



# MARIN TRANSIT BUDGET FY 2026/27

**Table of Contents**

Marin Transit Budget Overview ..... 1

    Relevant Financial Policies..... 2

    District Fund Balance..... 4

    Local Sales Tax – Measure A and Measure AA..... 5

Operations Budget..... 8

    District Operations Revenue..... 12

    District Operations Expenses ..... 14

    Administration Budget ..... 16

    Local Fixed Route Service..... 18

    Yellow School Bus Service..... 23

    Marin Access (Paratransit and Mobility Management)..... 28

Capital Budget..... 35

    Vehicles ..... 38

    Bus Stop Improvements ..... 39

    Administrative and Operations Facilities..... 40

    Technology Projects ..... 40

    Other Measure A/AA Capital Expenses ..... 41

## Tables

Table 1: Budget Summary.....	1
Table 2: Operations Budget .....	8
Table 3: Operations Budget (Admin, Local, Yellow Bus, Rural, & Marin Access).....	11
Table 4: Revenue Variances in Operations Budget (>\$100,000 and >10% compared to prior year budget) .....	13
Table 5: Expense Variances in Operations Budget (>\$100,000 and >5% compared to prior year budget) .....	15
Table 6: Personnel Counts (FTE).....	15
Table 7: Administration Budget.....	17
Table 8: Local Service Budget.....	19
Table 9: Local Budget Service Levels.....	20
Table 10: Yellow School Bus Service Budget.....	23
Table 11: Rural Budget Service Levels.....	25
Table 12: Rural Service Budget.....	27
Table 13: Marin Access Budget .....	29
Table 14: Marin Access Budget Service and Program Levels.....	32
Table 15: Marin Access Grant Funding .....	34
Table 16: Capital Budget by Project .....	36

## List of Figures

Figure 1: District Revenue Funding Sources by Fiscal Year .....	5
Figure 2: Local Sales Tax Expenditures by Fiscal Year (Measure A/AA) .....	7
Figure 3: Fixed Route Service Hours by Fiscal Year.....	9
Figure 4: Fixed Route Passengers by Fiscal Year.....	10
Figure 5: Revenue Sources for FY 2026/27 Budget.....	12
Figure 6: Operations Expenses for FY 2026/27 Budget .....	14
Figure 7: Marin Transit Organizational Chart FY 2026/27: .....	16
Figure 8: Local Service Hours by Fiscal Year.....	21
Figure 9: Rural Service Revenue Hours by Fiscal Year .....	25
Figure 10: Rural Service Ridership by Fiscal Year .....	26
Figure 11: Marin Access Revenue Hours by Program.....	30
Figure 12: Marin Access Passenger Trips by Program.....	31
Figure 13: Capital Project Expenditures and Budget by Type .....	37

# Marin Transit Budget Overview

The Marin County Transit District (Marin Transit) provides local transit service within Marin County. Marin Transit provides 3.4 million unlinked passenger trips per year and provides over 210,000 revenue hours of service with a fleet of 113 buses. The FY 2026/27 expenditure budget for operations and capital projects is \$66.6 million (Table 1).

Table 1: Budget Summary

	FY2024/25 Actual	FY2025/26 Revised Budget	FY 2025/26 Estimated Actual	FY 2026/27 Budget
<b>Revenue</b>				
Operations	45,791,476	51,046,004	50,340,472	49,004,774
Capital	23,159,421	12,167,839	11,430,289	14,957,396
<b>Total Revenue</b>	<b>\$68,950,897</b>	<b>\$63,213,843</b>	<b>\$61,770,761</b>	<b>\$63,962,170</b>
<b>Expenditures</b>				
Operations	42,930,277	46,629,697	44,920,160	49,580,056
Capital	23,070,119	12,163,612	11,430,290	17,118,828
<b>Total Expenditures</b>	<b>\$66,000,396</b>	<b>\$58,793,309</b>	<b>\$56,350,450</b>	<b>\$66,698,884</b>
Net Change in Fund Balance	\$2,950,501	\$4,420,534	\$5,420,311	-\$2,736,714
Expenditure of Operations Reserve				\$575,282
Expenditure of Capital Reserve				\$2,161,432
Emergency Reserve	7,548,352	7,771,616	7,771,616	8,263,343
Contingency Reserve	15,096,704	15,543,232	15,543,232	14,476,224
Capital Reserve	21,743,946	25,494,688	26,494,465	24,333,033
Fund Balance (total reserve)	\$44,389,002	\$48,809,536	\$49,809,313	\$47,072,599

The District is at a financial inflection point, as it begins to utilize reserves to sustain operations and fund capital projects in FY 2026/27. Rising purchased transportation and fuel costs coupled with declining state and local revenues and the depletion of most carryforward funding, require using reserves of \$575,282 to cover operating expenditures in the FY 2026/27 budget. This budget allows for a fully funded Emergency Reserve of two months of operating expenses, a Contingency Reserve of three and a half months of operating expenses, and a Capital Reserve of \$24.3 million, which includes the planned expenditure of \$2.16 million for facility projects from the Capital Reserve.

The District continues to face volatility in major revenue sources. Consequently, this budget includes expenditure of \$3.8 million in Measure AA and State carryforward funds, using the majority of carryforward and only leaving carryforward in the School and Special Needs sub-categories. The FY 2025/26 budget used more carryforward funds than this FY 2026/27 budget (17% for FY 2025/26 vs 8% for FY 2026/27; these funds were accumulated due to under-projections of state and local funds and the availability of one-time federal relief funding, both of which have concluded).

The budget maintains existing fixed-route services, including the recent MASCOTS service changes for local fixed route service implemented in Spring 2026. Marin Transit delivers services through contract operators, including; Golden Gate Bridge, Highway & Transportation District (GGBHTD), Marin Airporter, Bauer’s Intelligent Transportation, and Transdev.

Marin Transit's capital expenditure budget is \$17 million and used to fund transit vehicle replacements, bus stop improvements, and facility improvement projects. Marin Transit is actively working on infrastructure projects to improve existing, and develop new operations and maintenance facilities and charging infrastructure. This includes the 3010/3020 Kerner vehicle parking lot, where electric vehicle charging and solar power generation are currently being added and construction and expected to close out in early FY 2026/27. The District will also begin the design phase of four additional projects: (1) the fixed-route operations and maintenance facility project at 1075 E. Francisco, (2/3) the facility renovation of 600 Rush Landing and 3000 Kerner, and (4) the parking lot rehabilitation at 600 Rush Landing. Lastly, our staff is initiating the planning phase of future bus stop improvement work.

Marin Transit’s Short Range Transit Plan (SRTP) is the primary service and financial planning document for the District and includes ten years of financial projections for operations and capital programs. The FY 2026/27 Budget is developed from SRTP service and financial projections. The District’s Board adopted the most recent full SRTP on February 3, 2020 and a “mini” SRTP update on December 5, 2022. Staff plan to release an updated draft SRTP in the Summer of 2026. In preparation for this, staff held an SRTP Board workshop on November 3, 2025 to discuss financial projections and options for how the District plans to balance the 10-year financial plan.

### ***Budget Process and Timeline***

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

The following is the timeline for fiscal year July 1, 2026 to June 30, 2027 (FY 2026/27) budget development:

- February 10, 2026 – Budget kick-off meeting
- February-March 2026 – Program level budget meetings
- May 4, 2026 – Draft budget presented to Board of Directors
- June 1, 2026 – Adoption of Final budget

## **Relevant Financial Policies**

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

### ***Basis of Accounting***

Marin Transit’s resources are allocated and accounted for in the financial statements as an enterprise fund. Enterprise funds are accounted for on a flow of economic resources measurement focus. Marin Transit also

uses the accrual basis of accounting, recording revenues when earned, and recording expenses at the time the liability is incurred. Grant revenue is recognized when program expenditures are incurred in accordance with program guidelines. As a proprietary fund, the audited financial statements further distinguish operating revenues and expenses from non-operating revenues and expenses. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations.

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

### ***Annual Budget Adoption***

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

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

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

### ***Budget Amendment***

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

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

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

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

### ***Reserve Policy***

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

expenditures and in accordance with the Government Finance Officers Association (GFOA) recommendations.

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

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

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

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

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

### **Indirect Costs**

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

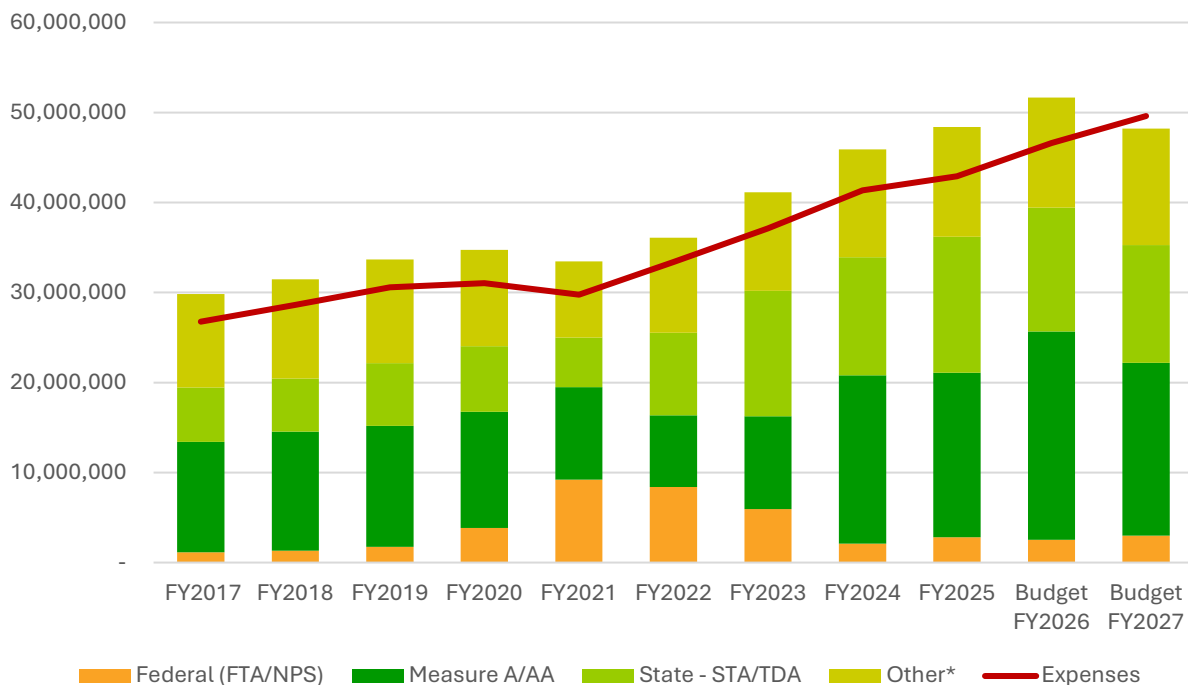
## **District Fund Balance**

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

Marin Transit is at an inflection point, where reserve funds are needed to cover \$575,282 in operating expenses and \$2.16 million in capital expenses in FY 2026/27. While the budget maintains a fully funded Emergency Reserve, the Contingency Reserve decreases from four months of operating expenses in the FY 2025/26 budget to 3.5 months of operating expenses in the FY 2026/27 budget.

FY 2025/26 estimated actuals reflect revenues exceeding expenditures, resulting in an approximate \$5.4 million increase to the fund balance from property tax revenues. This increase is attributed to Measure AA and State Transit Assistance (STA) funds from that were not needed in prior years being available as “carryforward” to use for expenses in FY 2025/26 allowing Property Tax dollars to be unspent. Carryforward funding comprised 17% (\$9.5 million) of operating resources in FY 2025/26, but only 8% (\$3.8 million) in FY 2026/27. The only unspent, remaining carryforward funding is in Measure AA School and Special Needs programs (see more explanation below under Measure A/AA). Absent the use of carryforward funds, annual operating expenditures have exceeded revenues since FY 2025/26, and this trend continues into FY 2026/27 (Figure 1). Note that carryforward is embedded within the STA and Measure A/AA bars in Figure 1.

Figure 1: District Revenue Funding Sources by Fiscal Year



Although Measure AA sales tax revenues are projected to grow by 1.5% in FY 2026/27, they do not keep pace with cost increases. This trend is projected to continue in future years. At current expenditure levels, the District will exhaust all reserves within the 10-year SRTP horizon without structural changes such as service reductions, revenue increases, or expense reductions. The District has reviewed this outlook with the Board as part of the development of the update to the SRTP and staff continues to update projections, evaluate sustainable service levels, and realign revenues and expenses to ensure reserves are not fully expended. The SRTP 10-year forecast, including necessary projected service cuts and fare adjustments, will be presented to your Board in the coming months after this budget’s adoption.

## Local Sales Tax – Measure A and Measure AA

On November 6, 2018, Marin County voters passed Measure AA which renewed the county’s ½-cent transportation sales tax and adopted a new expenditure plan. The renewal measure (Measure AA) is a 30-year extension effective April 2019. The first ½-cent sales transportation sales tax (Measure A) was a 20-year measure passed in 2004 and established a vital source for local transit funding in Marin County. Local sales

tax funding provides approximately 39% of Marin Transit’s operating revenues. The sales tax also provides a share of capital funds needed to match federal and state grants for vehicles.

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

The Transportation Authority of Marin (TAM) programs Measure A/AA funding to the District based on sales tax projections and adjusts future year projections to account for actual sales tax receipts. Each year TAM programs a specific amount based on projections and based on this programmed amount, Marin Transit requests annual allocations of funds from TAM.

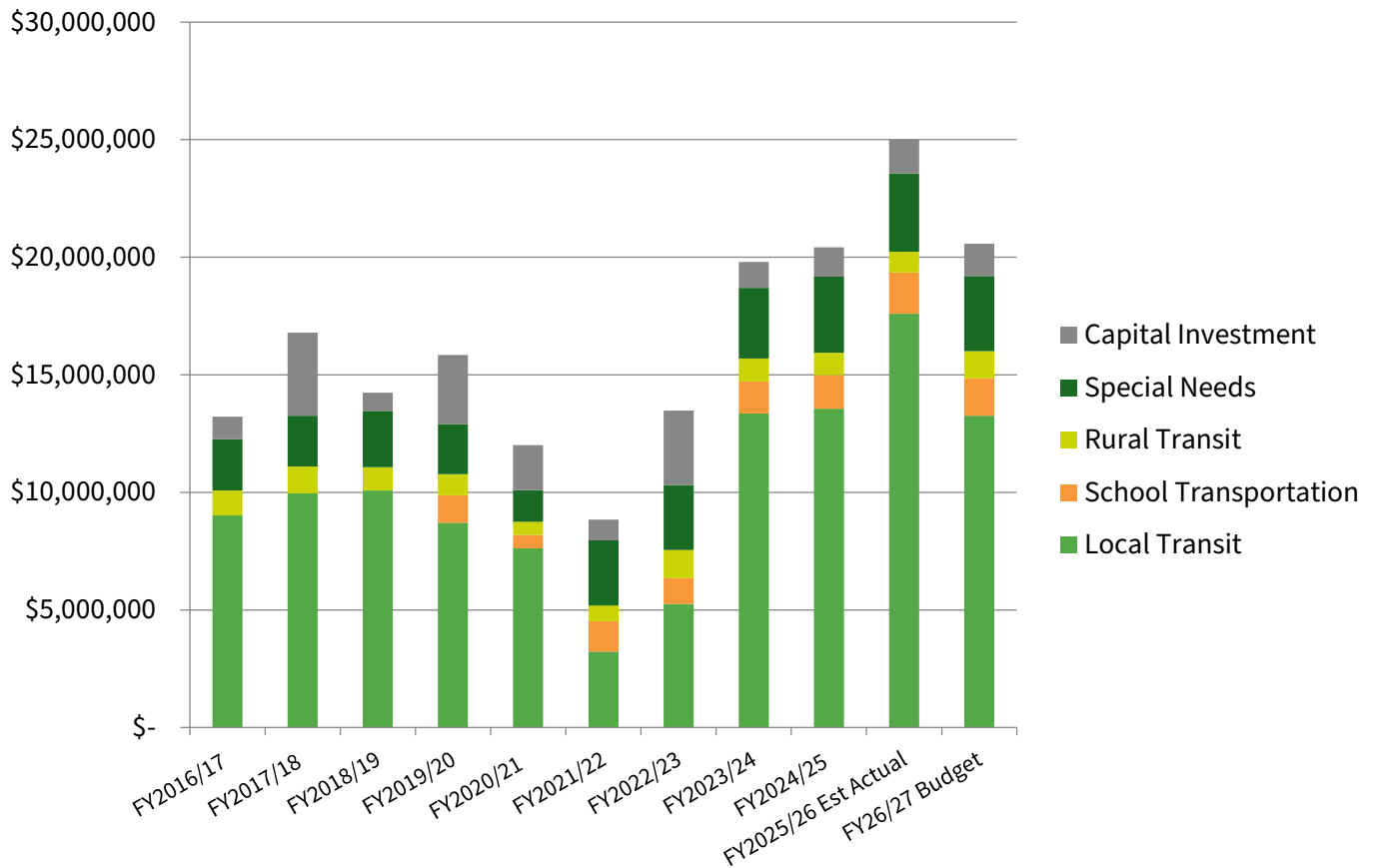
Marin County saw strong sales tax returns during the pandemic due to the combination of strong sales and the Wayfair decision<sup>1</sup> that increased the local collection of sales tax for purchases made online. Following the pandemic, economic growth in Marin slowed for a short period, but is now starting to increase. TAM estimated a 2% growth in sales tax for the current year (FY 2025/26) and an increase of 1.5% for FY 2026/27.

The District’s actual expenditure of Measure A/AA revenue varies due to capital replacement cycles and the availability of other grant funds in a particular year (Figure 2). During the pandemic, Marin Transit needed less local sales tax funding for operations due to the availability of federal relief funds. Starting in FY 2023/24, federal relief funds were fully expended and the expenditure of Measure AA funds increased to a level consistent with the historic trend line (Figure 2).

---

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

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



If the District does not fully claim or expend all available Measure AA funds in a given year, they are held by TAM and are available for Marin Transit to claim and expend in future years, this is called carryforward. Based on TAM’s revenue estimates and Marin Transit’s planned expenditures in this budget, the District will fully expend remaining carryforward of \$3 million for the Local, Rural, and Capital sub-strategies in FY 2026/27. The District’s remaining Measure AA carryforward for future years will be \$1.7 million in the Schools sub-strategy and \$1.5 million in Special Needs (Marin Access); these needs are fully funded with projected revenues for the coming fiscal year and thus these carryforward funds are not needed. TAM holds these unallocated carryover funds, and they are not included in Marin Transit’s Emergency or Contingency Reserve funds. These funds are programed for expenditure in Marin Transit’s ten-year operation and capital financial forecasts in the S RTP.

# Operations Budget

Marin Transit’s FY 2026/27 operations budget provides for operation of the services shown in Table 2. The operating expense budget of \$49.6 million is a six percent increase over the FY 2025/26 budget. This budget provides for a similar level of fixed route service as the current fiscal year (Figure 3). Fixed route passengers by fiscal year are shown in Figure 4, and each fixed route category is further explained in its relevant section.

For Marin Access, this budget provides for a 6% decrease in the budgeted level of Paratransit. Demand response service levels have been adjusted based on projected demand and are further explained in the Marin Access section (Figure 11).

Table 2: Operations Budget

Service	Service Level
Local Service	142,000 revenue hours
Community	24,000 revenue hours
Supplemental School and Partnership	1,500 revenue hours
Muir Woods Shuttle	4,200 revenue hours
Yellow School Bus Service	4 buses
West Marin Stagecoach Service	16,500 revenue hours
Marin Access Shuttle	990 revenue hours
Local Paratransit Service	28,000 revenue hours
Regional Paratransit Service	6,000 revenue hours
Mobility Wallet	27,300 trips
Volunteer Driver	10,000 trips

Figure 3: Fixed Route Service Hours by Fiscal Year

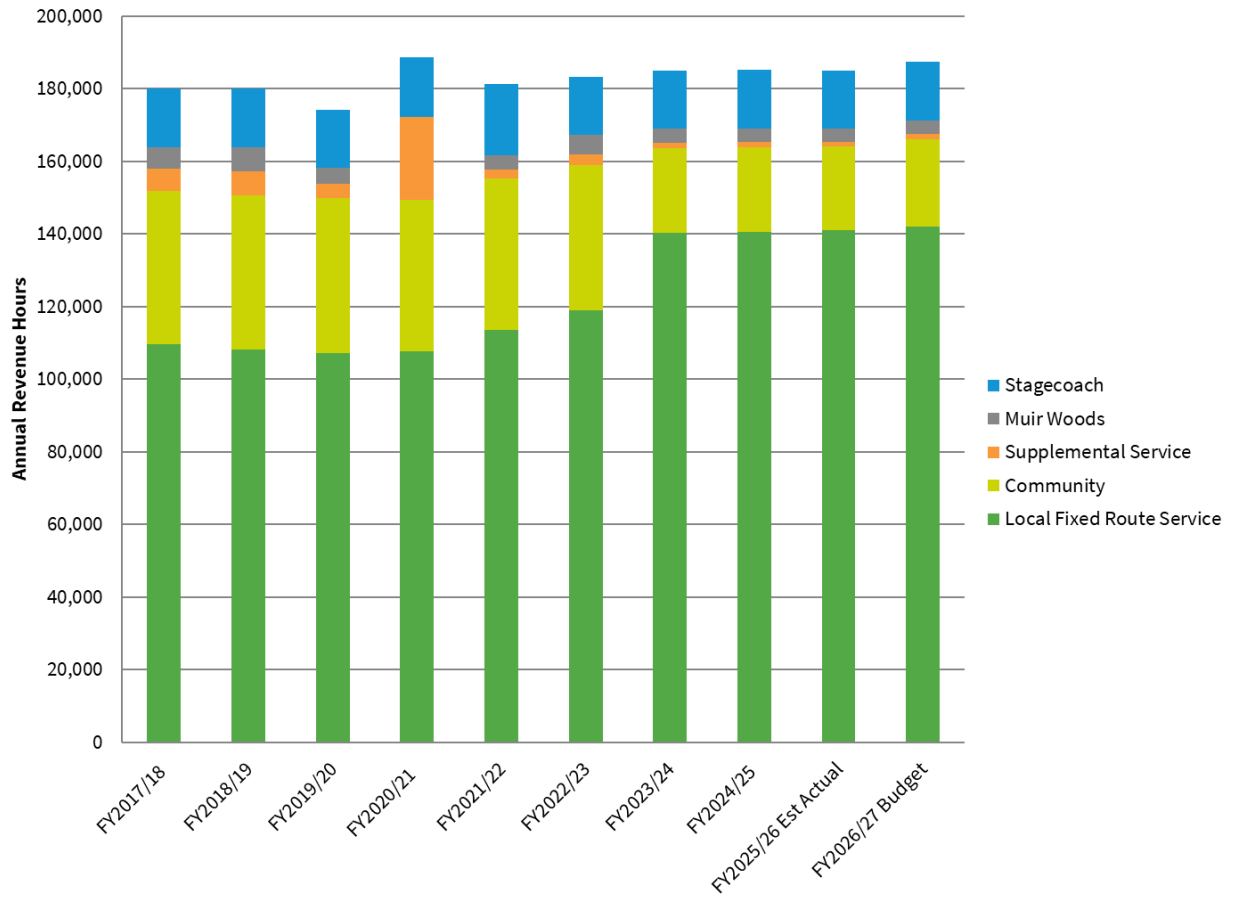


Figure 4: Fixed Route Passengers by Fiscal Year

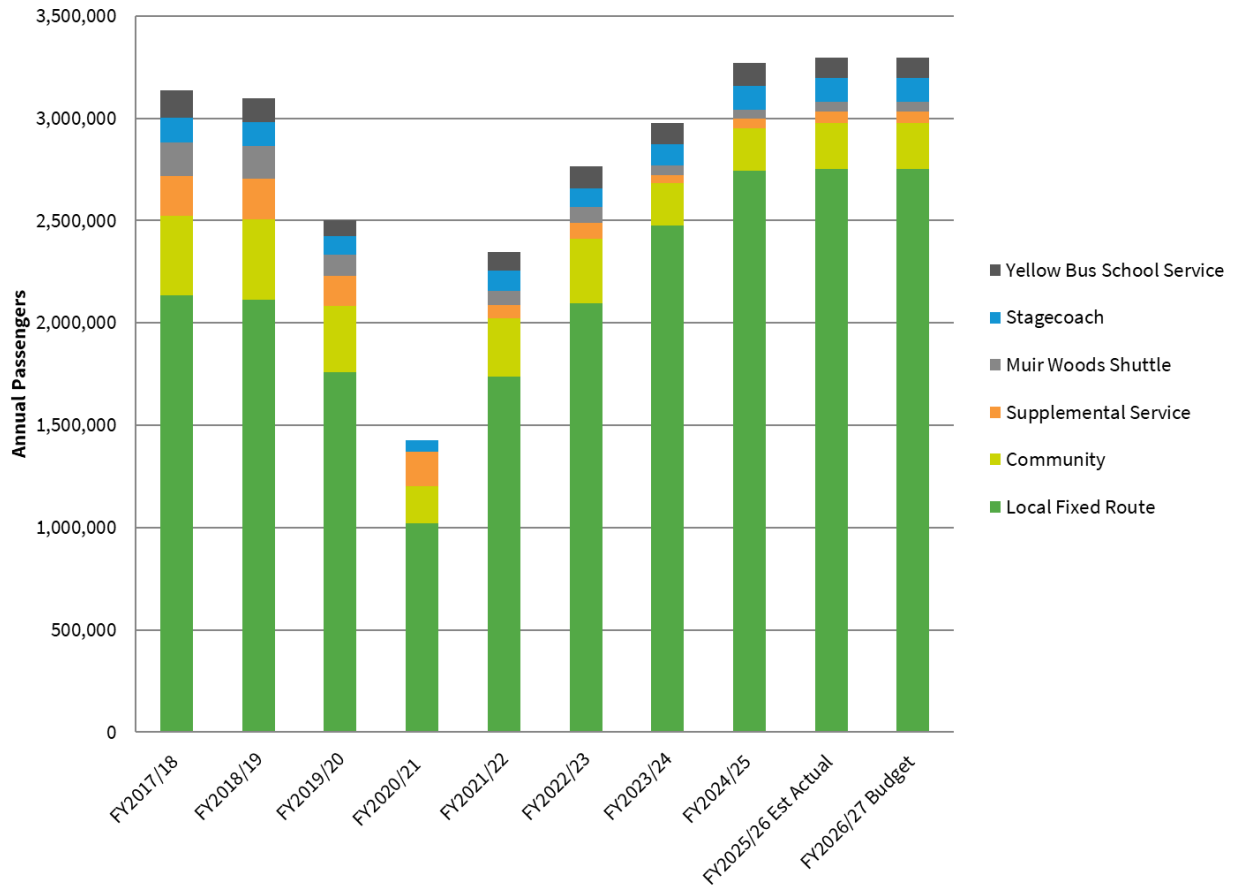


Table 3: Operations Budget (Admin, Local, Yellow Bus, Rural, & Marin Access)

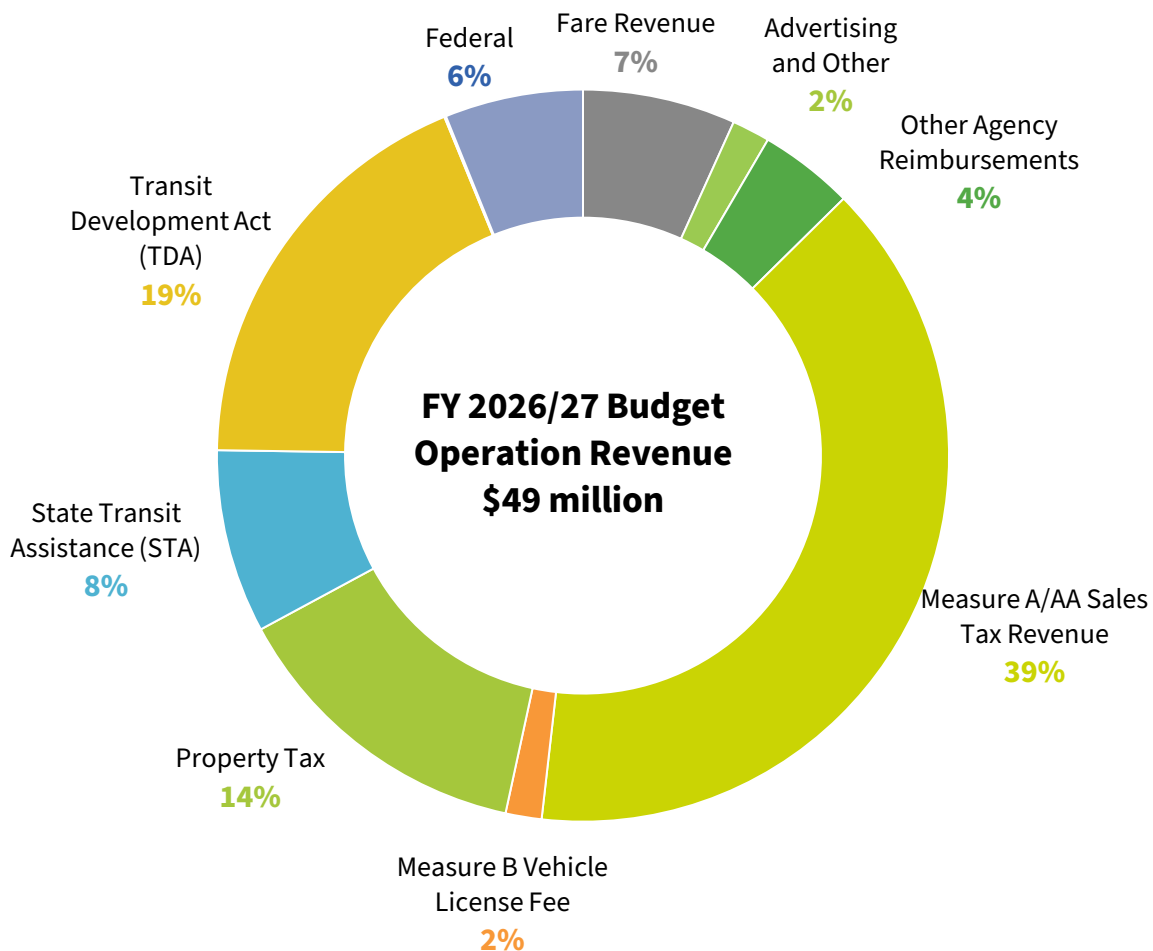
	FY2024/25 Actual	FY2025/26 Revised Budget	FY 2025/26 Estimated Actual	FY 2026/27 Budget	% Δ From FY2026 Budget
<b>Revenue</b>					
Fare Revenue	3,241,874	3,229,767	3,144,696	3,310,171	2%
Advertising & Other Revenue	48,324	51,500	187,627	98,248	91%
Reimbursements (GGBHTD)	1,641,092	1,888,626	1,884,092	2,050,063	9%
Interest	976,962	580,700	979,954	723,000	25%
Measure A/AA	18,247,522	23,140,921	22,962,930	19,205,976	-17%
Measure B	882,180	800,000	520,405	780,000	-3%
Property Taxes	6,159,394	6,356,290	6,404,560	6,647,717	5%
Development Fees	74,573	81,300	80,321	81,300	0%
State Transit Assistance (STA)	4,583,504	4,341,027	3,687,421	3,973,192	-8%
Transportation Development Act (TDA)	10,548,070	9,427,686	8,805,857	9,105,048	-3%
Other State	40,893	31,150	25,215	36,200	16%
FTA Funds	2,209,993	1,946,286	1,952,717	2,173,623	12%
National Park Service	619,854	585,299	662,188	820,237	40%
Transfers to Capital Budget	(3,482,759)	(1,414,548)	(957,513)	0	-100%
<b>Total Revenue</b>	<b>45,791,476</b>	<b>51,046,004</b>	<b>50,340,470</b>	<b>49,004,775</b>	<b>-4%</b>
<b>Expenses</b>					
Salaries and Benefits	3,800,227	4,309,739	4,149,702	4,654,360	8%
Professional Service	313,857	723,291	503,761	708,062	-2%
Professional Service- Legal	35,347	159,135	41,663	163,909	3%
Security and Maintenance	190,723	160,725	169,007	171,826	7%
Mobility Management Programs	6,269	543,500	392,035	539,205	-1%
Grants to Other Agencies	779,367	715,915	715,915	739,007	3%
Materials and Supplies	378,951	488,669	428,310	510,513	4%
General Insurance	143,028	195,500	158,580	172,000	-12%
Purchased Transportation	34,295,488	36,000,127	35,486,502	38,236,306	6%
Membership & Prof Development	78,928	90,000	70,377	92,700	3%
Mileage and Travel	15,749	26,000	27,372	26,780	3%
Marketing	163,006	175,781	124,601	179,592	2%
Communication	249,985	336,295	247,484	338,894	1%
Fuel	2,550,108	3,324,895	2,760,122	3,664,781	10%
Utilities (Facility)	71,758	77,416	61,550	79,738	3%
Vehicle and Vehicle Parking Leases	24,362	27,288	23,204	28,674	5%
Office - Rental and Overhead	189,916	194,596	187,024	200,434	3%
Transfers to Capital Budget	(356,791)	(919,176)	(627,048)	(926,727)	1%
<b>Total Expenses</b>	<b>42,930,278</b>	<b>46,629,696</b>	<b>44,920,161</b>	<b>49,580,054</b>	<b>6%</b>
<b>Net Revenue Over Expenditures</b>	<b><u>2,861,198</u></b>	<b><u>4,416,308</u></b>	<b><u>5,420,309</u></b>	<b><u>(575,279)</u></b>	<b>-113%</b>

## District Operations Revenue

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

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

Figure 5: Revenue Sources for FY 2026/27 Budget



To develop revenue projections for the FY 2026/27 budget, staff referred to Metropolitan Transportation Commission (MTC) revenue projections for STA and TDA, TAM's programmed amounts for Measure AA, and

a review of recent economic indicators, such as fuel costs. Both Measure AA and TDA funds are generated from Marin County sales tax. Sales tax revenues have been growing and TAM projects 2% growth for FY 2025/26 and a 1.5% increase for FY 2026/27.

The District’s TDA and STA revenue allocations are projected to continue to decline in FY 2026/27 due to a combination of falling sales tax revenues and reduced diesel fuel tax collections. Half of STA revenue is distributed based on an operator’s share of locally generated qualifying revenue. A pandemic-era "hold-harmless" provision, which prevented funding losses for agencies with reduced ridership and corresponding fare revenue, is set to sunset on June 30, 2026. While this sunset exposes agencies with slow ridership recovery to lower funding allocations, the District has successfully recovered its pre-pandemic ridership levels and stands to benefit from the expiration of this provision. MTC’s latest STA revenue-based projections assume expiration of the “hold harmless” provision, resulting in higher allocations for the District than the State Controller’s Office January estimates, which maintain the frozen formula. Under MTC’s assumptions, the qualifying revenue-based formula would be reinstated and updated in August using FY 2024/25 data, increasing the District’s share. Despite this increase in the STA revenue-based allocation, the District’s overall STA funding is still projected to be lower in FY 2026/27 compared to the current year, but better than previously expected.

## Revenue Variances

All budgeted revenues that have changed more than \$100,000 or more than 10% compared to the prior year’s budget are listed in Table 4 and are described below.

Table 4: Revenue Variances in Operations Budget (>\$100,000 and >10% compared to prior year budget)

Revenue Category	FY 2026/27 Budget	Variance from Prior Year Budget		Notes
		Amount (\$)	%	
Interest	\$723,000	+\$142,300	+25%	Increase in investment earnings of the fund balance held by County of Marin due to market conditions.
Measure A/AA	\$19,205,976	(\$3,934,945)	-17%	Decrease due to prior year having carryforward funds
State Transit Assistance (STA)	\$3,973,192	(\$367,835)	-8%	Decrease due to less funds available combined with prior year having carryforward funds
FTA Funds	\$2,173,623	+\$227,337	+12%	Increase in FTA Section 5307 and 5311 funds
National Park Service	\$820,237	+\$234,938	+40%	Increase in Muir Woods service funded by NPS
Transfers to Capital Budget	\$0	(\$1,414,548)	-100%	No unspent property tax revenue available for capital projects in FY 2026/27

Interest revenue has surpassed budgeted FY 2025/26 projections as investment earnings of the fund balance held by the County of Marin have increased due to favorable market conditions. The FY 2026/27 interest projection is in-line with FY 2025/26 estimated actuals as favorable yields continue.

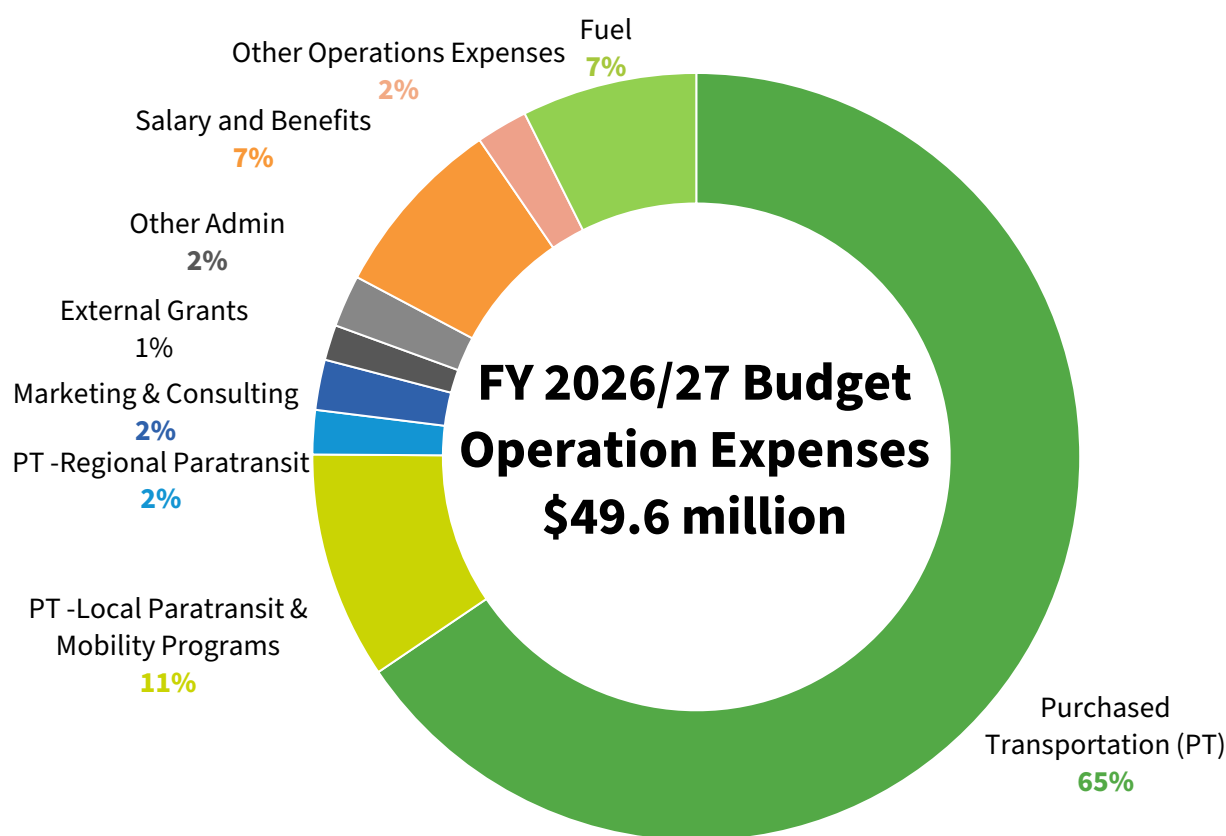
The expenditure of Measure A/AA revenue decreases by \$3,934,945 (-17%) in FY 2026/27. The decrease is due to carryforward having been largely expended in the current fiscal year. The District is projected to expend the maximum available of \$13.3 million in Measure A/AA revenue funding for the Local subcategory in FY 2026/27, significantly lower than the \$17.6 million expenditure in the prior year which included the carryforward.

There is a \$367,000 decline in the District’s total STA Revenue in FY 2026/27 primarily due to a lower Marin County population-based revenue estimate for FY 2026/27. The budget includes the expenditure of \$2.5 million of revenue-based STA funds based on operations needs and will have a reserve of \$73,730 in the revenue-based funds.

## District Operations Expenses

Marin Transit provides local transit service through purchased transportation contracts. Under this structure, the majority of District operations expenses (Figure 6) are for contract service operations (76%) and associated fuel (7%) and other operations expenses (2%). The contract service operations budget includes local paratransit, regional paratransit, and fixed route purchased transportation.

Figure 6: Operations Expenses for FY 2026/27 Budget



The following sections discuss information and trends on general agency costs including staffing, consulting, fuel, and marketing. More detailed operations and service costs are discussed in later sections that correspond to the District’s program areas; Local Service, Yellow Bus, Rural Service, and Marin Access. The District’s operations budget is 6% higher than the FY 2025/26 budget, primarily driven by increased Purchased Transportation and fuel costs. Specific budget categories with variances greater than \$100,000 and more than 5% are summarized in Table 5 and further explained in subsequent sections.

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

Expense Category	FY 2026/27 Budget	Variance from Prior Year Budget		Notes
		Amount (\$)	%	
Salaries and Benefits	\$4,654,360	+\$344,621	+8%	Additional part time Director position added plus increase for merit-based salary increases and promotions
Purchased Transportation	\$38,236,306	+\$2,236,179	+6%	Contract cost escalations
Fuel	\$3,664,781	+\$339,886	+10%	Increase in fuel prices expected to continue due to geopolitical instability

## Staffing

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

The FY 2026/27 budget includes an increase of 0.5 full time equivalents (FTE) to support the transition away from a single Director of Finance and Capital Programs to a Director of Finance and a part-time Director of Special Projects. In FY 2025/26, the FTE count was increased by the Board at the November 3, 2025 Board meeting to include a new Program Enrollment Coordinator for Marin Access programs. This role was previously provided by the Marin Access purchased transportation contractor. Savings from removing the role from the existing contract help offset the increased payroll costs. Table 6 and Figure 7 show the budgeted 23 Full Time Equivalents (FTEs) and organizational chart. The budget includes a 5% vacancy rate, to account for unfilled positions. The District currently has two vacant full-time positions.

Table 6: Personnel Counts (FTE)

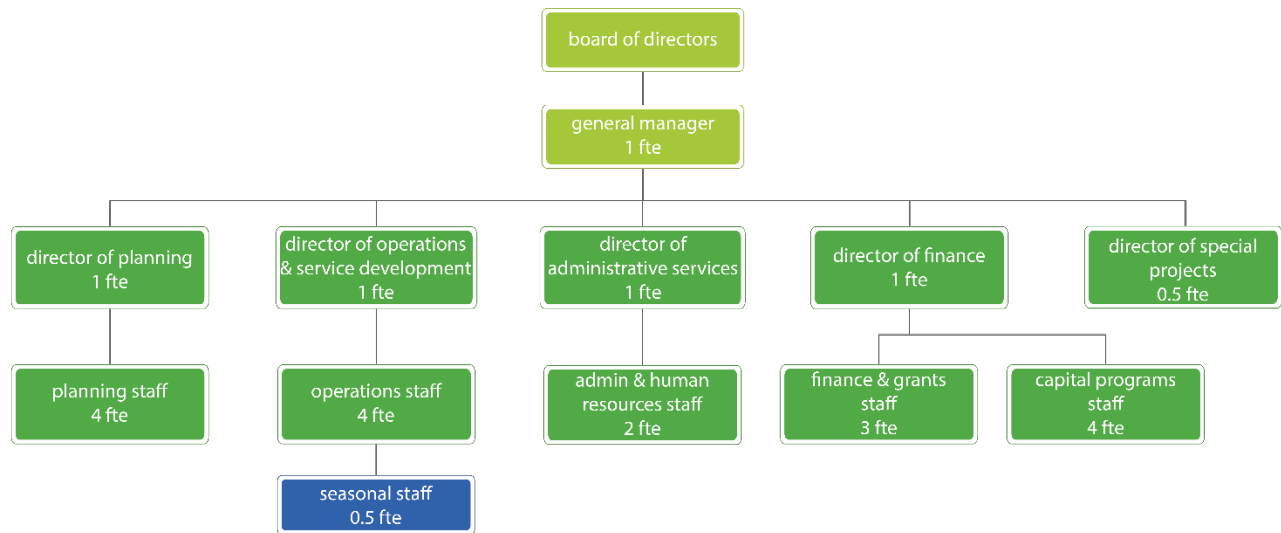
	FY 2024/25	FY 2025/26	FY2026/27
Budget	21.3	22.5	23
Actual	18.7	20.7 est.	-

The FY 2026/27 salary and benefits budget increases 8% compared to the prior year budget. The increase is due to the creation of the new part-time Director of Special Projects position, merit-based salary increases, and accounts for increases in benefit rates.

Based on the District’s employment framework, the top and bottom of the salary band for each classification will be increased on July 1, 2026 by the consumer price index (CPI)<sup>2</sup> as of February 2026. CPI increased by 2.5% in February and salary bands will be increased accordingly. Marin Transit has a merit-based salary framework and there is no guaranteed cost of living increases. The budget includes the capacity to account for inflation and for merit-based adjustments and promotions.

<sup>2</sup> Bay Area CPI February 2026– 2.5%, bls.gov

Figure 7: Marin Transit Organizational Chart FY 2026/27:



## Fuel

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

Fuel prices are known to be volatile and Marin Transit’s budget includes capacity for price fluctuations. After diesel prices increased 80% in FY 2021/22, prices started declining again in July 2022. Current prices are high and are expected to increase through FY 2026/27 due to geopolitical instability attributed to the conflict in Iran. The FY 2026/27 budget for fuel is 32% above the estimated actual for the current year and 10% higher than the current year budget.

The budget also includes electric power costs for the District’s electric buses. Marin Transit owns six electric vehicles. Two are charged at the GGBHTD Andersen Drive facility and four are charged at Marin Transit’s Rush Landing yard. The budget includes \$3,620 per month, per vehicle for electrical power.

## Administration Budget

Expenses in the administration budget include the following: staff salaries and benefits, audit fees, insurance, travel costs, professional development expenses, office rental, and other associated costs. The administration budget (Table 7) includes revenues and expenses across all program areas. While these items are budgeted and recorded under administration, expenses are allocated to the program budgets based on a program’s resource usage (i.e., billed staff time). This enables Marin Transit to track the full cost of programs.

Table 7: Administration Budget

GL Code	GL Description	FY 2024/25 Actual	FY2025/26 Budget-Revised	FY2025/26 Estimated Actuals	FY2026/27 Budget	% Δ from FY2025/26 Budget
<b>Revenue</b>						
4070400	Interest	976,962	580,700	979,954	723,000	25%
4079950	Development Fees	45,774	46,300	48,810	46,300	0%
4079954	Residual ABX 126	28,799	35,000	31,511	35,000	0%
4080101	PropTax-Current Secured	5,411,773	5,646,317	5,655,916	5,872,170	4%
4080102	County Fee-Admin Basic Tax	(67,143)	(71,027)	(75,016)	(75,000)	6%
4080103	Property Tax-Unitary	58,826	52,000	52,000	54,080	4%
4080104	PropTax-Current Unsecured	92,890	95,000	93,000	95,000	0%
4080105	Educ Rev Augm Fund-Redist	558,034	520,000	567,819	586,467	13%
4080106	PropTax-Supp CY Secured	89,986	100,000	93,767	100,000	0%
4080107	PropTax-Supp Unsecured	4,801	5,000	6,551	5,000	0%
4080108	PropTax-Redemption	4,063	3,000	4,444	4,000	33%
4080109	Property Tax-Prior Unsecured	6,163	6,000	6,080	6,000	0%
4119940	Other	191	150	211	200	33%
<b>Subtotal Revenue</b>		<b>7,211,119</b>	<b>7,018,440</b>	<b>7,465,047</b>	<b>7,452,217</b>	<b>6%</b>
4700001	Property Tax Transfer	(3,974,791)	(2,116,476)	(2,469,513)	(7,452,217)	<b>252%</b>
<b>Net Revenue</b>		<b>3,236,328</b>	<b>4,901,964</b>	<b>4,995,534</b>	<b>-</b>	<b>-100%</b>
<b>Expense</b>						
5010200	Salaries	2,348,198	2,713,607	2,646,178	2,882,703	6%
5020000	Benefits	1,452,029	1,596,132	1,503,524	1,771,657	11%
5030301	Consultant Services	148,549	248,405	252,824	256,682	3%
5030304	Prof Svcs - Legal	35,347	159,135	41,663	163,909	3%
5030305	Prof Svcs - Audit	36,239	39,600	39,600	42,000	6%
5030701	Security Services	2,778	5,000	1,548	3,000	-40%
5049901	Office Supplies	6,499	17,000	4,777	19,570	15%
5049902	Small Furn/Equip	7,100	12,000	1,182	13,905	16%
5049903	Software Maintenance	115,954	113,000	106,472	119,480	6%
5049904	Copier Suppl & Srvc	8,587	10,609	9,940	10,927	3%
5049905	Postage	99	5,000	2,216	5,150	3%
5049906	Computers	11,613	30,000	8,605	30,900	3%
5050201	Communication - Phone	35,221	38,000	35,163	39,140	3%
5060301	Insurance	143,028	195,500	158,580	172,000	-12%
5090101	Memberships & Prof Dev.	78,928	90,000	70,377	92,700	3%
5090202	Mileage and Travel	15,749	26,000	27,372	26,780	3%
5090801	Marketing	13,124	15,450	5,768	15,914	3%
5121200	Office Rental	189,916	194,596	187,024	200,434	3%
<b>Subtotal Expense</b>		<b>4,648,958</b>	<b>5,509,034</b>	<b>5,102,813</b>	<b>5,866,851</b>	<b>6%</b>
5100100	Salary/Benefit Transfers	(3,725,107)	(4,217,281)	(4,306,151)	(4,588,342)	9%
5100101	Transfer Overhead	(559,511)	(714,325)	(728,530)	(771,369)	8%
<b>Net Expense</b>		<b>364,340</b>	<b>577,428</b>	<b>68,132</b>	<b>507,140</b>	<b>-12%</b>

## Local Fixed Route Service

The local service budget (Table 8) includes all revenues and expenses related to the provision of fixed route bus service, excluding rural bus service (described in a subsequent section). Major programs in the local service budget include local fixed route, community service, supplemental school, and the Muir Woods seasonal shuttle. Projected service levels on these programs and hourly contract rates are shown in Table 9. Purchased transportation and fuel account for 87% of the budgeted costs. Other major expenses in the local service budget include consultant services for stop-level ride checks, service contract audits and reviews, communications, marketing, and staff time for contract oversight. This budget also includes costs and revenues for special projects such as the youth pass and free passes distributed to community-based organizations.

Table 8: Local Service Budget

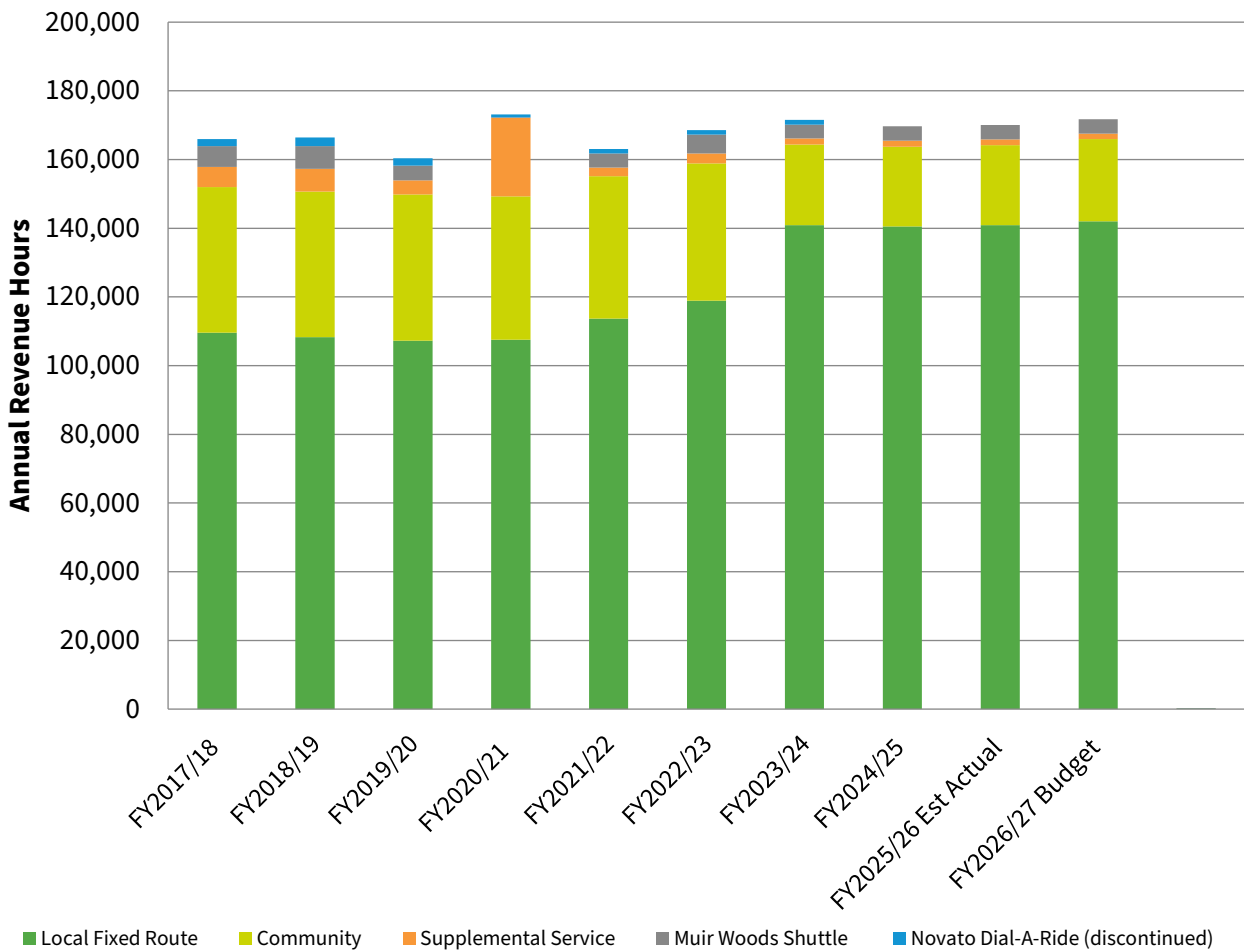
GL Code	GL Description	FY 2024/25 Actual	FY2025/26 Budget-Revised	FY2025/26 Estimated Actuals	FY2026/27 Budget	% Δ From FY2025/26 Budget
<b>Revenue</b>						
4020000	Special Fares - Paid By Other	167,204	200,022	151,034	206,023	3%
4060301	Advertising Revenue	48,324	51,500	187,627	98,248	91%
4090101	Local Government Payments	190,276	239,889	272,468	247,085	3%
4092001	Measure A Sales Tax	61,038	0	0	0	-
4092005	Measure AA Sales Tax	13,482,088	17,950,000	17,949,285	13,711,828	-24%
4110101	STA- Population Based	2,023,504	1,781,027	1,127,421	1,413,192	-21%
4110102	Transit Development Act (TDA)	10,548,070	9,427,686	8,805,857	9,105,048	-3%
4110104	STA -Revenue Based	1,000,000	1,000,000	1,000,000	2,500,000	150%
4119911	State SREC Credits	22,556	15,000	19,619	20,000	33%
4139951	National Park Service	619,854	585,299	662,188	820,237	40%
4140100	Fare Revenue	2,211,643	2,193,300	2,131,811	2,198,300	0%
<b>Subtotal Revenue</b>		<b>30,374,557</b>	<b>33,443,723</b>	<b>32,307,310</b>	<b>30,319,961</b>	<b>-9%</b>
4700001	Property Tax Transfer	384,908	60,798	780,000	5,738,897	9339%
4700002	Program Revenue Transfer	74,218	-	-	-	-
<b>Total Revenue</b>		<b>30,833,683</b>	<b>33,504,521</b>	<b>33,087,310</b>	<b>36,058,858</b>	<b>8%</b>
<b>Expense</b>						
5030301	Consultant Services	53,984	283,834	185,528	292,109	3%
5030310	Fare Processing Charges	28,883	36,000	21,341	55,000	53%
5030501	Bus Stop Maintenance	91,249	50,000	55,685	51,500	3%
5030604	Facility Maintenance	56,553	72,682	45,127	75,562	4%
5040101	Fuel	1,709,879	2,269,600	1,907,415	2,548,832	12%
5040160	Electrical Power	160,226	252,982	164,539	260,571	3%
5040180	Utilities (facility)	45,187	44,634	42,293	45,973	3%
5049902	Small Equipment	14,200	10,927	16,616	11,255	3%
5049904	Software	98,980	120,000	155,910	123,600	3%
5050205	Communication	151,700	224,441	117,400	222,934	-1%
5080101	Purchased Transportation	25,353,365	26,992,746	26,732,322	29,085,234	8%
5090801	Marketing	99,528	97,850	96,008	100,600	3%
<b>Subtotal Expense</b>		<b>27,869,501</b>	<b>30,455,696</b>	<b>29,540,184</b>	<b>32,873,170</b>	<b>8%</b>
5100100	Salary/Benefit Transfers	2,559,910	2,599,839	3,007,097	2,792,616	7%
5100101	Overhead Transfer	384,499	441,738	510,004	466,998	6%
<b>Total Expense</b>		<b>30,813,910</b>	<b>33,497,273</b>	<b>33,057,285</b>	<b>36,132,784</b>	<b>8%</b>

Table 9: Local Budget Service Levels

Service Type	FY 2026/27 Budgeted Service (Rev Hrs)	Effective Contract Cost Per Rev. Hour (without fuel)	Notes
Fixed Route – Operated by GGBHTD	73,000	\$177.82	Contract rate increases 9.0%; contract amendment increased rates; includes customer service costs
Fixed Route – Operated by Marin Airporter	93,000	\$157.79	Fixed and variable contract, effective hourly rate increases 5.7%
Supplemental School – Operated by Marin Airporter	1,500	\$157.79	Fixed and variable contract, effective hourly rate increases 5.7%
Muir Woods Shuttle	4,200	\$197.37	Rate includes equipment and fuel, billed by vehicle per day; calculated using service hours

The local service budget for FY 2026/27 is \$36.1 million. It represents an 8% increase over the prior year revised budget and provides for a similar level of service as last year (Figure 8); this includes the MASCOTS service changes for local fixed route service that were implemented in April 2026. See Figure 4 for local passengers by fiscal year.

Figure 8: Local Service Hours by Fiscal Year



The majority of local service is operated under contract to Marin Airporter (Local, Community, and Supplemental School). Additional local services are also operated through an inter-agency agreement with GGBHTD. A new contract amendment with GGBHTD went into effect this year that extends the October 1, 2022 base contract for one more year through FY 2026/27. The amendment increases the contract rate by 9% and continues to include the additional components outlined in the base contract, like customer service, San Rafael Transit Center maintenance, and major vehicle maintenance items.

### Local Service Revenue

Local service is funded with a combination of fare revenue, advertising revenue, Measure AA local sales tax funds, Transportation Development Act (TDA), State Transit Assistance (STA), and federal grants. Measure AA sales tax funds in the local budget come from two sub-strategies: 4.1 - Local Bus and 4.4 - School Service which funds supplemental school service focused primarily on high schools. Total Measure AA local sales tax revenues budgeted for local service are \$13.7 million, this includes the expenditure of the remaining \$2.7 million in carryforward funds available from the prior year in sub-strategy 4.1. Measure AA funding is critical for maintaining operations as it represents 38% of budgeted revenues for local service. Compared to last year, Measure AA funding for local service is down 24% due to less carryforward being available.

State revenues continue to decline in FY 2026/27; TDA funds are 3% lower than last fiscal year and STA (population-based) is 21% lower.

Fare revenues are budgeted based on ridership and average fare per passenger. The average fare per passenger in FY 2025/26 shows a slight decline compared to the previous year. This is likely due to increases in monthly pass usage, school subsidy programs (youth pass and College of Marin pass), and other subsidy programs for older adults and community-based organizations (see discussion below).

Marin Transit implemented Automatic Passenger Counters in February 2025 which provide more accurate and complete passenger counts. The implementation of the Next Generation Clipper system is currently underway, and we are shifting from the Genfare fare collection system to a Clipper-centric fare payment system paired with a simple drop farebox for cash riders. Staff is working to transition riders to using Clipper and rider payment trends at the end of FY 2025/26 are already starting to show a shift from Genfare GFI to Clipper. The FY 2026/27 budget accounts for \$45,000 in fare processing costs (81% of total fare processing costs) associated with ongoing Clipper maintenance fees as usage increases.

In alignment with our Board-adopted fare policy, Marin Transit maintains a low base fare and deeply discounted monthly and daily pass products to help ensure transit is affordable for all passengers. Marin Transit also provides fare subsidy programs for riders who demonstrate financial hardships. These programs reduce overall fare revenues and include: the youth pass program which provides free fixed route transit to low-income youth; free fixed route passes for people participating in social service programs with community-based organizations including Homeward Bound, North Marin Community Services, Community Action Marin and St. Vincent DePaul of Marin County; and the regional Clipper Start program that provides fare discounts to low-income passengers. In FY 2026/27, the low-income youth pass program is budgeted to distribute \$500,000 in free fares and the partnerships with community-based organizations are budgeted to distribute about \$92,200 in free fares.

Adoption of this budget authorizes the following FY 2026/27 Fare Free days and promotional periods for local bus service:

Promotion	Date	Single Day Promotion	Adopted as Ongoing Program
<b>Youth Ride Free</b>	June – August 2026		X
<b>Marin County Fair</b>	July 1 – 5, 2026		X
<b>Clean Air Day</b>	Wednesday October 7, 2026	X	
<b>Election Day</b>	Tuesday November 3, 2026	X	
<b>Transit Equity Day</b>	Thursday February 4, 2027	X	
<b>Earth Day</b>	Tuesday April 22, 2027	X	

Fare-free promotions align transit with civic goals—such as environmental initiatives and congestion relief—while rewarding loyal riders. Operationally, these days increase efficiency by accelerating boarding at heavily attended events. Because they generate minimal new ridership, they result in nominal staff time and negligible fare revenue loss.

## Yellow School Bus Service

Marin Transit strives to provide fixed route service to high schools in the urbanized areas of Marin County, but recognizes that school transportation for younger students, and in rural areas, is often more appropriately provided by yellow school bus service. Measure AA designates local sales tax resources to help fund yellow school bus services. The FY 2026/27 budget (

Table 10) includes revenue and expenses associated with the operations of the following components to support yellow bus service:

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

Table 10: Yellow School Bus Service Budget

GL Code	GL Description	FY 2024/25 Actual	FY2025/26 Budget- Revised	FY2025/26 Estimated Actuals	FY2026/27 Budget	% Δ From FY2026/27 Budget
<b>Revenue</b>						
4030000	Fares- Paid By Other Agency	173,840	185,000	185,000	192,600	4%
4090101	Local Government Payments	16,459	14,244	14,161	20,646	45%
4092005	Measure AA Sales Tax	1,139,782	1,106,436	1,106,436	1,144,320	3%
4140105	Fare Revenue - Yellow Bus	377,987	364,750	374,232	393,100	8%
<b>Subtotal Revenue</b>		<b>1,708,068</b>	<b>1,670,430</b>	<b>1,679,829</b>	<b>1,750,666</b>	<b>5%</b>
<b>Expense</b>						
5030301	Consultant Services	2,356	5,000	4,475	5,000	0%
5030310	Fare Processing Charges	12,410	11,145	10,838	11,156	0%
5030602	Custodial Service	593	600	2,753	3,000	400%
5049903	Software	757	0	929	1,000	-
5050205	Communication	600	0	640	750	-
5080103	Yellow Bus School Service	782,242	830,880	718,276	872,424	5%
5090801	Marketing	22	500	318	500	0%
5098050	Grants to Yellow Bus Programs	779,367	715,915	715,915	739,007	3%
5120401	Leases and Rentals	24,362	27,288	23,204	28,674	5%
<b>Subtotal Expense</b>		<b>1,602,709</b>	<b>1,591,328</b>	<b>1,477,348</b>	<b>1,661,511</b>	<b>4%</b>
5100100	Salary/Benefit Transfers	118,170	64,996	77,487	69,815	7%
5100101	Transfer Overhead	17,749	18,220	13,142	18,187	0%
<b>Total Expenses</b>		<b>1,738,628</b>	<b>1,674,544</b>	<b>1,567,977</b>	<b>1,749,513</b>	<b>4%</b>

(A) Operational oversight of the Ross Valley yellow bus program - In FY 2026/27 Marin Transit will continue to manage operations, service contracts, and pass sales for four yellow buses serving Ross Valley schools. Annually, Marin Transit makes several assumptions to develop the budget and price the passes for the upcoming school year and presents a draft and final budget to the Ross Valley Yellow School Bus program Joint Exercise of Powers Agreement (JEPA) Joint Committee for its review and approval. This portion of the budget is informed by service levels, pass prices and contributions from other local agency partners such as the County of Marin, the Town of San Anselmo, and the Town of Fairfax are finalized.

(B) Distribution of Measure AA funding to other Marin County yellow bus programs - With the passage of Measure AA, a new sub-strategy for school transportation was established. The Marin Transit Board adopted guidelines for a third three-year distribution program at the April 2025 board meeting for FY 2025/26, FY 2026/27, and FY2027/28. The FY 2026/27 program will continue distribution of funding in alignment with these guidelines at \$1.1 million. The allocations will be made to following school districts:

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

(C) General staffing support for the development of yellow bus service in Marin County- Marin Transit will continue to document need, facilitate and provide planning support for new service, and help develop and sustain yellow bus service in Marin County in partnership with school districts. For FY 2026/27 this only includes reimbursements from the Tiburon Peninsula Traffic Relief JPA for yellow bus parking, shown as Local Government Payment.

## Rural Service

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

Rural service provides lifeline connections to the rural communities of Marin County. Marin Transit has budgeted to continue current service levels, providing 16,500 revenue hours of service (Figure 9, Table 11) in the coming year. During the COVID-19 pandemic, Marin Transit temporarily added 1,050 service hours to Route 61 to address overcrowding due to capacity limits. The increase can be seen in Figure 9 in FY 2021/22. Ridership on the rural service was impacted by the pandemic but has returned to historic levels (Figure 10).

Figure 9: Rural Service Revenue Hours by Fiscal Year

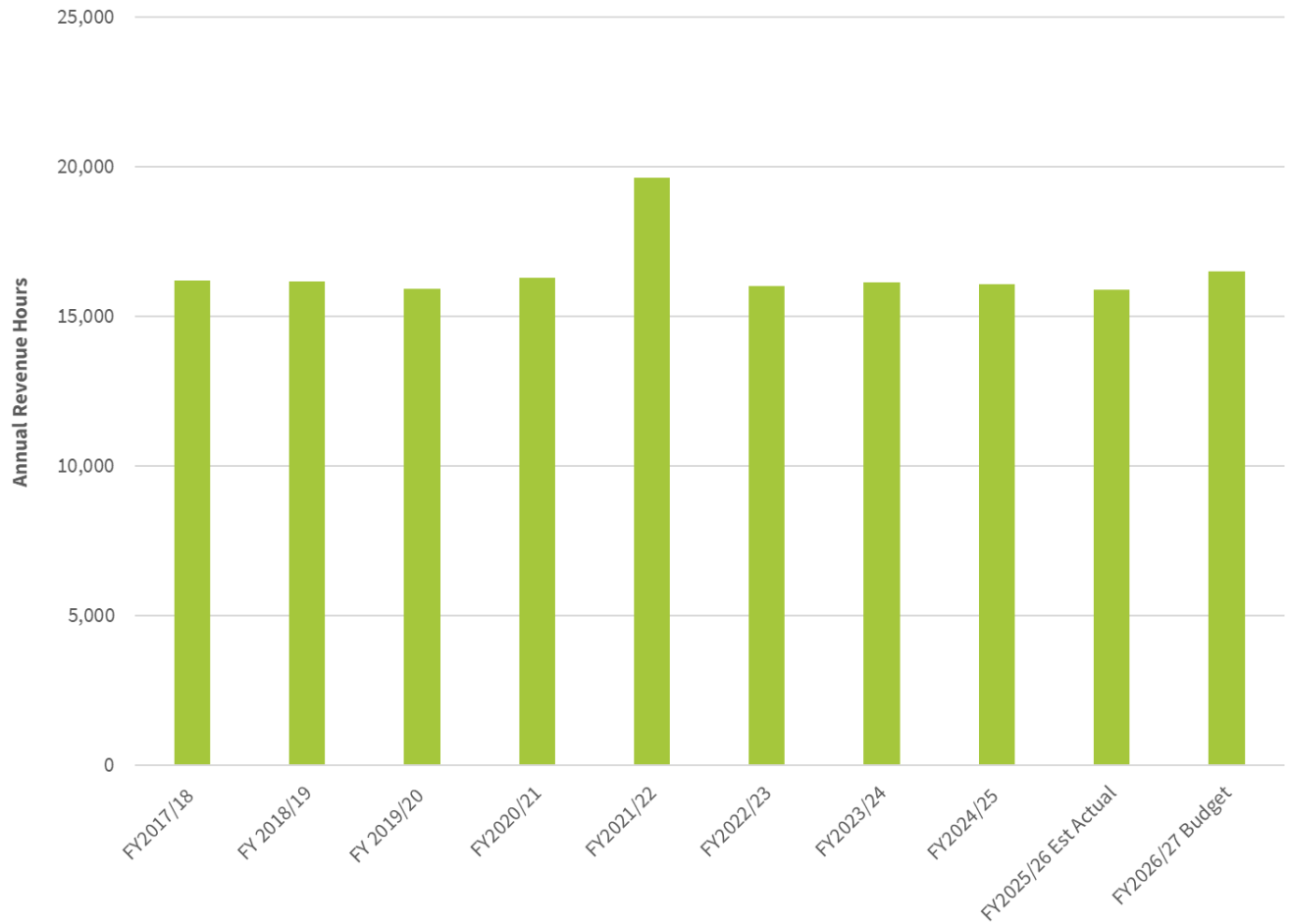
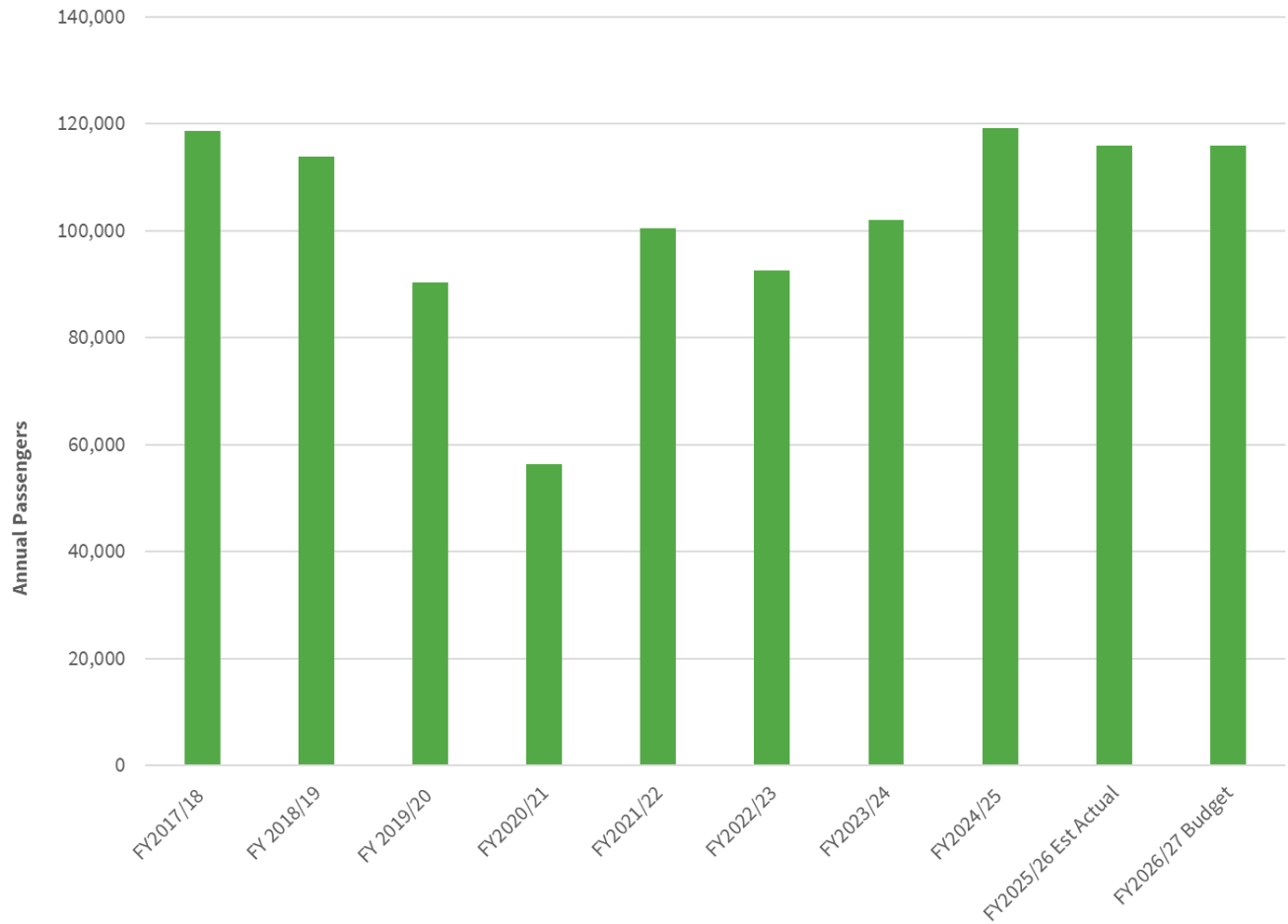


Table 11: Rural Budget Service Levels

Service Type	Service Level (Revenue Hours)	Contract Cost Per Hour (without fuel)	Notes
West Marin Stagecoach	16,500	\$157.59	Fixed and variable contract, effective hourly rate increases 5%

Figure 10: Rural Service Ridership by Fiscal Year



The rural service budget (Table 12) includes contract service operations, marketing, fuel, communications, and Marin Transit staff expenses. Rural service has historically been funded with a combination of local Measure AA sales tax funds and Federal Transit Administration (FTA) Section 5311 rural funding.

Marin Transit receives 3% of the County Measure AA local sales tax funds for the Rural service sub-strategy and all this funding is programmed to the Stagecoach service.

Marin Transit could not apply for Section 5311 in the prior funding cycle due to Caltrans notifying staff that our contract was ineligible. This policy was reversed, and staff has applied for 5311 funds in the current funding cycle. STA revenue-based funds were budgeted to fully fund the rural operations costs in FY 2025/26 since 5311 funds were not available. In FY 2026/27, funding will return to the historical approach using Measure AA and the reinstated 5311 federal funding instead of STA; property tax revenue will also be programmed to balance the rural budget.

Table 12: Rural Service Budget

GL Code	GL Description	FY 2024/25 Actual	FY2025/26 Budget- Revised	FY2025/26 Estimated Actuals	FY2026/27 Budget	% Δ From FY2025/26 Budget
<b>Revenue</b>						
4092001	Measure A Sales Tax	4,944	0	0	0	-
4092005	Measure AA Sales Tax	817,835	884,485	707,209	1,149,828	30%
4110101	State Transit Assistance (STA)	1,500,000	1,500,000	1,500,000	0	-100%
4139920	Fed-FTA 5311 Rural	278,045	0	0	350,000	-
4140100	Fare Revenue	79,816	76,000	75,136	76,000	0%
<b>Subtotal Revenue</b>		<b>2,680,640</b>	<b>2,460,485</b>	<b>2,282,345</b>	<b>1,575,828</b>	<b>-36%</b>
4700001	Property Tax Transfer	23,013	634,885	732,000	1,713,320	170%
<b>Total Revenue</b>		<b>2,703,653</b>	<b>3,095,370</b>	<b>3,014,345</b>	<b>3,289,148</b>	<b>6%</b>
<b>Expense</b>						
5030301	Consultant Services	0	16,974	0	17,484	3%
5040101	Fuel	305,606	359,995	307,314	419,064	16%
5049902	Small Equipment	0	5,000	0	5,000	0%
5050205	Communication-AVL	15,994	18,214	9,268	18,761	3%
5080101	Purchased Transportation	2,194,913	2,478,505	2,507,113	2,600,314	5%
5090801	Marketing	10,911	22,510	17,584	23,185	3%
<b>Subtotal Expense</b>		<b>2,527,424</b>	<b>2,901,198</b>	<b>2,841,279</b>	<b>3,083,808</b>	<b>6%</b>
5100100	Salary/Benefit Transfers	153,216	151,657	148,377	162,903	7%
5100101	Transfer Overhead	23,013	42,513	25,165	42,437	0%
<b>Total Expenses</b>		<b>2,703,653</b>	<b>3,095,368</b>	<b>3,014,821</b>	<b>3,289,148</b>	<b>6%</b>

## Marin Access (Paratransit and Mobility Management)

The Marin Access budget includes mandated ADA paratransit service (for local and regional trips) and shuttles operated primarily to serve older adults and those with disabilities. Costs include the contracted service, associated fuel, customer service, scheduling and dispatch software, and marketing. The Marin Access budget also includes Marin Transit's Mobility Management services which include discretionary programs (volunteer driver reimbursement program and the mobility wallet), enrollment/eligibility, external program referral, travel training, and financial assistance via the Marin Access Fare Assistance program.

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

The FY 2026/27 budget for Marin Access (Table 3) is \$7.9 million, a 2% increase compared to the prior year's budget. This overall increase masks several different trends happening at the same time. First, local paratransit, demand continues to be stable and is not showing significant growth. In the current fiscal year, the program is operating notably fewer hours than budgeted. As such, staff has adjusted budgeted hours to align with realistic demand projections in line with actuals - the FY 2026/27 budgeted local paratransit hours are 5% higher than the current year estimated *actuals* but 8% lower than the current FY budgeted hours. Regional paratransit, in contrast, is showing growth in demand. The budgeted Regional paratransit hours are 6% higher than the prior year budget. Other drivers of the budget is an increase in staff time with the new Enrollment Coordinator being an in house position instead of contracted and rising cost for purchased transportation. Revenue hours by program are shown in Figure 11 and passengers by program are shown in Figure 12.

Table 13: Marin Access Budget

GL Code	GL Description	FY 2024/25 Actual	FY2025/26 Budget- Revised	FY2025/26 Estimated Actuals	FY2026/27 Budget	% Δ From FY 2025/26 Budget
<b>Revenue</b>						
4092001	Measure A Sales Tax	14,848	0	0	0	-
4092005	Measure AA Sales Tax	2,726,988	3,200,000	3,200,000	3,200,000	0%
4099950	Measure B	882,180	800,000	520,405	780,000	-3%
4110101	State Transit Assistance	60,000	60,000	60,000	60,000	0%
4119910	State Prop Tx Relief HOPTR	18,146	16,000	5,385	16,000	0%
4139910	Fed-FTA 5307 Urbanized Area Formula	1,222,432	1,062,610	1,095,628	1,089,624	3%
4139915	Fed-FTA 5310 Mobility	709,515	883,676	857,089	733,999	-17%
4140100	Fare Revenue	231,384	210,694	227,483	244,147	16%
4601003	GGBHTD – Local Para Payment	650,257	726,211	679,457	765,804	5%
4601004	GGBHTD – Regional Para Payment	784,101	908,283	918,007	1,016,528	12%
<b>Subtotal Revenue</b>		<b>7,299,851</b>	<b>7,867,474</b>	<b>7,563,454</b>	<b>7,906,102</b>	<b>0%</b>
4700001	Property Tax Transfer	84,111	6,245	0	0	-100%
4700002	Program Revenue Transfer	(74,218)	0	0	0	-
<b>Total Revenue</b>		<b>7,309,744</b>	<b>7,873,719</b>	<b>7,563,454</b>	<b>7,906,102</b>	<b>0%</b>
<b>Expense</b>						
5030301	Consultant Services	38,538	90,333	13,620	36,631	-59%
5030310	Fare Processing Charges	2,976	0	2,847	0	-
5030602	Custodial Service	2,400	3,605	7,410	9,300	158%
5030602	Services - Facility	17,128	20,839	29,172	21,464	3%
5040101	Fuel	374,397	442,318	380,854	436,315	-1%
5040160	Utilities (Facility)	26,571	32,782	19,258	33,765	3%
5049902	Small Furn/Equip	2,519	10,000	0	10,000	0%
5049903	Software	116,819	155,133	121,663	159,726	3%
5050204	Communication-MERA Radio	34,463	35,797	71,168	36,871	3%
5050206	Communication	12,007	19,843	13,846	20,439	3%
5080101	Purchased Trans. - In Report	5,222,011	4,871,242	4,686,149	4,754,682	-2%
5080102	Purchased Trans. - Regional	742,956	826,754	842,643	923,651	12%
5090801	Marketing	39,420	39,471	4,922	39,393	0%
5098001	Misc-Exp Transit User Training	6,269	10,000	11,167	10,300	3%
5098002	Gap Grant	0	20,000	0	0	-100%
5290100	Mobility Wallet	0	513,500	380,868	528,905	3%
<b>Subtotal</b>		<b>6,638,474</b>	<b>7,091,617</b>	<b>6,585,587</b>	<b>7,021,442</b>	<b>-1%</b>
5100100	Salary/Benefit Transfers	583,612	541,633	529,850	698,154	29%
5100101	Transfer Overhead	87,658	151,833	96,512	181,874	20%
<b>Total Expense</b>		<b>7,309,744</b>	<b>7,785,083</b>	<b>7,211,949</b>	<b>7,901,470</b>	<b>1%</b>

Figure 11: Marin Access Revenue Hours by Program

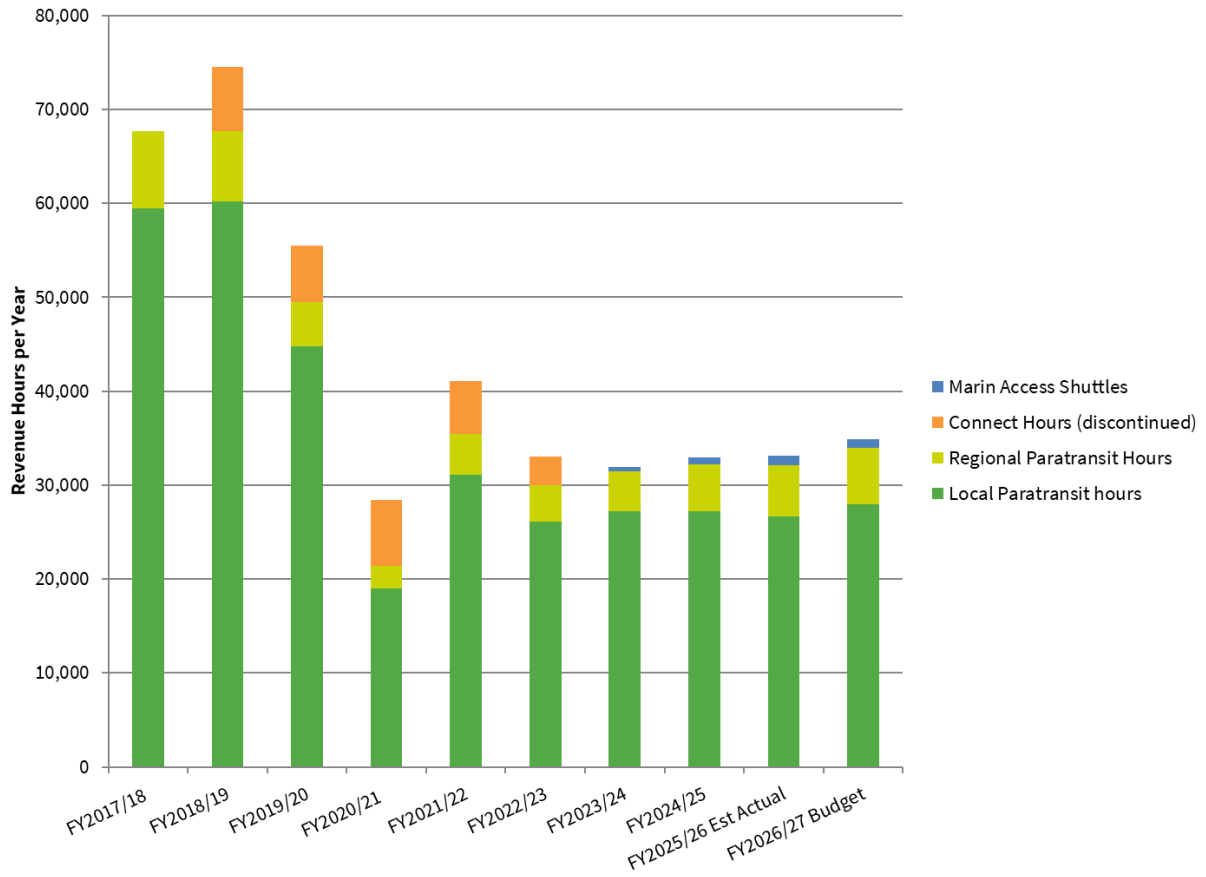
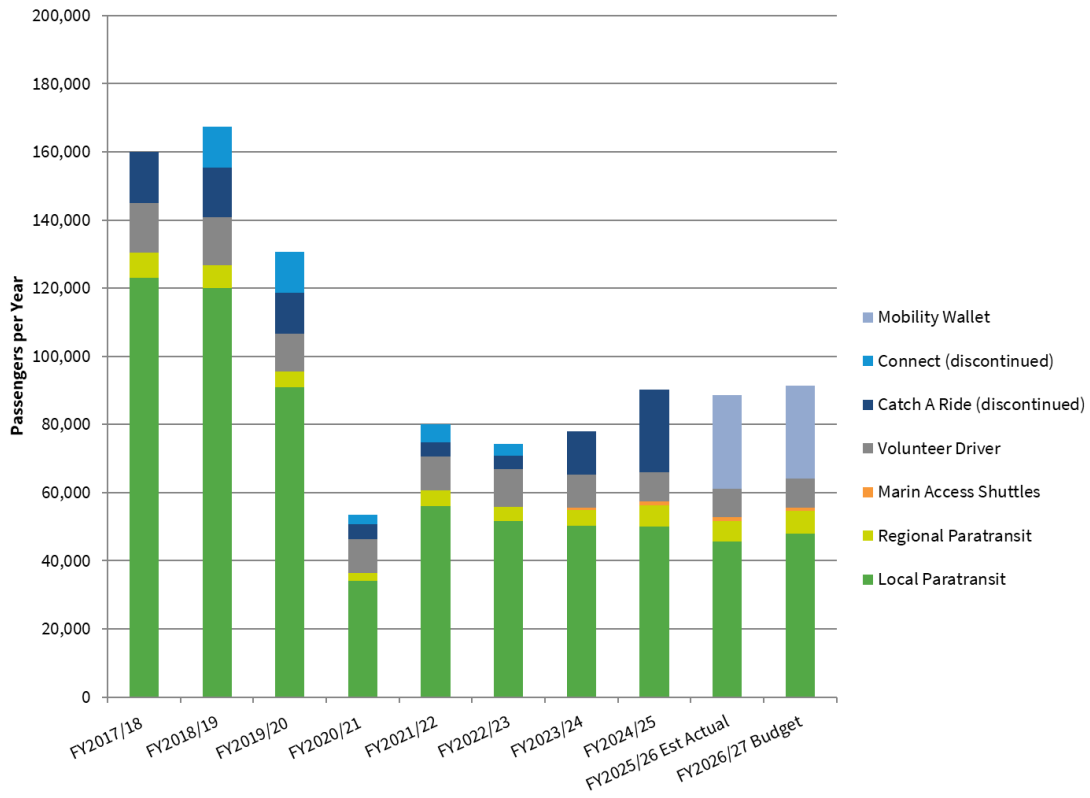


Figure 12: Marin Access Passenger Trips by Program



Current Services are described below and shown in Table 14.

Table 14: Marin Access Service Levels and Contract Costs

Service Type	Service Level (Revenue Hours)	Contract Cost Per Hour (without fuel)	Notes
Local Paratransit	28,000	\$161.18	Budgeted hours are 5% over prior year estimated actual and 8% under prior year budget; 13.8% of service is funded by and allocated to GGBHTD.
Regional Paratransit	6,000	\$153.90	Fully funded by GGBHTD.
Marin Access Shuttles	990	\$152.90	Shuttle program offered in the urbanized and rural areas of the County to fill service gaps; partially funded by FTA 5310 grant funding.
Complementary Mobility Options	Trips/Users	Expense	Notes
Volunteer Driver Reimbursement (STAR/TRIP)	10,000 trips	\$90,000	Financial assistance supporting rider choice mobility. Fully funded by Measure B.
Mobility Wallet - Intro to Mobility	100 users	\$528,905	Intro to Marin Access programs including travel training, education and \$200 one-time subsidy for range of mobility providers
Mobility Wallet - MAFA	550 users		Marin Access programs for low-income riders, including travel training, education and \$200 per month subsidy for range of mobility providers
Mobility Management Program	Contacts <sup>1</sup>	Funding Level	Notes
Travel Navigators and MCTD Program Enrollment Staff	20,000	\$292,000	Support provided to help new and existing users learn how to navigate the transit system and use the programs that are available to them.
Marin Access Fare Assistance (MAFA) – Paratransit and Marin Access Shuttle subsidy	600 <sup>2</sup>	\$120,000	Fare assistance in addition to the mobility wallet program, primarily for paratransit service. Funded by Measure B

1. Contacts includes instances of contact with enrolled rider or community member via phone or during the course of a rider engagement event.

2. Users in this category may also be represented in the Mobility Wallet – MAFA

**Marin Access ADA paratransit service** provides demand-response trips to passengers certified as unable to independently use the fixed route system either some or all of the time. This includes trips mandated under the federal Americans with Disabilities Act (ADA) as well as trips that go beyond mandated ADA requirements. This service, and a regional paratransit service managed on behalf of GGBHTD, are operated under a single contract to Transdev. Local paratransit service is budgeted at 28,000 revenue hours. GGBHTD pays a share of mandated local paratransit based on their share of fixed route transit service within Marin County (currently 13.8%). The method of

calculation was changed in FY 2023/24 with the new GGBHTD service contract and the GGBHTD share was reduced by approximately 5%. GGBHTD directly reports the ridership, fares, and costs associated with their share of paratransit to the National Transit Database (NTD) and the State Controller's Office.

**Regional ADA paratransit** is fully funded by GGBHTD. The FY 2026/27 budget includes 6,000 revenue hours for regional paratransit service.

**Same Day Paratransit Pilot Program** allows Transdev, the District's ADA Paratransit provider, to accept same-day reservations for paratransit rides. Same Day Paratransit service is offered at a premium fare (\$15/one-way trip) and trips are fulfilled on an as-available basis. The new service was designed to ensure that mandated ADA service would not be impacted, and that these trips would not increase costs to the District. In April 2026, the pilot program was extended through FY 2026/27.

**Marin Access Shuttles** are a rebranded program (as of July 1, 2024) operated by Transdev and include components previously operated as Rural Dial-A-Ride. There are currently four shuttles providing service; a reduction of service hours for the West Marin Connector pilot shuttle and the Point Reyes shuttle is planned for FY 2026/27 due to low utilization, per Board approval in April 2026. FTA Section 5310 funds (Table 15) and Measure B funds are utilized to fund this program.

Discretionary Mobility Programs offered as part of the Mobility Management Program and shown in Table 14 are as follows.

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

The **Mobility Wallet**, implemented on July 1, 2025, is a payment card for subsidy distribution designed to provide rider choice mobility on a trip by trip basis. The payment card, or "mobility wallet," allows the District to issue a digital or physical payment card to enrolled riders with pre-loaded value to use with a variety of transportation providers. The mobility wallet is offered to riders enrolled in the Intro to Mobility program or the Marin Access Fare Assistance (MAFA) program:

**Intro to Mobility** – For newly eligible riders without income barriers to introduce them to the mobility options available in advance of a critical need. New riders receive a one-time 31-day bus pass to use on Marin Transit local bus service, travel training, and a one-time mobility wallet with \$200 to use with external providers such as taxis, Transportation Network Companies (TNCs like Uber and Lyft), and Non-emergency Medical Transportation (NEMT) providers; and

**MAFA Mobility Wallet** - For riders with demonstrated income barriers enrolled in the Marin Access Fare Assistance (MAFA) program. Enrolled riders receive a recurring subsidy of up to \$200 per month via the mobility wallet to use with external providers such as taxis, Transportation Network Companies (TNCs like Uber and Lyft), and Non-emergency Medical Transportation (NEMT) providers.

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

**Travel Navigators** – Marin Transit established the Marin Access Travel Navigator program in 2010 as a one-stop-shop for information and eligibility on all Marin Access programs. Travel Navigator duties include intake, eligibility determinations, and customer service. Intake duties are completed by contracted staff at Transdev via the Marin Access Call Center, eligibility determinations are completed by District staff, and customer service is handled through coordination between both teams. Collectively, the team provides support to riders as they enroll in the programs and determine which mobility options best suit their needs. They also provide travel training, including informational presentations and individualized travel training.

The **Marin Access Fare Assistance (MAFA) Program** offers a variety of financial benefits to income-qualified riders including: free bus pass to use on Marin local bus service, ride credit to cover the cost of fares on local paratransit trips, same day paratransit trips and/or Marin Access shuttle trips, and the mobility wallet subsidies described above. These financial benefits are funded by Measure B.

## Marin Access Revenue

Marin Access programs are primarily funded by local sources including Measure AA, Measure B, and property tax, with federal Section 5310 discretionary grants, and with federal Section 5307 formula grants. Marin Access receives 9.5% of Measure AA sales tax revenue under sub-strategy 4.3 *Special Needs*. In FY 2026/27, Marin Transit will use \$3.2 million in Measure AA funding for expenditures, which includes the expenditure of \$151,948 from carryforward to balance the budget. Marin Transit receives 35% of the county Measure B vehicle license fee to support the mobility management initiatives. Marin Transit is budgeting \$780,000 of Measure B funding in FY 2026/27.

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

In FY 2026/27, Marin Transit expects to expend \$1.8 million in federal grant awards for Marin Access (Table 15).

Table 15: Marin Access Grant Funding

Program	Source	Estimated FY2026/27 Expenditure
Paratransit Operations	FTA Section 5307	\$1,089,624
Operating Assistance – Same day Rural (Award year 2021)	FTA Section 5310	\$54,349
Mobility Management - Travel Navigator Project (Award year 2023)	FTA Section 5310	\$201,295
Mobility Management - Travel Navigator Project (Award year 2025)	FTA Section 5310	\$128,355
Operating Assistance – Mobility Wallet Project (Award year 2025)	FTA Section 5310	\$350,000

## Capital Budget

Marin Transit’s annual capital budget (Table 16) of \$17 million provides funding for transit vehicles, bus stop improvements, new and enhanced facilities, and other capital expenditures. Unlike operations expenses, capital expenditures vary significantly by year as illustrated in Figure 13 which depicts capital expenditures and budget by project type by year.

Facility related projects represent a growing share of the Capital Budget as the District has invested in securing agency-owned facilities required for electrification and future stability of operations over recent years. Prior to 2020, Marin Transit did not own any facilities. Since that time, Marin Transit now owns four properties. Two of them, 600 Rush Landing (acquired in 2020) and 3000 Kerner (acquired in 2021), are fully in use; design for necessary upgrade projects are underway. One of them, 3010/3020 Kerner Blvd (acquired in 2022), is nearing completion to convert it into a parking facility. Finally, 1075 Francisco Blvd E was purchased in 2024, and is entering the design phase for future use as a fixed route operations and maintenance facility. All these projects are further described below.

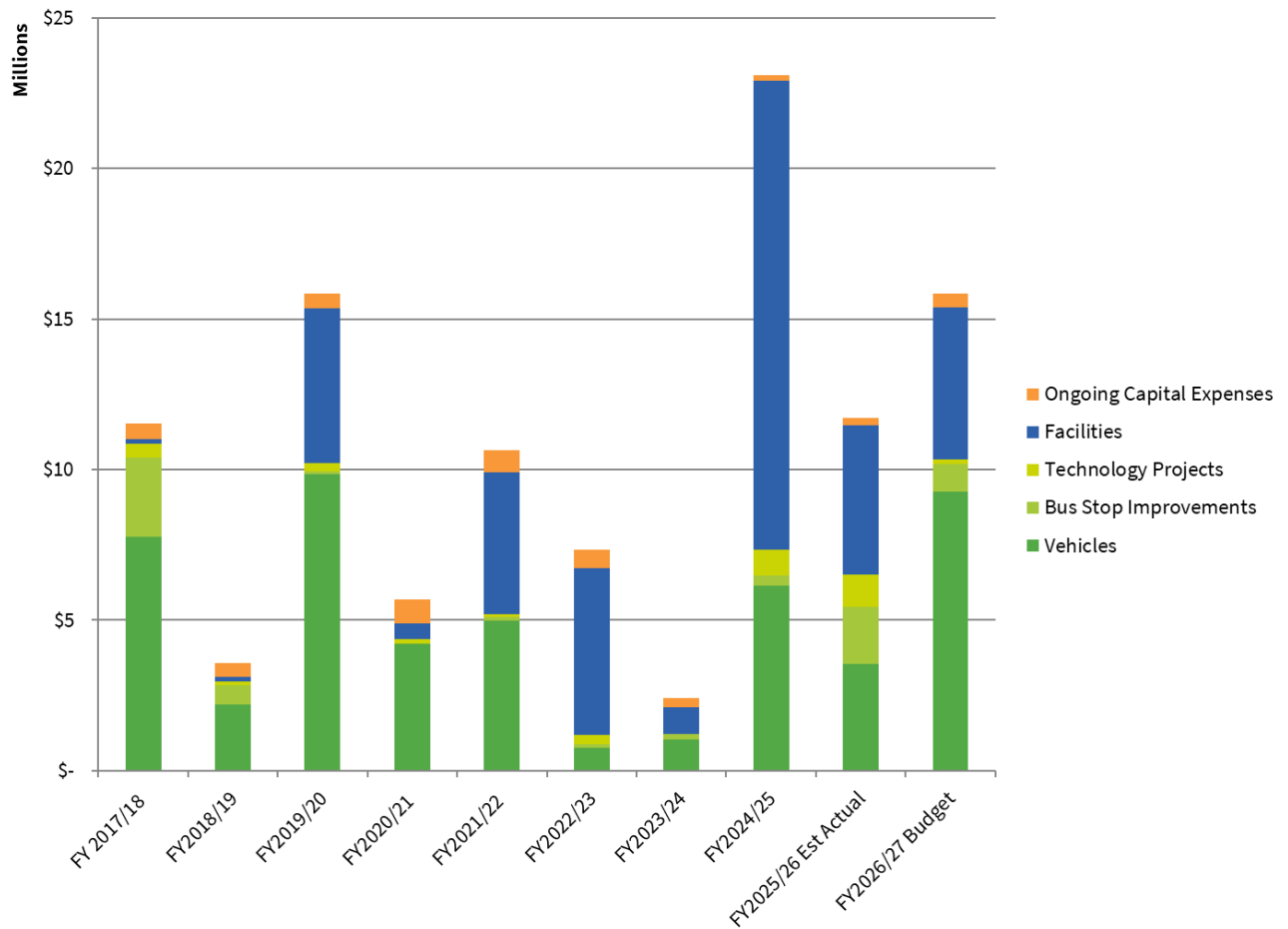
Details for each capital project are included below by project type: Vehicles, Bus Stop Improvement, Facility, Technology and Ongoing Capital Projects.

Each capital project is described in Table 16 below by project type and listed with the District’s two-letter project code.

Table 16: Capital Budget by Project

		Total Project Budget	Prior Year Expenditures	FY2026/27 Budget	Future Years	Measure AA/ Local Funding	State Funding	Federal Funding
LF	Purchase 4 30ft and 5 40ft Bus Replacements	8,186,912	2,831,468	5,355,444	0	20%	0%	80%
LG	Purchase 6 40ft Hybrids & 5 30ft Diesel	10,424,908	0	5,000	10,419,908	14%	6%	80%
EB	Purchase 4- Battery Electric Buses	5,784,000	0	5,000	5,779,000	3%	17%	80%
PG	Purchase 22 Paratransit Replacements	2,948,000	0	2,948,000	0	20%	0%	80%
NB	Staff Vehicle	40,000	0	40,000	0	100%	0%	0%
HZ	Midlife Refresh for 20 Hybrid Batteries	1,538,150	635,324	902,826	0	20%	0%	80%
	<b>Subtotal Vehicles</b>	<b>28,921,970</b>	<b>3,466,792</b>	<b>9,256,270</b>	<b>16,198,908</b>	<b>15%</b>	<b>0</b>	<b>85%</b>
BP	ADA Bus Stop Improvements	2,053,000	1,985,049	67,951	0	20%	0%	80%
BQ	Capital Corridor Improvements	2,000,000	252,777	500,000	1,247,223	20%	0%	80%
BR	Bus Stop Revitalization (RM3)	2,500,000	268,000	418,000	1,814,000	100%	0%	0%
	<b>Subtotal Bus Stop Improvements</b>	<b>6,553,000</b>	<b>2,505,826</b>	<b>985,951</b>	<b>3,061,223</b>	<b>51%</b>	<b>0%</b>	<b>49%</b>
FG	Facility - Fixed Route Maintenance Facility	46,678,000	16,227,849	5,098,446	25,351,706	32%	0%	68%
FH	Facility - 3010/3020 Kerner Improvements	5,035,967	4,835,967	200,000	0	29%	30%	41%
FI	Facility - Kerner Driver Break Room	650,000	58,000	101,000	491,000	100%	0%	0%
FJ	Rush Landing Improvements	4,030,117	145,000	376,000	3,509,117	31%	0%	69%
YF	Yellow Bus Parking Facility	3,000,000	0	0	3,000,000	100%	0%	0%
	<b>Subtotal Facility</b>	<b>59,394,084</b>	<b>21,266,816</b>	<b>5,775,446</b>	<b>32,351,823</b>	<b>36%</b>	<b>3%</b>	<b>61%</b>
OD	On Board Equipment	2,157,000	1,507,626	649,374	0	20%	0%	80%
	<b>Subtotal On Board Equipment</b>	<b>2,157,000</b>	<b>1,507,626</b>	<b>649,374</b>	<b>0</b>	<b>27%</b>	<b>0%</b>	<b>76%</b>
VR	Major Vehicle Repairs (VR)	365,000	165,000	200,000	0	100%	0%	0%
IF	Infrastructure Support (IF)	335,000	85,000	250,000	0	100%	0%	0%
	<b>Subtotal Ongoing Capital Expenses</b>	<b>700,000</b>	<b>250,000</b>	<b>450,000</b>	<b>0</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>
	<b>Total Expenditures</b>	<b>97,726,054</b>	<b>28,997,061</b>	<b>17,117,042</b>	<b>51,611,954</b>	<b>31%</b>	<b>3%</b>	<b>66%</b>

Figure 13: Capital Project Expenditures and Budget by Type



Vehicle purchases represent the most significant capital investment in the FY 2026/27 budget. Marin Transit expects to spend \$9.26 million on vehicles including a Board approved order for nine fixed route bus replacements and an upcoming order for 22 replacement paratransit vehicles that will be considered for approval by the Board later this year.

The FY 2026/27 Capital Budget includes \$5.8 million in facility projects. Marin Transit’s largest capital project to date is a major fixed route facility project at 1075 Francisco Blvd. E in San Rafael. The team will be working through the design phase in FY 2026/27. The District is also in the design phase for building improvements at both the 3000 Kerner Paratransit Maintenance building (San Rafael) and the 600 Rush Landing office building (Novato). Additional facility projects included in the FY 2026/27 parking lot rehabilitation at 600 Rush Landing (Novato).

The FY 2026/27 budget also includes projects that continue to plan for improved bus stops and passenger access. Marin Transit will continue work on the Capital Corridors project (described later in this section) focused on improvements in key ridership corridors in San Rafael and Novato. Marin Transit will also continue planning work on the Bus Stop Revitalization project, which created new bus stop guidelines which will help inform all future bus stop improvement work.

Capital expenditures are defined in the District’s fixed asset management policy. A “Fixed Asset” includes equipment, supplies, and rolling stock with a unit purchase value of at least \$5,000 and a service life of

more than one year. All projects that meet the requirements of the District's fixed asset policy are capitalized and depreciated over the defined life of the associated asset type. Expenditures not meeting the District's policy for capitalization will be included as operations expenses on financial statements.

The projects included in the FY 2026/27 budget are 68% funded with state and federal grant funds (Table 16). The budget includes the expenditure of \$1.37 million in Measure AA local sales tax funds and \$2.1 million in capital reserves (FY 2025/26 property tax revenues). There are no available property tax funds expected from FY 2026/27 to fund capital projects. With this budget, the District will have a Capital reserve of \$24.3 million which is needed for the future local match for the fixed route facility project and for other capital needs.

## Vehicles

Purchase Four (4) 30-foot and Five (5) 40-foot Buses (LF) – Marin Transit will purchase four 30-foot buses and five 40-foot buses to replace three shuttles, eight narrow XHF vehicles, and one 40ft hybrid that was retired early due to an accident. Per the District's current adopted zero-emission transition plan, these vehicles are not programmed as zero-emission vehicles. Staff evaluated whether there was an opportunity to convert to battery electric buses and determined it was beneficial to stick to the current transition plan since additional charging infrastructure is needed. Development of this charging capacity is underway for the upcoming purchase of battery electric buses (EB) and is included as part of the Rush Landing improvement project (FJ). The four 30-foot vehicles will be diesel vehicles because hybrid buses are not currently available in this length. These vehicles are expected to be delivered at the end of FY 2025/26, with expenditures happening in the same year. The remaining five 40-foot buses will be diesel-electric hybrids and will be delivered in FY 2026/27. The \$8.1 million budget includes Section 5307 (federal) funds for 80% of costs, \$284,103 in State of Good Repair (state) funds, and \$887,000 in Regional Measure 3 (regional) and Measure AA (local) sales tax funding.

Purchase Six (6) 40-foot Hybrids and Five (5) 30-foot Diesel Buses (LG) – Marin Transit will purchase six 40-foot Hybrids and five 30-foot diesel buses to replace one narrow XHF vehicle, seven 40-foot Hybrid buses, and three shuttle buses. Per the District's current adopted zero-emission transition plan, the vehicles are not programmed as zero-emission vehicles. Staff evaluated whether there was an opportunity to transition additional vehicles to zero emissions with this purchase but determined that it was beneficial to stick to current plan due to range limitations on the electric vehicles. The vehicles will be delivered in FY 2027/28 and expenditures in FY 2026/27 are related to administration of the procurement. The \$10.4 million budget is funded through \$5.5 million in 5307 funds (federal), \$2.9 million in 5339 funds (federal), \$645,621 in State of Good Repair (state) funds, \$613,000 in Regional Measure 3 (regional) funds, \$777,982 in property tax (local), and the remaining \$48,379 in Measure AA sales tax (local) funding.

Purchase Four (4) 40-foot Battery Electric Buses (EB) – Marin Transit will purchase four 40-foot Electric buses to replace four 30-foot Hybrid buses. These vehicles will be delivered in FY 2027/28 and will be charged at the Rush Landing Facility in Novato. Charging infrastructure is included in a separate project – Facility Improvements – Rush Landing (FJ), described below. Expenditures in FY 2026/27 are related to administration of the procurement. The \$5.8 million project is 80% funded by Section 5307 (federal) funds for vehicle replacements, with \$956,000 in Low Carbon Transit Operations Program (state), and \$200,800 in Measure AA sales tax (local) funding.

Purchase 22 Paratransit Vehicles (PG) - Marin Transit delayed prior replacements of the paratransit fleet due to a significant reduction in demand for these services and will start a project for the replacement of 22 paratransit vehicles in FY 2026/27. These vehicles have a five-year useful life and will be used on paratransit and Marin Access shuttle services. The project replaces current cutaway vehicles from multiple fleet years (2018 and 2021). These replacements were postponed due to the drop in paratransit ridership during the post-pandemic period. This reduction in ridership led to a reduced number of vehicles required day-to-day and also decreased the intensity of vehicle usage. Grouping the purchases together will reduce staff time for the vehicle procurement. The \$2.9 million project is 80% funded with Section 5307 funds (federal) and a match from Measure AA funds (local). The vehicle order will be initiated in FY 2026/27, and delivery is within the fiscal year. Marin Transit participates in a joint procurement for vehicles through CalACT and anticipates purchasing the vehicles through that contract.

Purchase One Staff Vehicle (NB) - Marin Transit will purchase an electric staff vehicle to support increased demand by staff who take alternative forms of transportation (transit, bike, carpool) to get to work. The \$40,000 project is funded by Measure AA local sales tax funding.

Mid Life Refresh for 20 Hybrid Batteries (HZ) - This project provides for the required mid-life hybrid battery refresh on the District's nine 2017 35-foot Hybrid buses and eleven 2019 Hybrid buses. The work on the first nine 2017 buses was completed in FY 2025/26, and the FY 2026/27 budget includes funding for the remaining eleven 2019 buses. Due to price increases, an additional \$250,000 in funding was added to the budget for the refresh. The \$1.5 million project budget is 80% funded with Section 5307 funds (federal) and Measure AA (local).

## Bus Stop Improvements

ADA Bus Stop Improvements (BP) - Marin Transit will complete construction of bus stop improvements at 22 locations in Marin County in FY 2026/27. The stops were identified for improvement after a 2017 Bus Stop Conditions assessment and 100% stop-level survey of ridership. They were prioritized by need for accessibility improvements, ridership, and lack of amenities. Improvements at 19 locations are focused on providing ADA wheelchair landing pads and basic passenger amenities. The project also includes the construction of three new bus stops that will improve access to the bus system. The construction of this project is 80% funded with FY 2021/22 federal funding awarded to Marin Transit through the regional Quick Strike Program.

Capital Corridors Improvements (BQ) - This project evaluates and makes improvements to three high ridership corridors: 4<sup>th</sup> Street (San Rafael), Lincoln Ave (San Rafael), and South Novato Blvd (Novato). The improvements include updates to amenities, passenger information, and ADA Accessibility at stops in these corridors and planning for transit priority improvements. The \$2.0 million project is 80% funded with FY 2022/23 federal funding from region's third One Bay Area Grant (OBAG3) program.

Bus Stop Revitalization (BR) - This project is focused on bus stop improvements including additional amenities at 25-30 stops and upgrading 20 stops to be ADA accessible. Included in this work is an updated Bus Stop Conditions assessment, completed in FY 2025/26 which incorporates new ridership data since our last assessment, conducted in 2017. The project also includes a major update to Marin Transit's Bus Stop Guidelines. Bus stop improvements will be prioritized based on the updated conditions assessment and guidelines and are expected to target both "easy-win" stops that need simple updates (adding lighting, signage, shelters, benches, etc.) and stops that require more intensive construction to include ADA

accessibility requirements. Staff anticipate identifying these stops and beginning design work in FY 2026/27. 100% of this \$2.5 million project is funded by MTC's Regional Measure 3 grant, awarded in FY 2024/25.

## Administrative and Operations Facilities

Facility Purchase – Fixed Route Electric Vehicle Maintenance Facility (FG) – The District was awarded a competitive FTA Section 5339 Bus and Bus Facilities grant of \$31.5 million for the purchase and construction of a zero-emission fixed route bus facility. Marin Transit purchased a 3.5-acre site in November 2024 and completed the CEQA project in January 2026. Marin Transit is working on initial site preparation and initiating the design process with required construction completion by July 2030. The primary focus of work in FY 2026/27 will be design.

Facility Improvements – Kerner (FH) – This project funds facility improvements at the vehicle parking facility at 3010/3020 Kerner Blvd. in San Rafael and will largely be completed in FY 2025/26 with close out tasks scheduled at the beginning of FY 2026/27. Improvements include demolition of an existing office building, paving, fencing, lighting, a solar canopy, and installation of initial electric vehicle charging stations. The project is funded with State Low Carbon Transit Operations Program (LCTOP) funding and Federal 5339 Zero Emission Bus (ZEB) funding.

Facility Improvements – Kerner Blvd (FI) – Marin Transit will make improvements to the Kerner Maintenance Facility to provide drivers now parking at 3010/3020 Kerner with a Break Room and access to restrooms. Design work was initiated in FY 2025/26 and is planned to enter construction in FY 2027/28. The project is funded with capital reserve funding (prior year local property tax).

Facility Improvements – Rush Landing (FJ) – Marin Transit will make improvements to both the building and the bus parking lot at 600 Rush Landing in Novato. Building improvements will include adding an elevator to the second floor, reconfiguring space to support bus operations, and upgrading employee bathrooms. The parking lot needs to be resurfaced and made ready with additional charging infrastructure for the next delivery of Battery Electric vehicles. Design for the building improvements was initiated in FY 2025/26 and will be combined with the Kerner Blvd Driver Break Room. The design for the project is funded with capital reserve funding (prior year local property tax). The construction for the project is funded with newly awarded Federal 5339 Bus and Bus Facility discretionary funding and matched with local property tax funds.

Yellow Bus Parking Facility (YF)- The District currently leases a parking lot for 16 yellow buses, but the future of this lease is unknown. This project is for the purchase of a parking site for yellow buses and would be funded with \$1.1 Million in Measure AA and \$1.9 million in capital reserve funding (prior year local property tax). This project is currently on hold due to availability of property and is not included in the FY 2026/27 budget.

## Technology Projects

On Board Technology – This project funds the purchase of equipment needed for the farebox transition recommended as part of the 2023 Fare Collection Study. New passenger counting equipment and associated advanced vehicle location equipment were purchased in FY 2025/26. Replacement fareboxes and a camera hardware upgrade for vehicle security and data retention continuity are planned for FY 2026-

27. These components of the project are 80% funded with FTA Section 5307 funds and 20% with Measure AA. The project budget is being increased by \$107,000 to accommodate cost increases due to hardware, tariffs, and installation cost escalations. Additional local funding was added to the project to fund the increased expenditure.

### **Other Measure A/AA Capital Expenses**

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