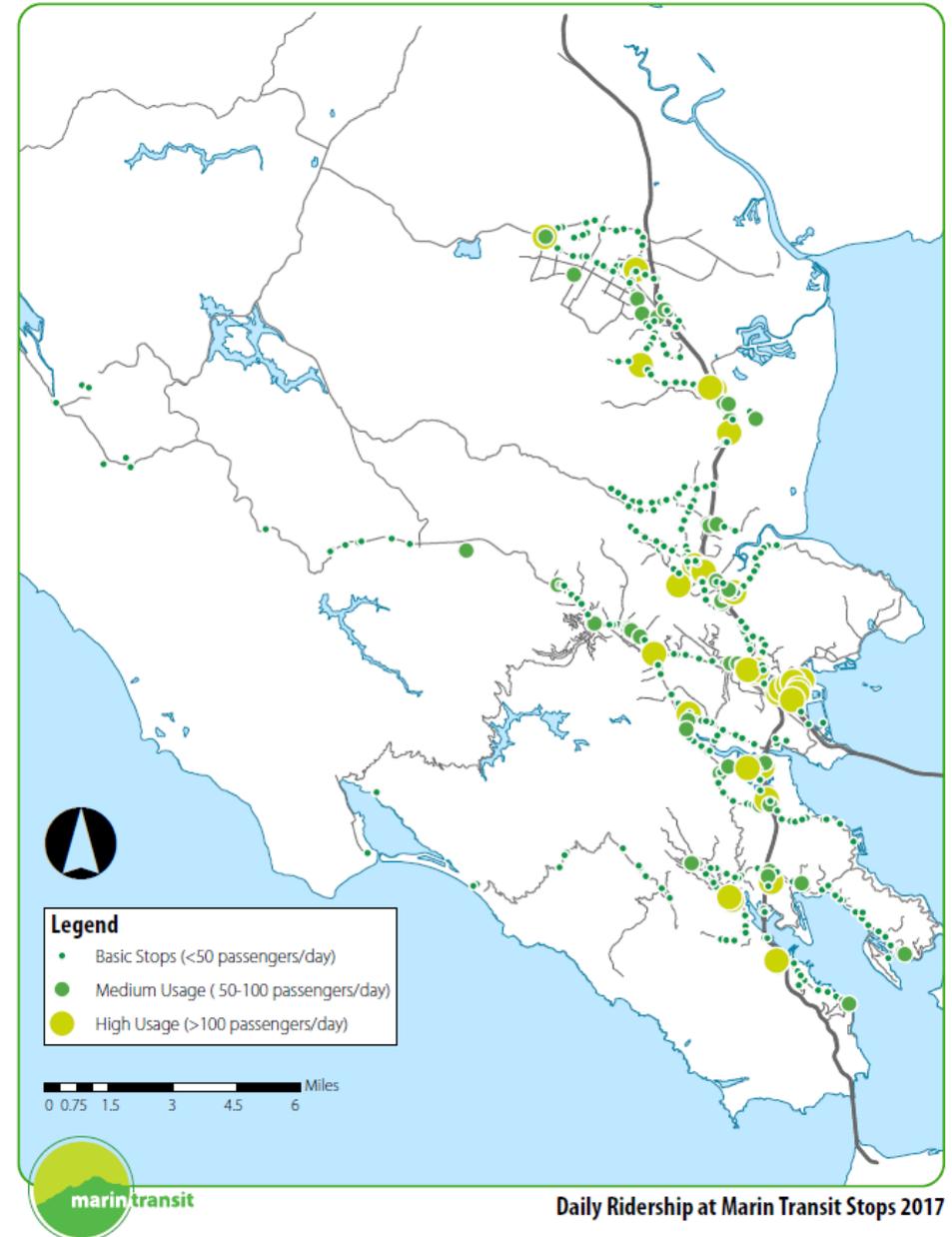
- Solar canopy installation complete
- Lighting Complete
- Landscaping – in progress
- Fencing – in progress
- Final Paving – this week
- Awaiting vehicle charger installation and switchgear related to solar/battery
- Final Completion summer 2026



Marin County Bus Stop Improvements

Project History

- **2017** – Bus Stop Conditions Assessment
- **2018** – Conceptual Plans
 - Accessibility
 - Ridership
- **2021** – Task Order for Full Design
- **2023 (July)** – Final Jurisdictional Review initiated
- **2024 (October)** – Final Approvals
- **2025 (January)** – Construction Award



Daily Ridership at Marin Transit Stops 2017

Project Overview

In Construction

-  ADA Improvements at 14 locations
-  New or Replacement Shelters at 13 locations
-  Three new bus stops!
- Construction largely complete.



Stop ID	Stop Location	Direction	Jurisdiction	
40673	San Marin Dr & San Carlos Way	WB	Novato	
40726	Ignacio Blvd & Sunset Parkway	WB	Novato	
41328	Smith Ranch Rd & Yosemite Rd	EB	San Rafael	
40515	Sir Francis Drake Blvd & Alhambra Circle	WB	Fairfax	
40519	Sir Francis Drake Blvd & Oak Manor Dr	WB	Fairfax	
40472	Sir Francis Drake Blvd & San Anselmo Ave	EB	San Anselmo	
40418	Fourth St & Santa Margarita Ave	WB	San Rafael	
New Stop	Francisco East Blvd & Medway Rd	EB	Caltrans & San Rafael	
40330	College Ave & Sir Francis Drake Blvd	EB	County of Marin	
40150	Miller Ave & Camino Alto	WB	Mill Valley	
40153	Almonte Blvd & Rosemont Ave	SB	County of Marin	
40184	Strawberry Frontage Rd & US 101 NB On Ramp	SB	Caltrans	
New Stop	Redwood Blvd & Hill Rd	WB	Novato	
41326	N Redwood Dr & Smith Ranch Rd	WB	San Rafael	
40580	Merrydale Rd & N San Pedro Rd	NB	San Rafael	
40319	Sir Francis Drake Blvd & Bon Air Rd	WB	County of Marin	
40765	Alameda Del Prado & Hwy 101 SB	SB	Novato	
New Stop	Redwood Blvd & Landing Ct	EB	Novato	
41361	Sir Francis Drake Blvd & Bank St	SB	San Anselmo	
40279	Tamalpais Dr & Meadowsweet Dr	EB	Corte Madera	
41364	Hamilton Pkwy & Aberdeen Rd	NB	Novato	
41365	Hamilton Pkwy & Aberdeen Rd	SB	Novato	

New Stops – Redwood Blvd

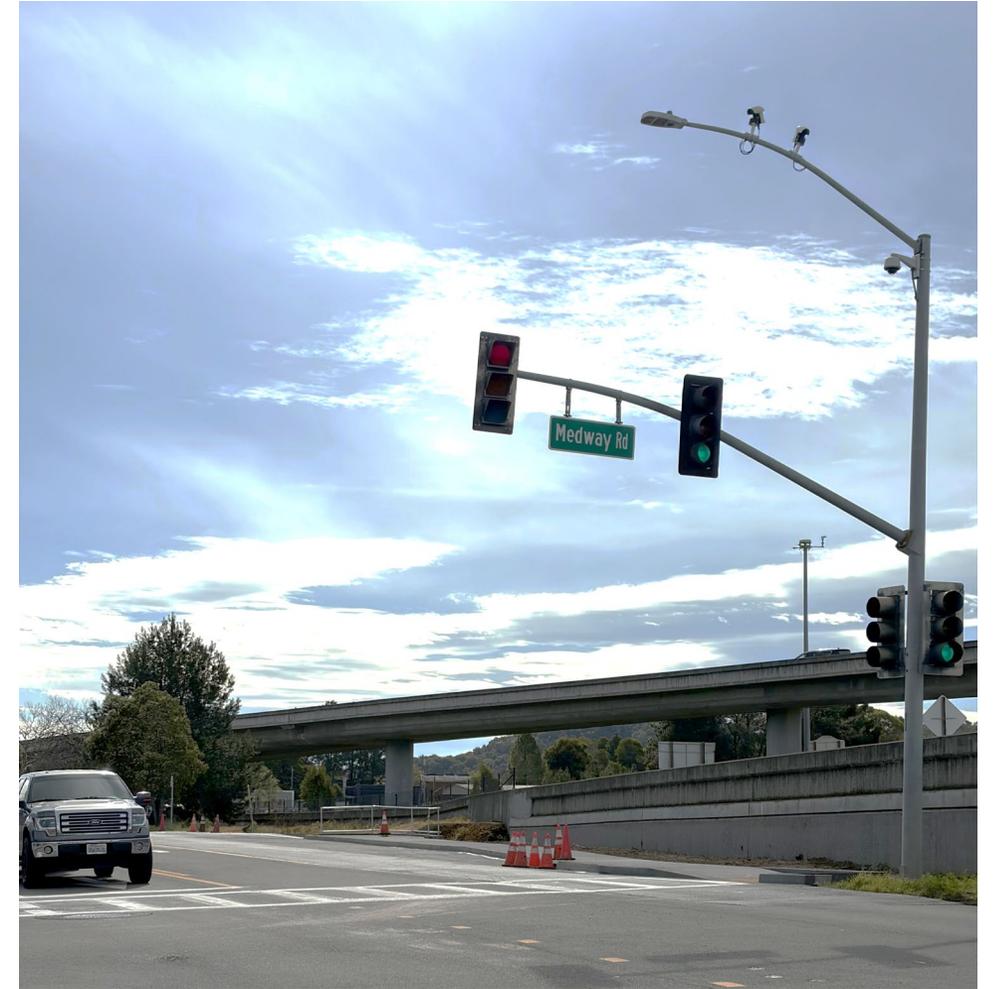


Redwood Blvd & Hill Rd



Redwood Blvd & Landing Ct.

New Stop – E Francisco Blvd & Medway



40279 - Tamalpais Dr. & Meadowsweet Dr

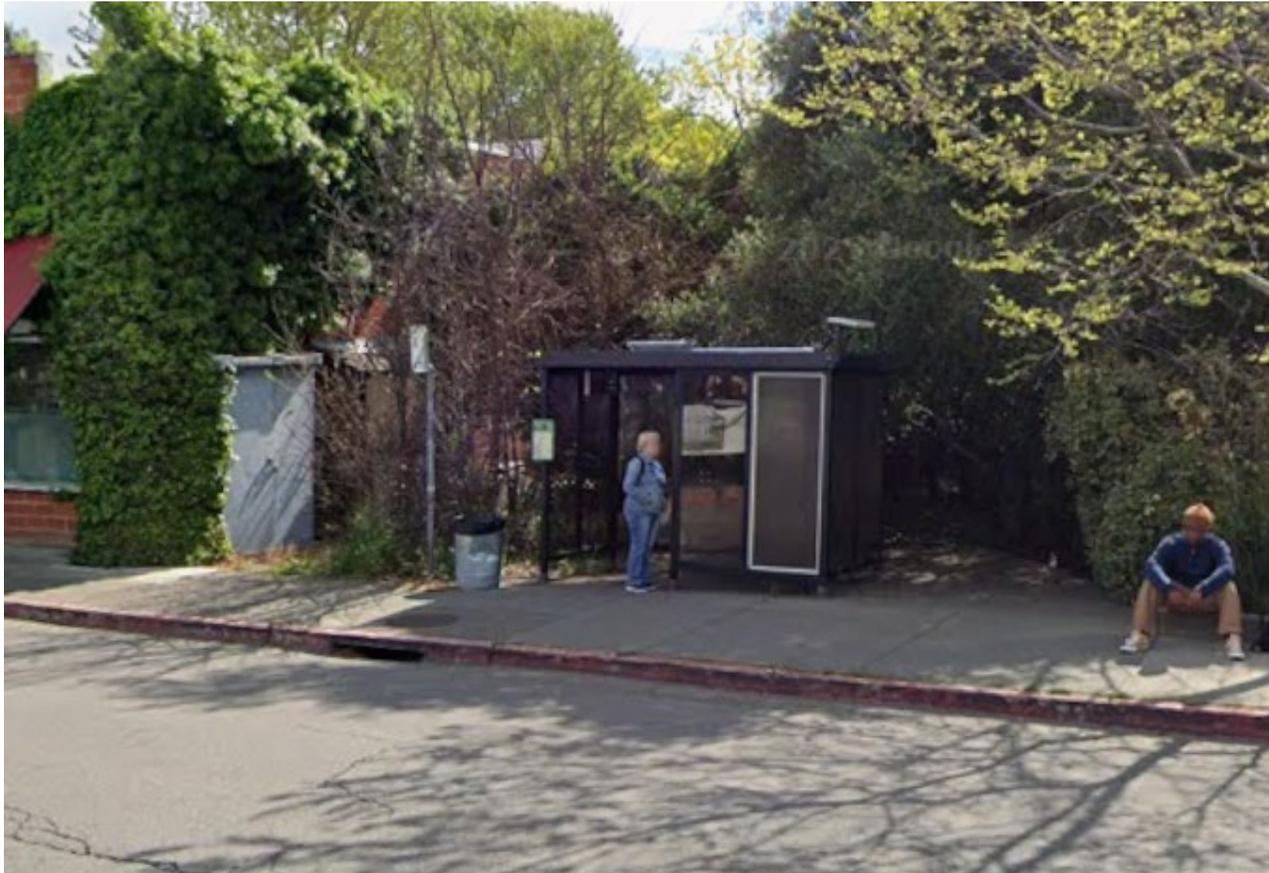


Before



After

40330 – College Ave & Sir Francis Drake Blvd



Before



After

41361 – Sir Francis Drake & Bank St



Before



After

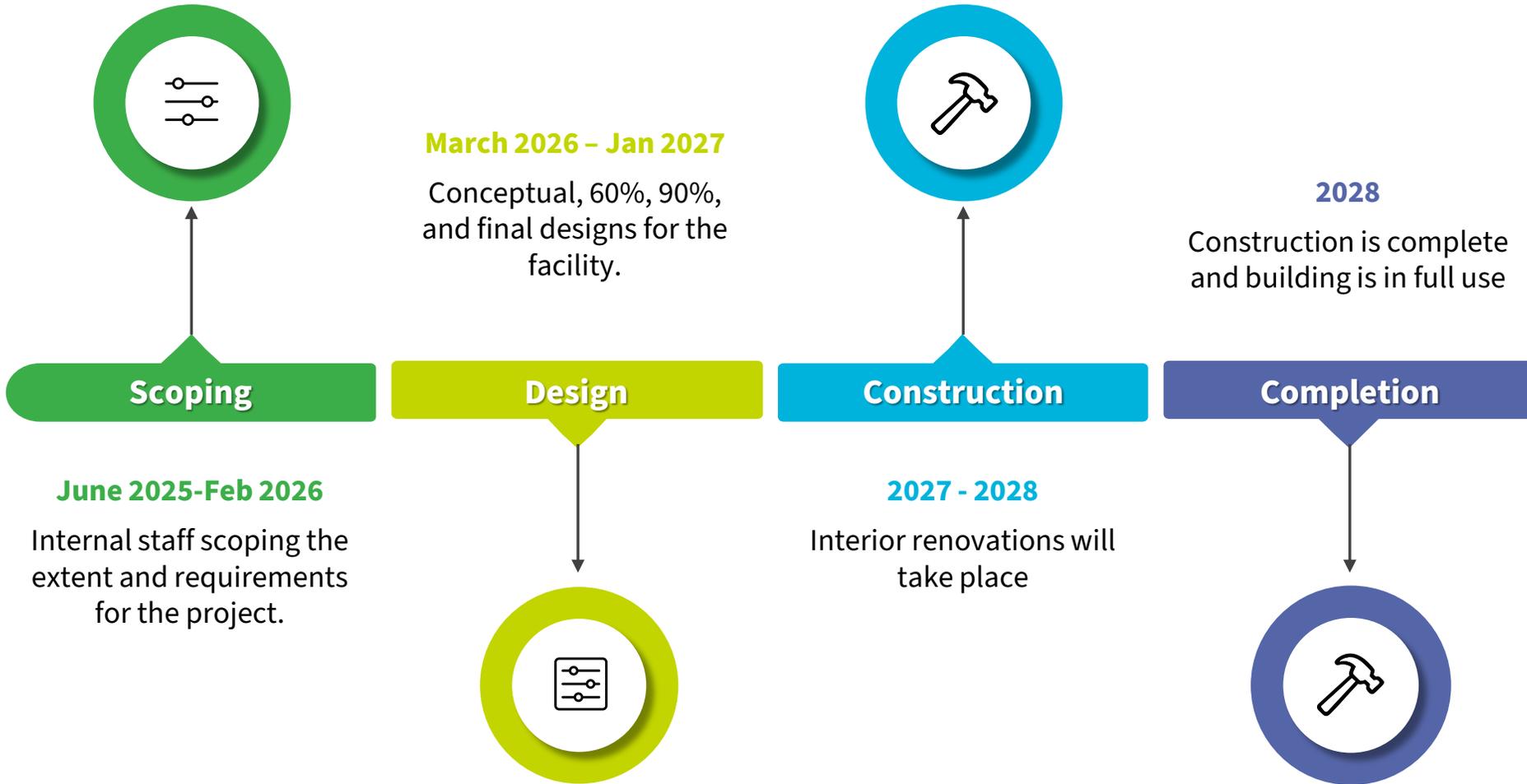
Rush Landing Building Modifications

Project Overview

- Redesign building interior to optimize for transit use
- Increased bathroom capacity for drivers
- Elevator to make use of 2nd floor
- ADA Upgrades
- Building code upgrades
- Initiating design



Rush Landing Building Project Timeline (estimate)





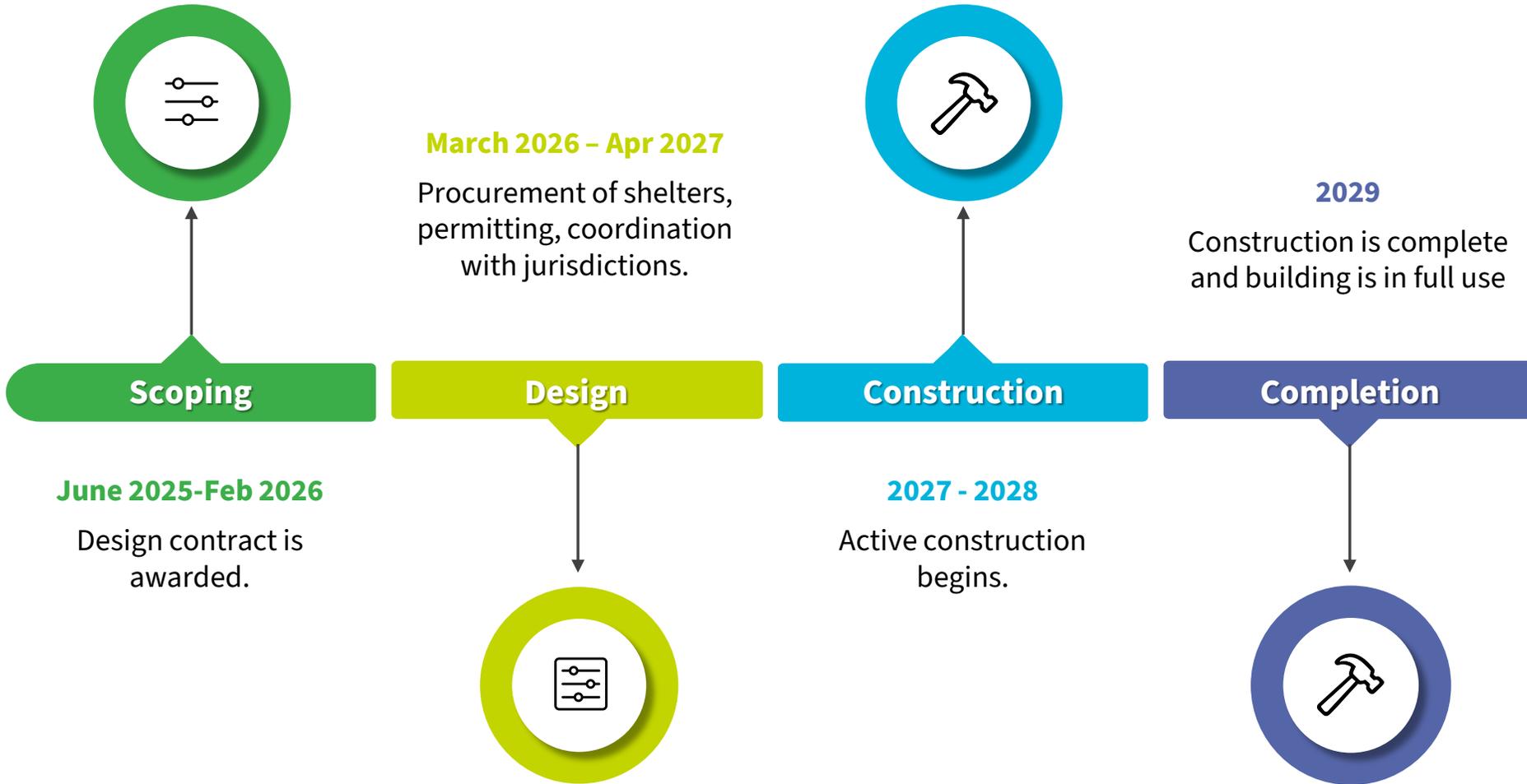
Rush Landing Parking Lot

Project Overview

- Rehab failing pavement
- Add chargers for 4 new BEBs
- Add conduit throughout lot to make-ready for future charging
- Add backup battery for building
- Initiating Design



Rush Landing Parking Project Timeline (estimate)





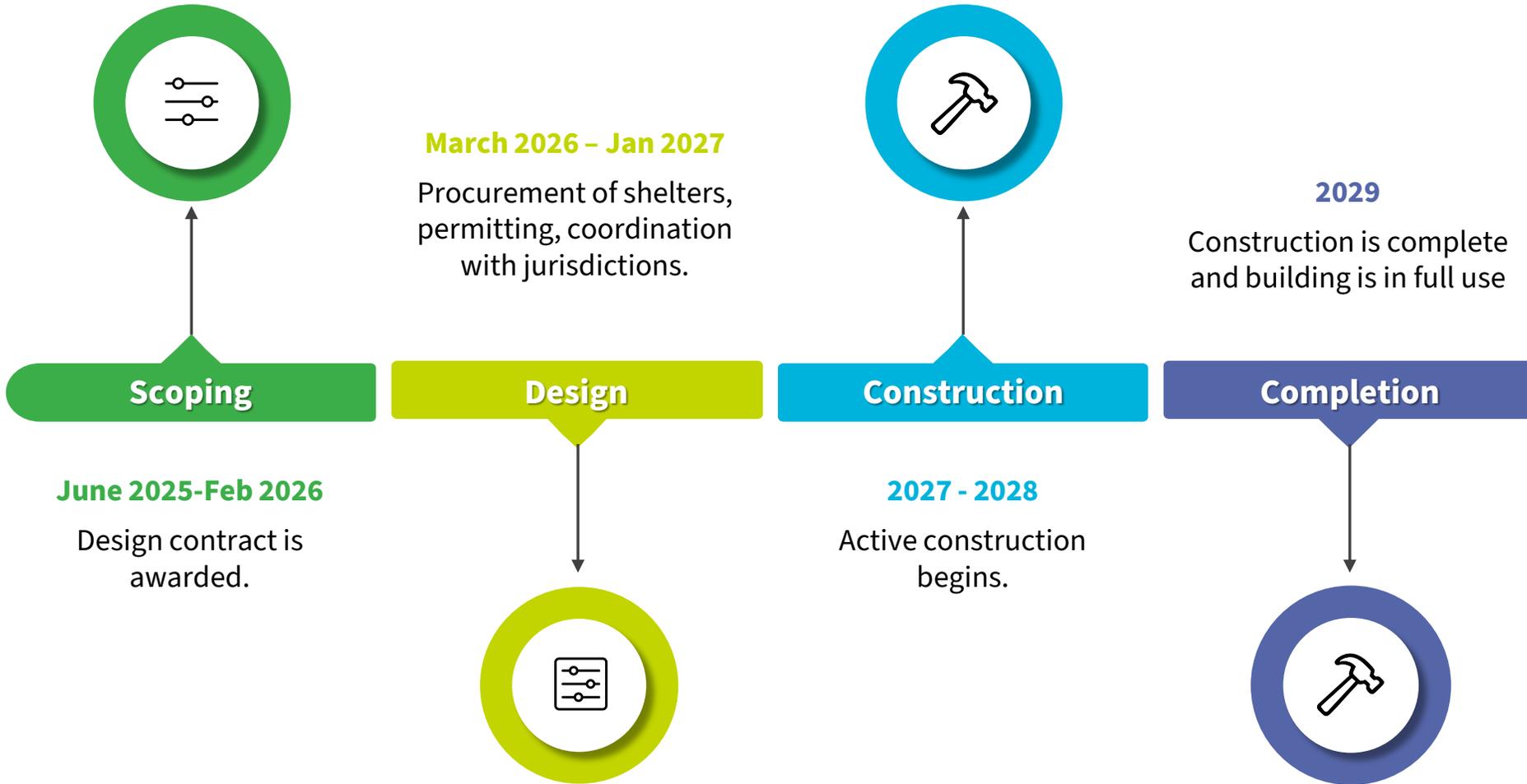
Kerner Driver Break Room

Project Overview

- Add new entrance to the building
- New breakroom space created inside warehouse
- Initiating Design



Kerner Driver Break Room Project Timeline (estimate)



Fixed Route Facility: 1075 Francisco Blvd E.

Project Status

Surcharge Grading Construction

- Prepare the soil on site for future building of Marin Transit's Fixed Route Operations and Maintenance Facility.
- Estimated Contract Award: April 2026
- Construction Duration: 3 months active construction, with 1 year estimated for settling.

Target Facility Opening: July 1, 2030

Final Facility Design

- Estimated Contract Award: May 2026
- Design Estimated to take 2 years



Thank you

CONTACT

Anna Penoyar

Capital Projects Manager

apenoyar@marintransit.org