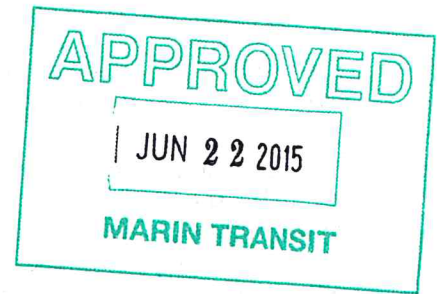




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san rafael, ca 94901

ph: 415.226.0855
fax: 415.226.0856
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June 22, 2015



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

SUBJECT: Marin County Transit District Final Operating and Capital Budget for FY 2015/16

board of directors

Dear Board Members:

madeline kellner
president
city of novato

RECOMMENDATION: Adopt FY 2015/16 Budget.

kathrin sears
vice president
supervisor district 3

SUMMARY: Marin Transit's draft budget for July 1, 2015 to June 30, 2016 was distributed at your Board's May 18, 2015 meeting. At today's meeting, staff will present a proposed final budget that reflects the priorities and financial projections in the draft Short Range Transit Plan. The budget includes current Metropolitan Transportation Commission (MTC) revenue projections for State Transit Assistance (STA) and Transportation Development Act (TDA) funds, Measure A estimates from the Transportation Authority of Marin (TAM), and County of Marin estimates for property tax revenue.

katie rice
2nd vice president
supervisor district 2

The proposed final budget for FY2015/16 includes the following changes from the draft budget:

judy arnold
director
supervisor district 5

- A reduction of \$7,000 in State Transit Assistance (STA) funds for Paratransit to reflect an updated State estimate;
- An increase to local purchased transportation and fuel budgets to add 3,500 hours of supplemental service to the College of Marin and associated revenues from the student transportation fees;
- An increase to the paratransit software budget to include direct payments for software maintenance under anticipated new contract terms; and
- An increase to the office furniture to carry forward unspent FY2015 funds needed for minor office improvements.

damon connolly
director
supervisor district 1

steve kinsey
director
supervisor district 4

stephanie moulton-peters
director
city of mill valley

The FY 2015/16 Draft Expenditure Budget for Operations and Capital Projects is \$40,830,176. This budget will allow for the allocation of approximately \$1.9 million back into Contingency Reserves in accordance with Board adopted policy (Table 1).

The operating expense budget of \$27,838,050 is a two percent increase from the FY 2014/15 budget and provides for an overall increase in service hours from the prior year budget of three percent (7,467). This includes a 5.5 percent demand-based increase in local paratransit service, a pilot Muir Woods Shuttle weekday service, new service to College of Marin, a pilot traditional volunteer driver program, and an additional staff position. The limited increase in budget is primarily due to the new Operations contract with the Golden Gate Bridge Highway & Transportation District (GGBHTD) effective July 1, 2015 and an anticipated paratransit contract effective January 1, 2016.

The operating revenue budget of \$29,730,138 is a one percent increase over the FY 2014/15 budget. Revenue increases in fares, STA, GGBHTD payments for paratransit, and property tax are offset by reduced federal funding for operations and lower expenditures of Measure A local sales tax.

Information and trends for the operations budget for Administration, Local Service, Rural Service, and Marin Access are included in the budget document attached to the report.

Table 1: Budget Summary

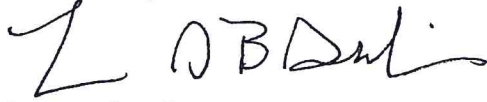
	FY 2013/14 Actual	FY 2014/15 Budget	FY 2014/15 Estimated Actual	FY2015/16 Draft Budget	FY2015/16 Final Budget
Revenue					
Operations	27,418,715	29,407,195	28,522,664	29,482,086	29,730,138
Capital	2,589,189	5,156,048	2,886,643	13,264,649	13,264,649
Total Revenue	\$30,007,904	\$34,563,243	\$31,409,307	\$42,746,735	\$42,994,787
Expenditures					
Operations	25,523,337	27,431,753	26,213,219	27,565,527	27,838,050
Capital	2,589,189	5,363,729	2,886,643	13,264,649	13,264,649
Total Expenditures	\$28,112,526	\$32,795,482	\$29,099,862	\$40,830,176	\$41,102,699
Net Change in Fund Balance	\$1,895,378	\$1,767,760	\$2,309,445	\$1,916,559	\$1,892,088
Emergency Reserve	4,253,890	4,571,959	4,571,959	4,598,258	4,639,675
Contingency Reserve	4,982,686	6,432,376	6,974,061	8,868,325	8,798,433
Fund Balance (total reserve)	\$9,236,575	\$11,004,335	\$11,546,020	\$13,462,579	\$13,438,108

Marin Transit's capital budget is a balanced budget of \$13,264,649. Seventy-eight percent of expenses are for vehicle procurements including 11 hybrid 30-foot and 40-foot vehicles, 31 paratransit vehicles including nine (9) expansion vehicles and five (5) rural and community shuttles. Marin Transit will continue work on two major bus stop improvement projects: Downtown Novato Transit Facility and Muir Woods Shuttle stop improvements. Marin Transit staff will start new projects to install fareboxes on demand response vehicles, update the bus

stop inventory, and upgrade radio communications. Eighty-nine percent of the proposed FY 2015/16 capital budget is funded by state and federal grants.

FISCAL IMPACT: None associated with the report.

Respectfully submitted,



Lauren Gradia
Director of Finance and Capital Projects

Attachment



Marin Transit Budget

FY 2015/16

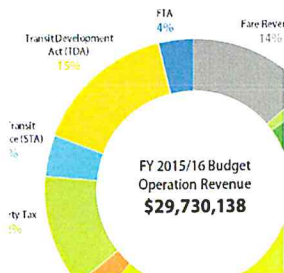


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Marin Transit Budget Overview

The Marin County Transit District (Marin Transit) is responsible for local transit service within Marin County, providing over 3.5 million unlinked passenger trips per year and over 210,000 revenue hours of service. Marin Transit provides services through contract operators including the Golden Gate Bridge Highway & Transportation District (GGBHTD), Marin Airporter, MV Transportation, and the Marin Senior Coordinating Council (Whistlestop Wheels). 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. An updated SRTP was under development concurrently with the FY 2015/16 Budget and is expected to be adopted in July 2015. Both the FY2015/16 Budget and the July 2015 SRTP use the same underlying financial assumptions and were developed from the same 10 year financial model. Due to the independent timelines, the Draft Budget includes additional revisions and adjustments that have occurred since the Draft SRTP financials were completed in April.

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

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

- A. Maintain adopted reserve levels;
- B. Preserve a balance of revenues and expenditures over a ten-year horizon;
- C. Provide for SRTP-adopted service levels; and
- D. Allow for innovative growth.

The following is the timeline for fiscal year July 1, 2015 to June 30, 2016 (FY 2015/16) budget development:

March 5, 2015	Budget kick-off meeting
March–April 2015	Program level budget meetings
May 18, 2015	Draft Budget presented to Board of Directors
June 22, 2015	Adoption of Final Budget

Board adopted budget amendments are required to increase total operating or capital expenditures levels. Budget transfers between District cost centers or program areas can be authorized by the District's General Manager and are reported to the Board of Directors as part of the quarterly budget report.

Budget Summary

The FY 2015/16 Expenditure Budget for Operations and Capital Projects is \$41,102,699 and allows for the return of \$1.9 million to the Contingency Reserve in accordance with the Board adopted policy (Table 1).

Table 1: Budget Summary

	FY 2013/14 Actual	FY 2014/15 Budget	FY 2014/15 Estimated Actual	FY2015/16 Draft Budget	FY2015/16 Final Budget
Revenue					
Operations	27,418,715	29,407,195	28,522,664	29,482,086	29,730,138
Capital	2,589,189	5,156,048	2,886,643	13,264,649	13,264,649
Total Revenue	\$30,007,904	\$34,563,243	\$31,409,307	\$42,746,735	\$42,994,787
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Capital	2,589,189	5,363,729	2,886,643	13,264,649	13,264,649
Total Expenditures	\$28,112,526	\$32,795,482	\$29,099,862	\$40,830,176	\$41,102,699
Net Change in Fund Balance	\$1,895,378	\$1,767,760	\$2,309,445	\$1,916,559	\$1,892,088
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Contingency Reserve	4,982,686	6,432,376	6,974,061	8,868,325	8,798,433
Fund Balance (total reserve)	\$9,236,575	\$11,004,335	\$ 11,546,020	\$13,462,579	\$13,438,108

District Reserve Balance

Marin Transit's Board adopted policy designates an Emergency Reserve that is equivalent to two months of operating expenses and a Contingency Reserve equivalent to an additional two to four months of operating expenses. In the current SRTP update, Marin Transit staff and Board Members reviewed 10-year projections of revenues and expenses to ensure long term financial stability while maximizing mobility for local transit riders. As recently as FY 2010/11 and FY 2011/12, Marin Transit relied on funds from the Contingency Reserve to balance the operations budget. In FY 2014/15, Marin Transit used prior year carry forwards to balance the budget.

Successful contract renegotiations with Golden Gate Bridge Highway & Transportation District (GGBHTD) in 2015 resulted in a new operations contract that is reflected in the FY2015/16 Budget. This contract provides a reduction in the costs of Local Fixed route service and provides additional revenues for Local Paratransit.

The FY2015/16 Budget also includes savings from an anticipated new Local Paratransit contract. Since this contract was not final during the development of the Draft Budget, the savings included in the Budget are lower than that identified in the SRTP.

With these cost savings, the FY2015/16 Budget includes \$1.9 million surplus and District reserves (Fund Balance) are within the Board-adopted range. The SRTP service plan and associated service expansion planned for summer 2016 will enable the District to meet strategic service goals and will also eliminate anticipated surpluses.

Local Sales Tax – Measure A

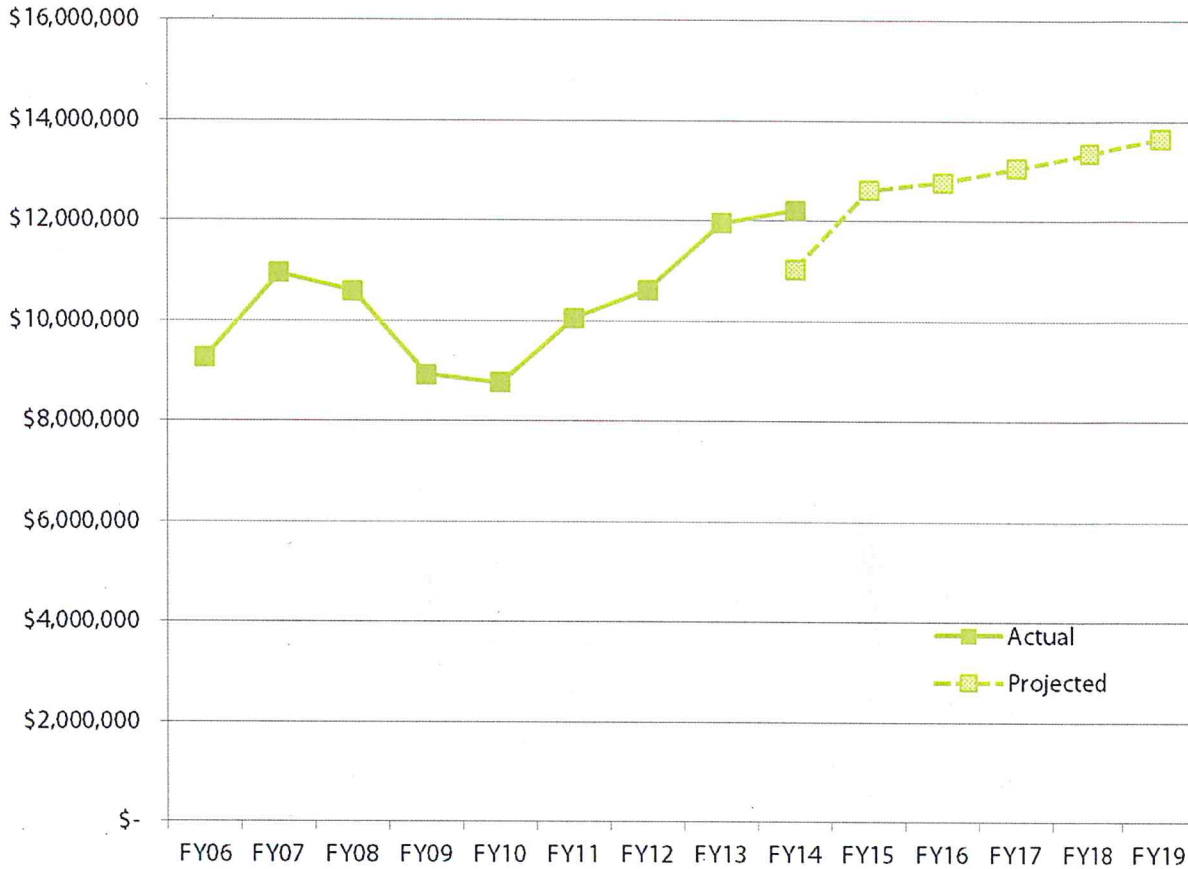
Marin County voters passed a half cent sales tax measure (Measure A) in 2004 to provide local funding and investment for transportation infrastructure and programs. Under the sales tax expenditure plan, fifty-five percent of Measure A is available for local transit service in the following four sub-strategies:

- Maintain and expand local bus transit service (37%);
- Maintain and expand rural bus transit system (3%);
- Maintain and expand transit services for those with special needs (9%); and
- Invest in bus transit facilities for clean and efficient transit system (6%).

Measure A historically provided approximately one-third of Marin Transit's operating revenues. Consequently, the drop in allocations beginning in Fiscal Year 2008 significantly impacted District revenues. As the economy recovered, sales tax receipts in Marin County have rebounded with actual receipts for FY 2012/13 coming in 13% higher than the prior year. The growth appears to have slowed now with the projected FY 2014/15 revenue increasing by a more modest 3.3% over the prior year.

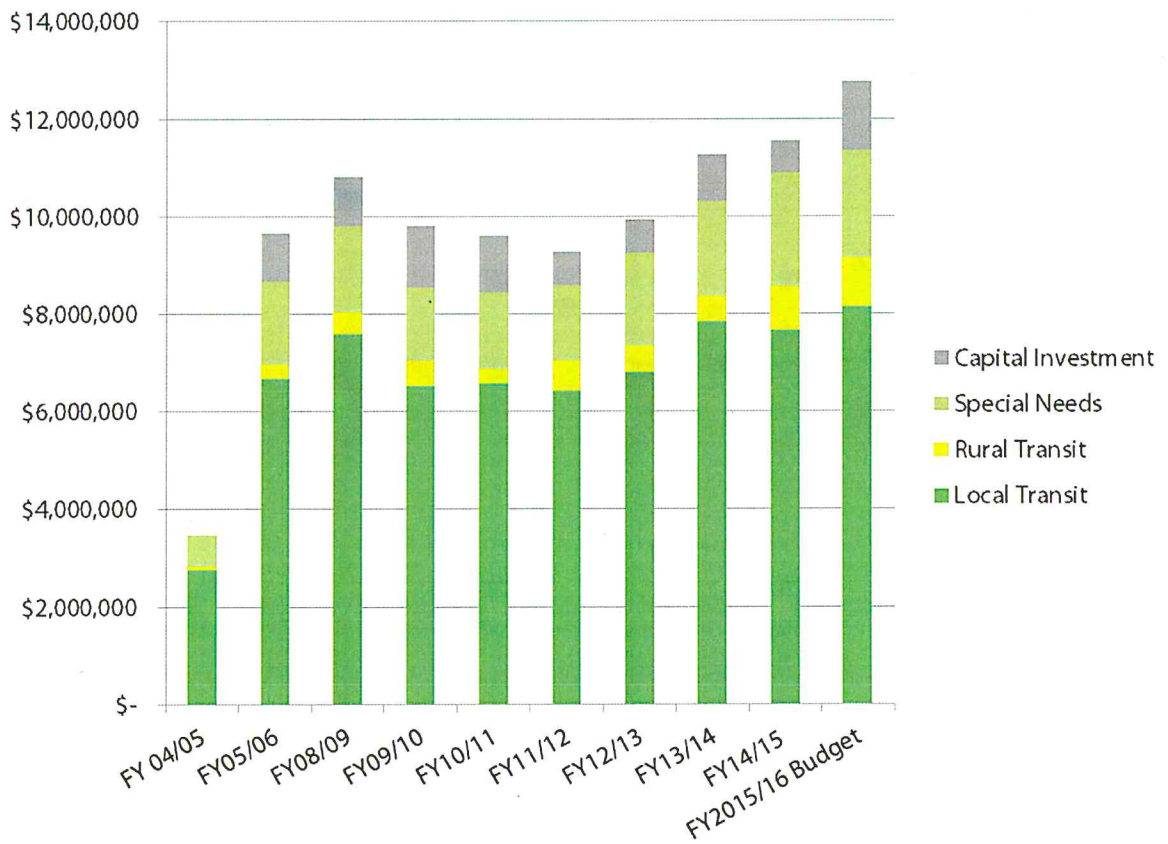
The Transportation Authority of Marin (TAM) makes Measure A funding available to the District based on projections and adjusts future year balances to account for actual receipts. The resulting carry forward of allocations between years were significant in recent years but should now taper off. For FY 2015/16, TAM is projecting a 1.2% increase in sales tax receipts over FY 2014/15 estimated actuals.

Figure 1: Transit's Share of Measure A (Actual Receipts by Fiscal Year)



The District's actual expenditure of Measure A revenue varies due to the capital replacement cycles and the availability of other grant funding in a particular year (Figure 3). Any unclaimed Measure A revenue in a given year is available for TAM to allocate to Marin Transit in future years. After the allocations for the FY 2015/16 Budget, the District will have a reserve of \$6.7 million (\$2.8 million in local, \$765,000 in rural, and \$3.1 million in capital funds). These reserves are held by TAM and not included in Marin Transit's Emergency or Contingency Reserve funds. Marin Transit programs these funds in the ten year operation and capital financial forecasts included in the adopted SRTP. In particular, the reserved Capital funds will be used as local matching funds for upcoming vehicle replacements and the Local reserves will be used to expand local services.

Figure 2: Actual Measure A Expenditures by Fiscal Year



Operations Budget

Marin Transit's FY 2015/16 operations budget (page 11) provides for operation of the following services:

Local Large Bus Fixed Route ¹	87,500 revenue hours
Community Shuttles	39,321 revenue hours
Local Supplemental School Service	7,167 revenue hours
Muir Woods Shuttle	5,211 revenue hours
Novato Dial-A-Ride	2,650 revenue hours
Yellow School Bus Service	7 buses
West Marin Stagecoach Service	16,030 revenue hours
Tomales Service	375 revenue hours
Local Paratransit Service	61,217 revenue hours
Regional Paratransit Service	9,846 revenue hours
Catch-A-Ride	19,200 trips
Volunteer Driver	19,755 trips

The operating expense budget of \$27,838,050 is a 2% increase over the FY 2014/15 budget (Table 2) and provides for an overall increase in service hours over the prior year budget of 3% (7,467 hours). This is primarily the result of increases to Muir Woods Shuttle Service, new service to College of Marin, and demand based increases to the Local Paratransit program. In addition, the budget funds a new yellow bus program to replace some local supplemental services and funds an expanded Volunteer Driver program.

¹ Excludes all supplemental school service

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

	FY 2014 Actual	FY 2015 Budget	FY 2015 Estimated Actuals	FY 2016 Final Budget	% Change in Budget from FY 2015
Revenue					
Fare Revenue	3,751,207	3,840,267	3,708,560	4,078,076	6.19%
Advertising & Other Revenue	344,516	344,984	344,520	344,520	-0.13%
Reimbursements (GGBHTD, WSW)	1,865,052	1,970,793	1,885,340	2,448,427	24.24%
Interest	5,399	1,800	7,236	5,000	177.78%
Measure A	10,429,915	11,814,374	10,884,459	11,300,289	-4.35%
Measure B	671,308	897,986	830,000	863,386	-3.85%
Property Taxes	3,427,936	3,423,216	3,503,110	3,630,099	6.04%
Development Fees	19,898	15,361	17,516	17,517	14.04%
State Transit Assistance (STA)	1,360,737	1,162,845	1,189,022	1,328,015	14.20%
Transit Development Act (TDA)	4,015,345	4,478,090	4,626,132	4,566,400	1.97%
Other State	19,753	19,589	19,343	19,343	-1.26%
FTA Funds	1,375,087	1,230,899	1,336,997	962,250	-21.83%
National Park Service	159,063	206,991	170,429	166,816	-19.41%
Transfers to Capital Budget	(26,502)	0	0	0	-
Total Revenue	27,418,715	29,407,195	28,522,664	29,730,138	1%
Expenses					
Salaries and Benefits	1,535,517	1,757,190	1,533,496	1,992,741	13.40%
Professional Service	370,020	468,903	324,051	523,561	11.66%
Professional Service- Legal	99,081	85,000	40,453	85,000	0.00%
Security and Maintenance	9,675	15,000	19,677	204,000	1260.00%
Customer Service	0	121,340	123,672	499,480	311.64%
Indirect County Overhead	36,888	36,888	1,674	5,000	-86.45%
Mobility Management Support Programs	45,377	59,000	70,472	75,000	27.12%
Office Supplies	98,970	107,233	86,796	128,999	20.30%
General Insurance	25,738	28,840	29,444	30,000	4.02%
Contract Service Operation	21,675,359	22,910,222	22,416,960	21,157,393	-7.65%
Membership & Prof Development	14,442	27,000	17,535	27,000	0.00%
Mileage and Travel	11,613	18,400	13,000	18,400	0.00%
Marketing	136,453	228,460	107,972	235,314	3.00%
Communication	92,647	121,903	111,189	126,605	3.86%
Fuel	1,355,476	1,572,001	1,384,008	2,864,944	82.25%
Misc. Services	21,851	30,000	18,934	30,750	2.50%
Office - Rental and Overhead	90,075	95,000	92,234	96,000	1.05%
Partner Agency Pass Through	85,000	0	0	0	-
Transfers to Capital Budget	(180,845)	(250,627)	(178,348)	(262,137)	4.59%
Total Expenses	25,339,256	27,346,753	26,172,766	27,838,050	1.80%
Net Revenue Over Expenditures	<u>2,004,134</u>	<u>2,075,441</u>	<u>2,369,575</u>	<u>1,892,088</u>	

District Revenue

Marin Transit derives its revenues from multiple sources (Figure 3) with no single revenue source making up the majority of the District's operating funds. The primary revenue sources for Marin Transit operations are:

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

The FY 2015/16 Budget includes current Metropolitan Transportation Commission (MTC) revenue projections for STA and TDA funds, Transportation Authority of Marin (TAM) allocations for Measure A, and County of Marin estimates for property tax revenue. Passenger fare revenue is budgeted based on current program receipts or estimated using a linear projection if service levels are increasing or decreasing.

The operating revenue budget of \$29,730,138 is a 1% increase the FY 2014/15 budget (Table 2).

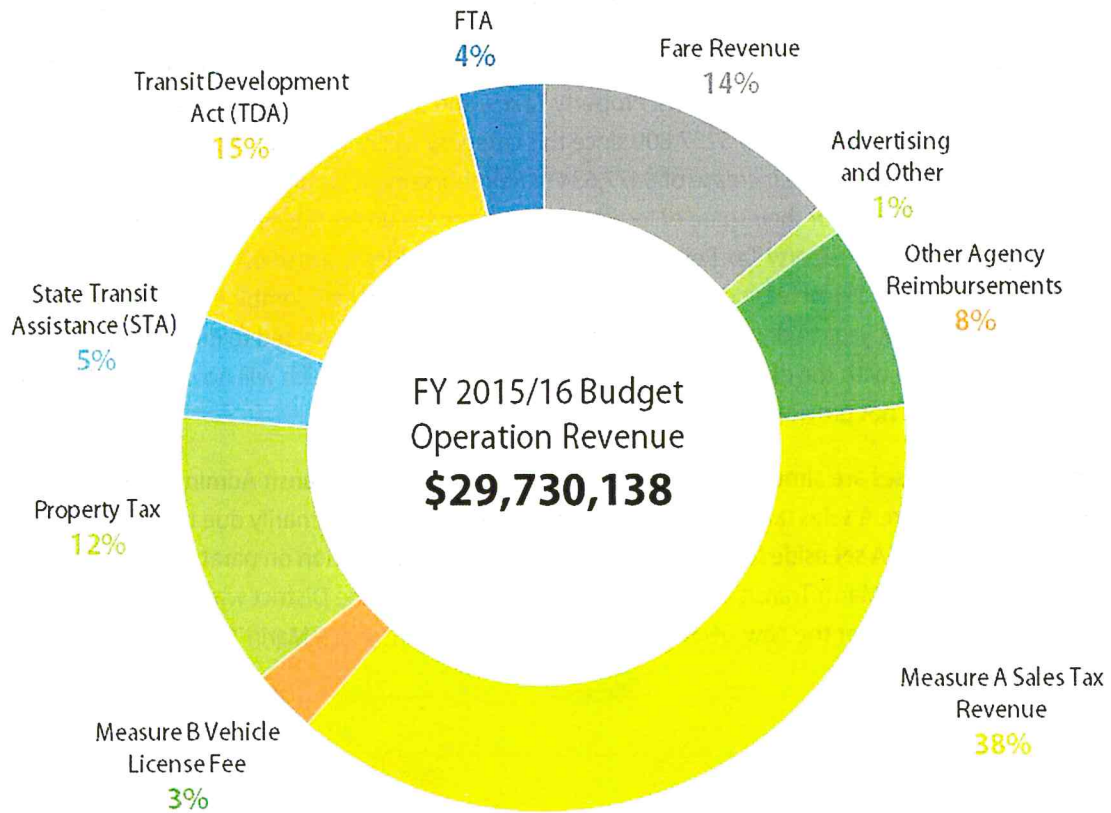
Six revenue categories have variances greater than \$100,000 between the FY2015/16 budget and FY2014/15 budget (Table 3). Fare Revenue, Reimbursements, Property Taxes, and STA revenue categories increased significantly. Fare revenue is expected to increase by \$237,809 since this category will now include the College of Marin student fees and the yellow bus fares. The increase of \$477,634 in Reimbursements is primarily due to anticipated increased payments from GGBHTD for their share of local paratransit service under the new operations contract. The 6% increase in anticipated Property Tax Revenue over FY2014/15 Budget is based on the County of Marin's recommendation of a 4% increase over the current year estimated actuals combined with estimated actuals that are 2% above the current year budget. Lastly, the District's STA funds are expected to increase based on MTC's fund estimate, combined with the direct allocation of Revenue-Based funds which will now include Shuttle and Rural revenues that were not previously reported.

The revenue increases are almost directly offset by decreases in Federal Transit Administration (FTA) operations funding and Measure A sales tax. The FTA funds decline of \$268,649 is primarily due to regional recalculation of the FTA Section 5307 ADA set aside formula in an effort to base the distribution on paratransit service levels and need. This budget includes Marin Transit's FY2015 allocation that provides the District with received 60% of the Marin County allocation. Under the new GGBHTD contract, in subsequent years, Marin Transit will receive 80% of the Marin County allocation.

Table 3: Revenue Variances in Operations Budget

Revenue Category	FY2015/16 Budget	Variance from Prior Year Budget		Notes
		Amount (\$)	%	
Fare Revenue	\$4,078,076	237,809	6%	Increased service and yellow bus fares
Reimbursements	\$2,448,427	\$477,634	24%	Increase of payment by GGBHTD under new contract for local paratransit
Measure A	\$11,300,289	(\$514,085)	-4%	Lower compared to FY2014/15 budget due to new GGBHTD but slightly higher than FY2014/15 estimated actuals.
Property Tax	\$3,630,099	\$206,883	6%	County projected growth combined with estimated actuals in FY2014/15 exceeding budgeted amount.
State Transit Assistance	\$1,328,015	\$165,170	14%	Budget amount based on MTC Fund Estimate and projected splits with GGBHTD. Amount is comparable to FY2013/14 actual.
FTA Operations Funds	\$962,250	(\$268,649)	-22%	Primarily due to a new regional formula for ADA set aside funds. Funds in FY2016/17 should increase with an increase to MCTD's share under new GGBHTD operations contract.

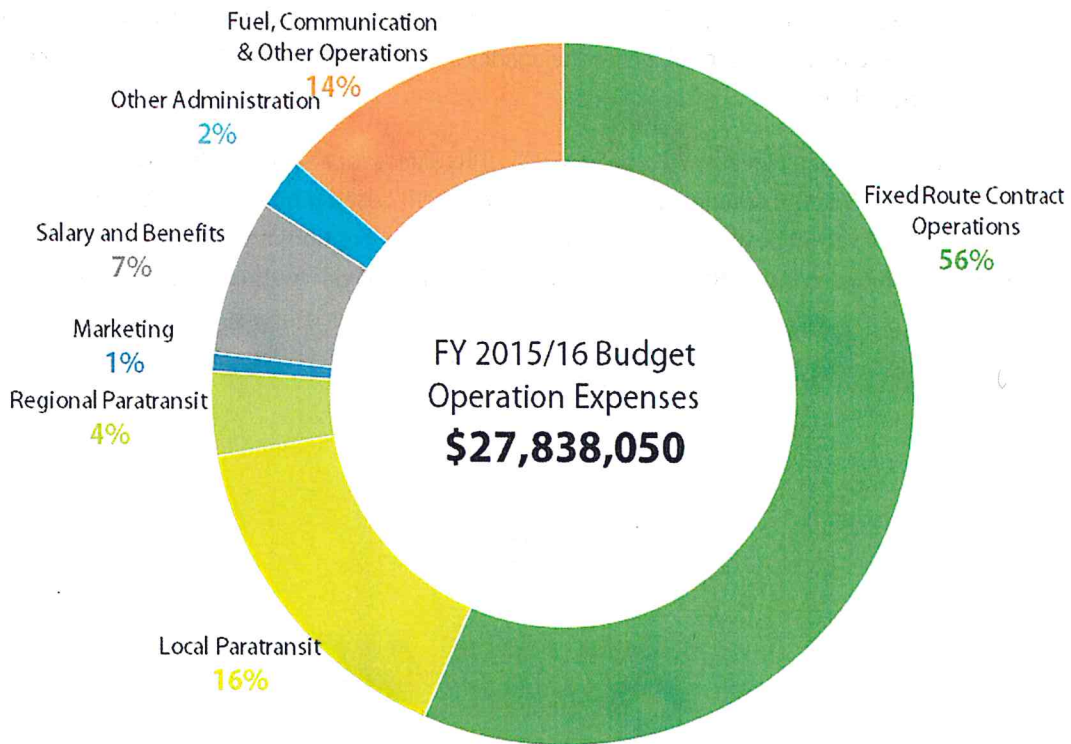
Figure 3: Revenue Sources for FY 2015/16 Budget



District Expenses

Marin Transit provides local transit service through purchased transportation contracts. Under this structure, the majority of district operations expenses (Figure 4) are for contract service operation (76%) and associated fuel expenses (14%).

Figure 4: Operations Expenses for FY 2015/16 Budget



Information and trends on the operations budget for Administration, Local Service, Rural Service, and Marin Access are described in the following sections.

Administration

The administration budget (Table 3) includes revenues and expenses that are shared by all program areas. While these items are budgeted and recorded in administration, expenses are allocated to the program budgets based on a program's resource usage (i.e., billed staff time). This allows Marin Transit to track the full cost of programs.

Revenue in the administration budget includes property taxes and development fees. The revenue projections are based on estimates from the County of Marin and anticipate a growth in property tax of 4% over FY 2014/15 estimates combined with estimated actuals in FY2014/15 that are expected to exceed the budget by 2%.

Expenses in the administration budget include staff salaries and benefits, audit fees, insurance, travel costs, professional development expenses, office rental, and other associated costs. Marin Transit recently extended favorable terms of the current office lease for a two-year term through November 2017.

All District staff are employed directly by Marin Transit and have a defined contribution retirement program. The FY2015/16 budget allows for an additional Capital Programs position for an increase from 12.5 to 13.4 full time equivalent positions.

Based on the employment framework adopted by the Board in August 2013, top salary ranges for each classification will increase by the consumer price index (CPI) of 2.5%. This does not affect individual salaries. Any potential salary increases for cost of living and merit are subject to the agency review process and will be in accordance with Board-adopted employment policies.

The salary and benefits budget increases 13% or \$226,841. This allows for a senior or director level capital programs position, a CPI increase 2.5%, and additional compensation for merit based promotions or salary increases. Currently Marin Transit has several vacant positions. The budget assumes these positions are filled quickly. If there is a need to delay filling the positions to locate the right candidates, Marin Transit will continue to underspend in this budget category.

Figure 5: Marin Transit FY 2016 Organization Structure

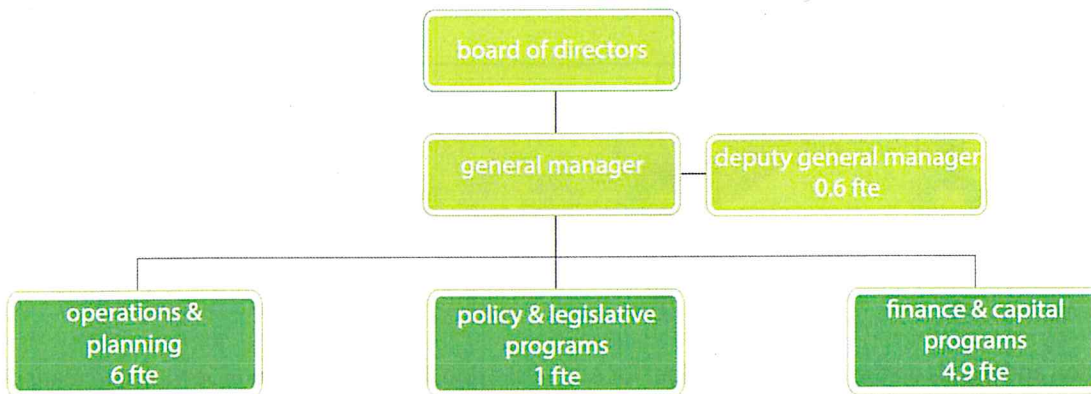


Table 4: Administration Budget

		FY 2014 Actual	FY 2015 Budget - Revised	FY 2015 Estimated Actuals	FY 2016 Budget	% Δ from FY 2015 Budget
Revenue						
4070400	Interest	5,399	1,800	7,236	5,000	178%
4079950	Development Fees	11,309	11,309	11,309	11,310	0%
4079954	Residual ABX 126	8,589	4,052	6,207	6,207	53%
4080101	PropTax-CurrntSecured	2,949,699	3,044,786	3,102,288	3,226,380	6%
4080102	County Fee-Admin Basic Tax	(47,520)	(45,483)	(48,970)	(48,970)	8%
4080103	Property Tax-Unitary	28,103	27,166	29,687	30,874	14%
4080104	PropTax-CurrntUnSecur	63,394	62,270	66,581	66,581	7%
4080105	Educ Rev Augm Fund-Redist	360,255	286,191	276,782	276,782	-3%
4080106	PropTax-Supp CY SECR	68,410	42,839	68,410	70,120	64%
4080107	PropTax-Supp Unsecured	1,565	232	1,565	1,565	575%
4080108	PropTax-Redemption	1,622	2,382	1,798	1,798	-25%
4080109	Property Tax-Prior Unsecured	2,408	2,833	4,969	4,969	75%
4089901	National Park Service	34	0	0	0	-
4119940	Other State	<u>253</u>	<u>232</u>	<u>208</u>	<u>208</u>	-10%
Subtotal Revenue		3,453,522	3,440,609	3,528,070	3,652,824	6%
4700001	Property Tax Transfer	(1,022,429)	(1,337,624)	(976,519)	(1,369,481)	2%
Net Revenue		2,431,093	2,102,985	2,551,551	2,283,343	9%
Expense						
5010200	Salaries and Benefits	1,511,091	1,748,190	1,525,096	1,975,041	13%
5030301	Consultant Services	136,804	145,163	54,388	230,163	0%
5030304	Prof Svcs - Legal	46,037	85,000	30,000	85,000	0%
5030305	Prof Svcs - Audit	24,960	31,115	42,115	42,115	35%
5049901	Office Supplies	6,949	8,000	6,986	8,240	3%
5049902	Small Furn/Equip	3,548	6,000	1,440	12,000	100%
5049903	Software Maintenance	50,839	55,000	43,567	56,650	3%
5049904	Copier Suppl & Svc	6,381	8,000	6,616	8,000	0%
5049905	Postage	1,826	2,500	1,176	2,500	0%
5049906	Computers	12,840	10,300	7,140	10,609	3%
5050201	Communication - Phone	16,180	22,915	20,276	23,602	3%
5060301	Insurance - Gen Liability	25,738	28,840	29,444	30,000	4%
5090101	Memberships & Prof Dev.	14,442	27,000	17,535	27,000	0%
5090202	Mileage and Travel	11,613	18,400	13,000	18,400	0%
5090801	Marketing	7,003	23,766	21,711	24,479	3%
5100401	County Fee - Special District	36,888	36,888	1,674	5,000	-86%
5121200	Office Rental	<u>90,075</u>	<u>95,000</u>	<u>92,234</u>	<u>96,000</u>	1%
Subtotal Expense		2,003,214	2,352,077	1,914,398	2,563,799	9%
5100100	Salary/Benefit Transfers	(1,126,697)	(1,754,090)	(1,224,997)	(1,829,544)	4%
5100101	Transfer Overhead	(340,852)	(470,443)	(447,291)	(348,998)	-26%
Net Expense		535,665	127,544	242,110	391,257	206%

Local Service

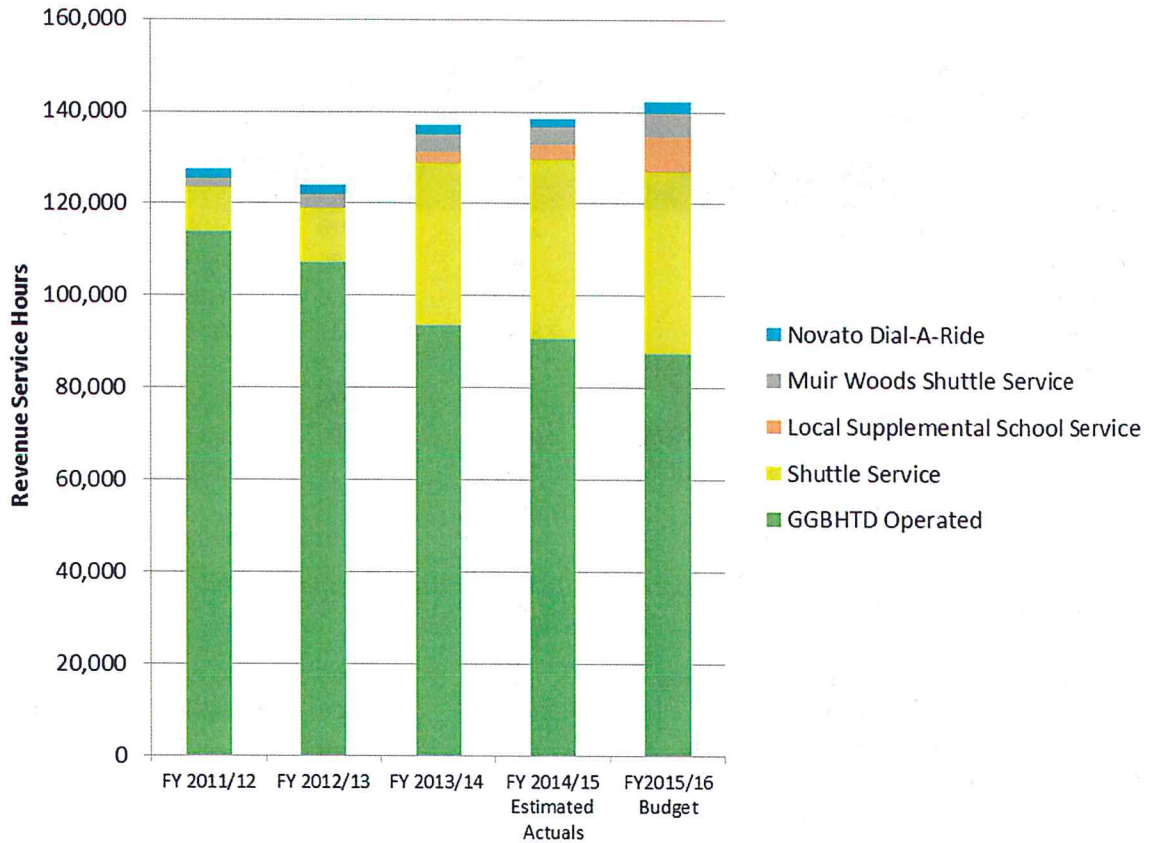
The local service budget (page 18) includes all revenues and expenses related to the provision of fixed route service and general purpose dial-a-ride (excluding rural service). Major programs in the local service budget include local fixed route (GGBHTD contract), Community Shuttle service, Supplemental School, Muir Woods Shuttle seasonal shuttle, and Novato Dial-A-Ride. All services are operated under contract, and the direct contract service costs are 74% of budgeted expenses and fuel is 10%. FY2015/16 will be the first year of a new contract with GGBHTD. Under this contract, Marin Transit's cost per revenue hour is reduced to \$110 from \$133.73; the District will start directly paying for fuel, customer service, and security and maintenance at the San Rafael Transit Center. These direct payments are budgeted to be \$1.7 million in FY2015/16 or approximately \$20 per revenue hour. The new hourly rate helps Marin Transit achieve its financial sustainability target of \$122 per revenue hour for local fixed route services. Other major expenses included in the Local Service budget are consultant services (ride checks, service contract audits, grant-funded studies), communication, marketing, and staff time for contract oversight. Costs and revenues for special projects such as the youth pass, Homeward Bound tickets, and supplemental school services are included under the local fixed route program.

The local service budget for FY 2015/16 is \$18,275,944. This budget is a 1% decrease from the prior year budget and provides for 142,149 transit revenue service hours which is a 3% increase from FY2014/15 (Figure 6). The local budget is summarized in Table 5. Within the service hours, the budget includes operation of the pilot summer weekday service on the Muir Woods Shuttle, new service to College of Marin funded with student fees, and a new yellow bus operation. Since the yellow bus service is not eligible for federal transit funding, it will be segmented into a new fund center in the accounting system.

Table 5: Local Budget Service Levels

Service Type	Service (Revenue Hours)	Contract Cost Per Hour (without fuel)	Notes
Local Bus	87,500	\$110.00	Slightly less than FY2015 since remaining supplemental school service will be shifted to yellow bus service
Community Shuttles	39,321	\$70.72	Similar to FY2015 service level
Local Supplemental School Service	7,467	\$81.31	Addition of 3,500 revenue hours funded with College of Marin Student fee.
Muir Woods Shuttle	5,211	\$66.51	Additional hours added for pilot weekday service and continuation of holiday service.
Novato Dial-A-Ride	2,650	\$74.99	Similar to FY2015 service level
Yellow School Bus Service	7 buses	NA	New service

Figure 6: Local Revenue Service Hours by Program



Local service is funded with a combination of fare revenue, advertising revenue, Measure A local sales tax funds, State Transit Assistance, and limited federal grants. Measure A sales tax funds budgeted for local service is \$8,086,178 and 44% of budgeted revenues. State operations funding from Transportation Development Act (TDA) and State Transit Assistance (STA) make up 32% of the local budget. Fare revenues are estimated to be 20% of the budget.

Marin Transit expects to expend the following grant awards for local service in FY 2015/16:

\$10,000	School Service Study	Federal Planning Funds
\$122,249	Youth Pass	Lifeline – State Transit Assistance

Marin Transit also has pending applications for state Lifeline funds for continuation funding of Route 36 and MTC Job Access Reverse Commute funding for the Route 257.

Table 6: Local Service Budget

		FY 2014 Actual	FY 2015 Budget - Revised	FY 2015 Estimated Actuals	FY 2016 Budget	% Δ from FY 2015 Budget
Revenue						
4060301	Advertising Revenue	293,793	323,928	278,004	278,004	-14%
4070301	Lease of Property	50,723	21,056	66,516	66,516	216%
4090101	Fee For Service	13,536	0	6,580	0	-
4092001	Measure A Sales Tax	7,824,594	8,614,531	7,660,589	8,086,178	-6%
4092003	Measure A Sales tax - Interest	85,000	0	0	0	-
4110101	State Transit Assistance	1,094,956	1,086,276	1,099,272	1,256,385	16%
4110102	Transit Development Act (TDA)	4,015,345	4,478,090	4,626,132	4,566,400	2%
4110103	State Transit Assistance - Lifeline	185,587	0	13,181	0	-
4139910	Fed-FTA 5307JARC	144,622	0	0	0	-
4139912	Fed-FTA 5307 STP	0	0	99,289	122,249	-
4139913	Fed-FTA 5307 CMAQ	0	116,728	116,728	0	-
4139931	Fed-FTA 5316 JARC	94,245	0	0	0	-
4139951	National Park Service	131,802	156,329	125,376	166,816	7%
4139961	Fed-FTA 5304 State Planning	22,673	90,000	67,327	10,000	-89%
4140100	Fare Revenue	3,320,148	3,385,628	3,264,949	3,255,396	-4%
4140105	Fare Revenue – Yellow Bus	0	0	0	368,000	-
Subtotal Revenue		17,277,024	18,272,566	17,423,943	18,225,944	-1%
4700001	Property Tax Transfer	3,544	0	0	0	-
4700002	Program Revenue Transfer	96,457	100,000	100,000	100,000	0%
Total Revenue		17,377,025	18,372,566	17,523,943	18,275,944	-1%
Expense						
5010200	Salaries and Benefits	23,470	9,000	5,265	17,700	97%
5030301	Consultant Services	115,160	185,000	164,547	226,350	22%
5030304	Prof Svcs - Legal	51,148	0	10,453	0	-
5030320	Customer Service	0	0	0	302,000	-
5030602	Custodial Service	9,675	15,000	19,677	20,000	33%
5030701	Security Services	0	0	0	184,000	-
5040101	Fuel	510,242	564,519	524,120	1,884,401	234%
5050205	Communication-AVL	35,139	43,702	42,635	44,746	2%
5050206	Communication-Data	621	10,000	2,330	10,000	0%
5080101	Purchased Transportation	15,605,149	16,041,997	15,677,702	13,551,734	-15%
5080103	Yellow Bus School Service	0	0	0	616,000	-
5090801	Marketing	90,346	92,700	43,785	95,481	3%
5100404	Expense Transfer - GGT Wave	85,000	0	0	0	-
5122010	Signs	21,851	30,000	18,934	30,750	3%
Subtotal Expense		16,547,800	16,991,918	16,509,448	16,983,162	-0%
5100100	Salary/Benefit Transfers	627,949	977,161	757,990	1,099,155	12%
5100101	Overhead Transfer	201,275	403,487	256,504	193,627	-52%
Total Expense		17,377,025	18,372,566	17,523,942	18,275,944	-1%

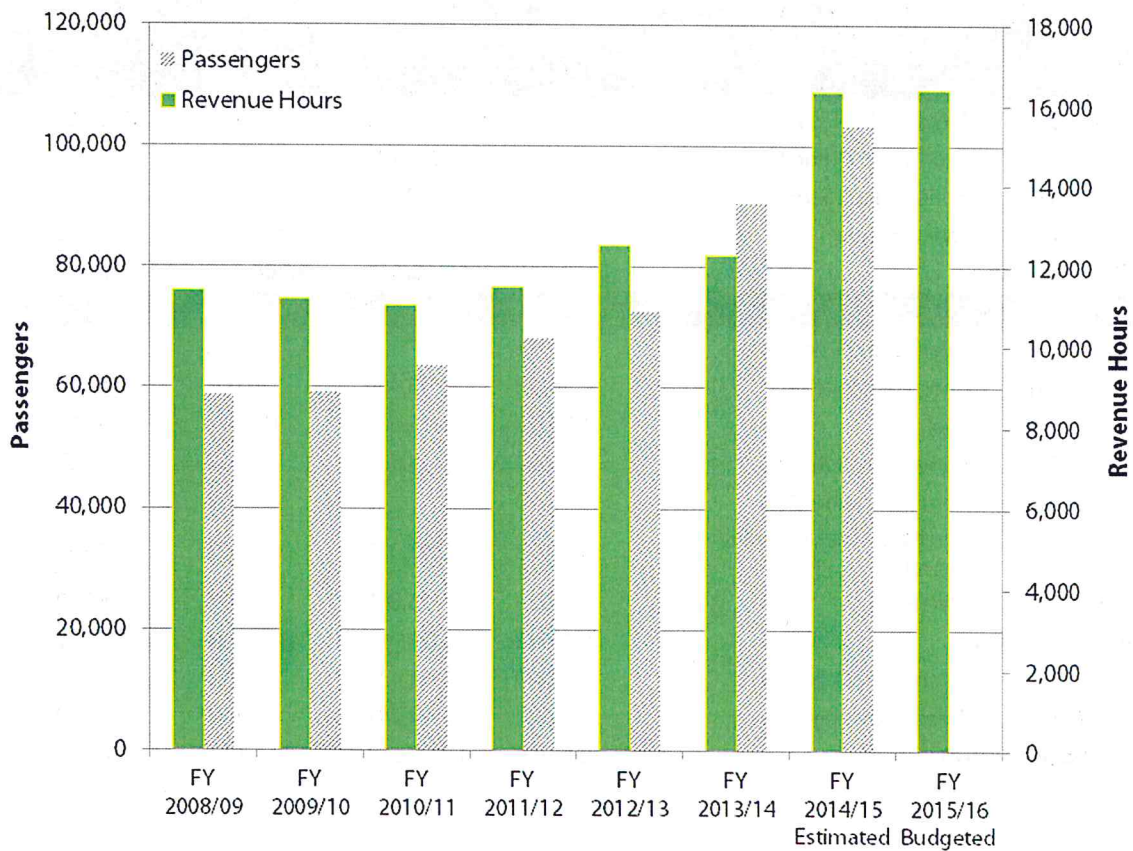
Rural Service

Rural Service is operated as the West Marin Stagecoach and includes northern Route 68, southern Route 61, and Tomales Route 65. The Rural service budget (page 20) includes contract service operations, marketing, fuel, communications, and Marin Transit staff expenses.

The West Marin Stagecoach Routes 68 and 61 are operated under contract with MV Transportation. The current contract extends through December 2015, and the contract includes two optional one year extensions. The pilot program to Tomales will continue to be operated by the paratransit contractor.

The FY2015/16 Rural budget continues to fund 16,400 revenue hours. The Board approved a pilot expansion of rural service in March 2014 designed to respond to service demand on the North route (Route 68) and South Route (Route 61) and to test a new rural connection in Tomales. In April 2015, your Board made permanent the 52% increase in service on the Route 68 and the 7% service expansion on the Route 61. The pilot Tomales Route 65 was also extended and modified in an attempt to help the route meet performance targets. The solid green bar in Figure 7 shows increasing revenue hours that corresponds to the growing ridership growth in the Rural program. The budget no longer includes the Fort Baker pilot service, which ended in FY2014/15 and was funded by the National Park Service.

Figure 7: Rural Service Level Trends and Assumptions



Rural service is funded with a combination of local sales tax funds and Federal Transit Administration (FTA) Section 5311 rural funding. Marin Transit receives an annual allocation of 3% of Measure A sales tax funds (\$696,302 for FY 2015/16) for rural service. In addition to the current year allocation, the Rural service budget (Table 5) includes the expenditure of \$314,263 of unspent prior year rural Measure A funding. The District has a reserve of \$765,000 in prior year Rural Measure A funds held by the Transportation Authority of Marin down from last year's balance of \$1.1 million. These funds are due to (1) a reduced rate for contracted services dating back to January 2012, (2) fluctuating FTA funds for rural operations, and (3) recent increases in Measure A sales tax receipts. The recent service expansion increased revenue service hours by 39% and the associated increase in expenditures were anticipated to allow the District to fully expend the reserve funds over a five-year time frame. The remaining three years will allow the District to make future service level adjustments based on performance and future funding levels

Section 5311 funding is programmed through MTC based on rural populations and service hours. MTC's recent programming changes have created a multi-year program that increases the predictability of funding. However, Marin Transit has experienced an overall decline in FTA 5311 funding.

Table 7: Rural Service Budget

		FY 2014 Actual	FY 2015 Budget- Revised	FY 2015 Estimated Actuals	FY 2016 Budget	% Δ from FY 2015 Budget
Revenue						
4092001	Measure A Sales Tax	570,757	895,973	920,000	1,010,565	13%
4139920	Fed-FTA 5311 Rural	252,393	246,109	210,794	217,117	-12%
4139951	National Park Service	27,226	50,662	45,053	0	-100%
4140100	Fare Revenue	108,591	122,897	120,384	124,126	1%
Total Revenue		958,968	1,315,641	1,304,058	1,351,808	3%
Expense						
5010200	Salaries and Benefits	956	0	3,135	0	0%
5030301	Consultant Services	8,138	15,450	2,063	15,914	3%
5040101	Fuel	151,398	255,609	186,374	255,608	0%
5050205	Communication-AVL	11,689	14,567	14,212	15,167	4%
5050206	Communication-Data	0	0	832	1,000	0%
5080101	Purchased Transportation - In Report	638,073	899,337	896,092	901,952	0%
5090801	Marketing	23,389	25,000	31,996	25,750	3%
Subtotal Expense		833,642	1,209,963	1,134,704	1,215,391	0%
5100100	Salary/Benefit Transfers	96,220	81,430	124,702	116,198	43%
5100101	Transfer Overhead	29,107	24,247	44,652	20,219	-17%
Total Expenditures		958,969	1,315,640	1,304,058	1,351,808	3%

Marin Access (Paratransit and Mobility Management)

The Marin Access budget (Table 8) includes Marin Access Paratransit Services for both local and regional trips (intra- and inter-county) and the associated costs (fuel, communications, and marketing). The Marin Access budget also includes Marin Transit’s Mobility Management Office and Mobility Management Center. The purpose of the Mobility Management Office is to increase mobility for the County’s senior, disabled, and low-income residents and to help manage the increasing demand for paratransit services. While demand for paratransit in Marin County has continued year-over-year growth, Marin Transit has been extremely successful in increasing mobility options for senior and paratransit riders through special programs (Figure 8).

Marin Transit’s Marin Access programs are funded through a combination of property tax, sales tax, vehicle registration fees, GGBHTD reimbursements, state funds, and federal grants. Marin Access receives 9% of Measure A sales tax revenue. Beginning in FY 2011/12, Marin Transit receives 35% of the Measure B vehicle license fee to support the mobility management initiatives. Effective in this budget, GGBHTD will increase their payments towards local paratransit to cover the regional share of local paratransit trips based on their share of fixed route service. Accordingly, they will also have the ability to directly report the associated ridership, fares, and costs to the National Transit Database (NTD) and the State Controller’s Office.

The FY 2015/16 budget for Marin Access is \$7.8 million, which is a 3% increase over the FY 2014/15 budget and includes significantly less escalation than the prior year. Due to an anticipated lower contract rate under the new paratransit contract, the budget includes a 5.5% increase in revenue service hours with less than a 1% increase in operations costs.

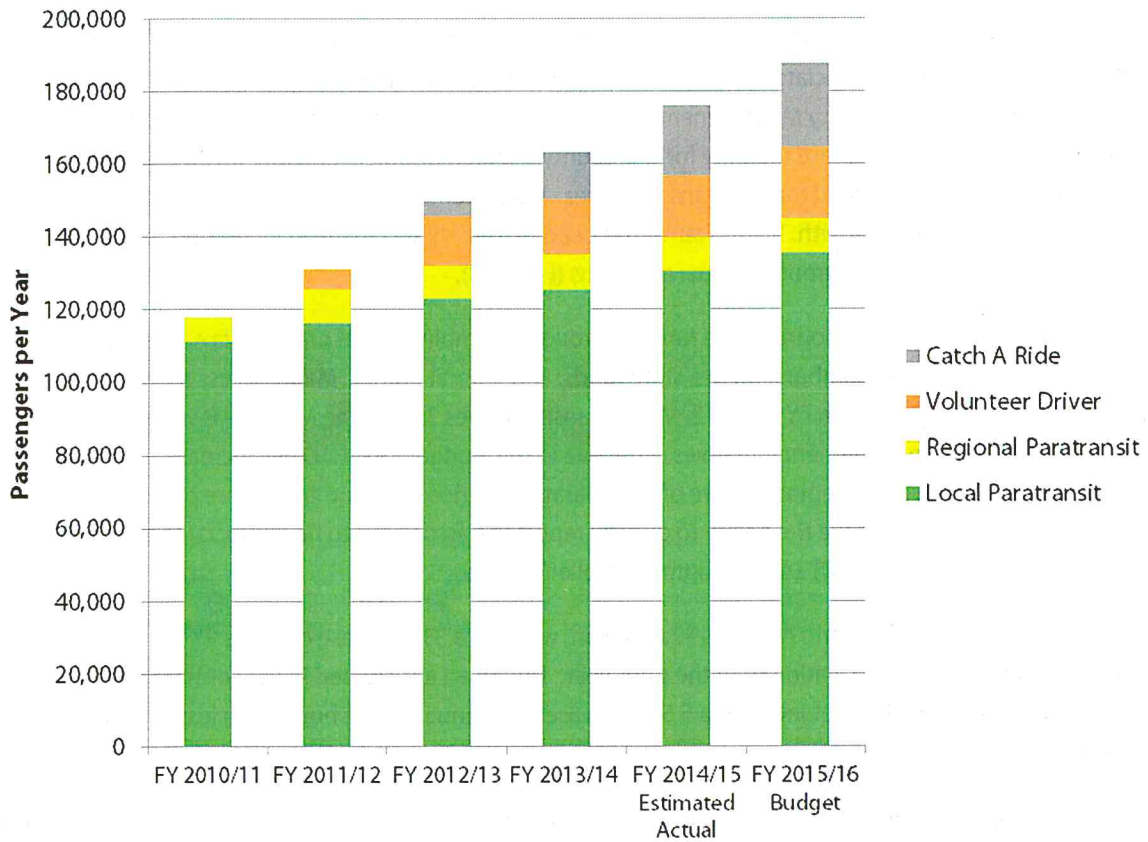
The FY 2015/16 budget includes the new pilot traditional volunteer driver program (Carepool) that is primarily funded with a federal New Freedom Grant to increase mobility. Carepool will supplement the two existing volunteer driver programs that use a reimbursement model rather than having the program supply volunteer drivers. The budget for the Catch-A-Ride subsidized taxi program is increased by \$50,000 to reflect current demand. This temporary increase is designed to give staff time to develop measures to constrain growth and to ensure that the program is meeting its intended goals for providing increased mobility and controlling paratransit costs. Recent reductions in available taxi providers in Marin County may also limit the growth of the program.

The Marin Access Program also funds three Travel Navigator positions that help with customer service, program certification, coordination of the volunteer driver program and travel training.

Marin Transit expects to expend the following grant awards in FY 2015/16:

FY2015/16 Expenditure	Total Grant Award	Program	Source
\$100,940	\$160,436	Traditional Volunteer Driver Program	Federal New Freedom (Cycle 5)
\$50,000	\$184,000	ADA Catch-A-Ride/Travel Navigator	Federal Section 5310

Figure 8: Marin Access Passengers by Program



Marin Access Paratransit Service (Local)

The local component of the Marin Access paratransit service provides demand-response trips to passengers that are certified as unable to use the fixed route system. This includes trips mandated under the Americans with Disabilities Act (ADA) federal law as well as trips that go beyond the ADA. As Marin County’s population ages, Marin Transit has experienced increasing demand for paratransit trips. The budget includes a 5.5% increase in revenue service hours. Marin Transit is currently in an active procurement for a contract operator for paratransit services. The new contract is expected to be effective in January 2016. The budget reflects the anticipated savings from this contract. Fuel for the paratransit program is purchased directly from the County of Marin. The estimated actuals for FY 2014/15 fuel are currently 12% below the fuel budget due to the decline in fuel prices. The budget includes a 3% increase over the FY 2014/15 budget amount due to the volatility of fuel prices and projected increase in service hours. Other items included in the local paratransit budget include marketing and a share of operating costs for communications. Marin Transit continues to seek innovative ways to increase mobility while limiting the growth of expenses.

Local paratransit is primarily funded by local sources including Measure A and property tax. Effective in FY 2015/16, GGBHTD will pay for their share of local paratransit trips based on fixed route service rather than making an annual contribution to local paratransit. With the new agreement, GGBHTD will directly report revenue, service, and costs for their shares to state and federal agencies. Their increased payment for local paratransit is anticipated to be about

23-25% of local paratransit costs and 16% of the total Marin Access budget. GBHTD will continue to fully fund regional paratransit service.

Fare revenue makes up approximately 4% of the budget. Based on the final SRTP recommendations, Marin Transit may consider increasing paratransit fares in FY2015/16. As this will require a public hearing process and Board approval, the Budget does not include an assumption of increased fare revenue. Starting in FY 2012/13, Marin Transit has been able to use Federal Transit Administration Section 5307 funding to support paratransit operations. This source now accounts for 6% of Marin Access revenue.

Table 8: Marin Access Budget

		FY 2014 Actual	FY 2015 Budget - Revised	FY 2015 Estimated Actuals	FY 2016 Budget	% Δ from FY 2015 Budget
Revenue						
4090101	Fee For Service	7,114	0	0	0	0%
4092001	Measure A Sales Tax	1,949,564	2,303,870	2,303,870	2,203,546	-4%
4099950	Measure B	671,308	897,986	830,000	863,386	-4%
4110101	State Transit Assistance	80,194	76,569	76,569	71,630	-6%
4119910	State Prop Tx Relief HOPTR	19,500	19,357	19,135	19,135	-1%
4139910	Fed-FTA 5307 Urbanized Area Formula	668,628	512,122	677,859	461,944	-10%
4139915	Fed-FTA 5310 Mobility	0	0	0	50,000	0%
4139941	Fed-FTA 5317 New Freedom	192,525	265,940	165,000	100,940	-62%
4140100	Fare Revenue	322,467	331,742	323,227	330,554	0%
4601001	Misc.-Reimbursement	53,039	48,623	51,599	66,294	36%
4601003	GGBHTD – Local Paratransit Payment	706,720	725,801	725,801	1,217,696	68%
4601004	GGBHTD – Regional Paratransit Payment	1,084,644	1,196,370	1,101,359	1,164,437	-3%
Subtotal Revenue		5,755,703	6,378,379	6,274,420	6,649,562	3%
4700001	Property Tax Transfer	992,383	1,337,624	968,692	1,369,481	2%
4700002	Program Revenue Transfer	(96,457)	(100,000)	(100,000)	(100,000)	0%
Total Revenue		6,651,629	7,616,003	7,143,112	7,819,043	3%
Expense						
5030301	Consultant Services	86,855	92,175	60,938	94,019	2%
5030320	Customer Service	0	121,340	123,672	197,480	63%
5040101	Fuel	693,836	751,873	673,514	724,935	-4%
5049903	Software	16,587	17,433	19,871	31,000	15%
5050203	Communication- Mobile Data Terminal	4,181	3,600	3,836	4,000	11%
5050204	Communication-MERA Radio	18,707	19,319	19,268	19,900	3%
5050206	Communication-Data	6,130	7,800	7,800	8,190	5%
5080101	Purchased Transportation - In Report	4,410,557	4,856,550	4,795,530	5,008,642	3%
5080102	Purchased Transportation - Regional	1,021,581	1,112,338	1,047,636	1,079,065	-3%
5090801	Marketing	15,715	86,994	10,480	89,604	3%
5098001	Misc-Exp Transit User Training	5,700	9,000	5,352	9,000	0%
5098002	Gap Grant	27,005	40,000	48,136	46,000	15%
5098003	Low Income Rider Scholarships	12,672	10,000	16,984	20,000	100%
Subtotal		6,319,525	7,128,422	6,833,017	7,331,835	3%
5100100	Salary/Benefit Transfers	254,992	407,150	231,688	414,995	2%
5100101	Transfer Overhead	77,161	80,431	78,404	72,212	-10%
Total Expense		6,651,678	7,616,003	7,143,109	7,819,043	3%

Mobility Management

Marin Transit's Mobility Management Office is focused on increasing the mobility of the County's senior, disabled, and low-income residents and helping to manage the increasing demand for paratransit services. The Mobility Management Office was initially funded with a Federal New Freedom Grant. Marin County voters passed the Measure B vehicle license fee in November 2010, which provides funding for this program. Marin Transit is budgeting \$863,386 of Measure B funding in FY 2015/16, which includes \$132,586 in unspent prior year allocations.

Mobility Management initiatives in the FY 2015/16 budget include: Marin Access Mobility Management Center, launching the new Carepool volunteer driver program, expanding travel training, Catch-A-Ride (Paratransit Plus) discounted taxi ride program, low income rider scholarships, volunteer driver programs, and the Gap Grants initiative. The Mobility Management Office has created the Travel Navigator program to provide one location to access program and eligibility information for mobility programs. Travel training activities include local informational presentations, a new transit ambassador program, and a weekly training bus for the developmentally disabled.

As approved in the last paratransit contract amendment, the budget for low income paratransit ridership scholarships is increased to \$20,000. Marin Transit also provides free fixed route tickets to Marin County's Homeward Bound program for participating residents that are valued at \$100,000. The cost of this program is represented as a revenue transfer to the Local Budget.

Capital Budget

Marin Transit's capital budget (Table 9) provides funding for transit vehicles, bus stop and transit hub improvements, transit technology projects, and other capital expenses. The FY 2015/16 capital budget is a balanced budget of \$13,264,649. All projects meeting the requirements of the District's capital asset policy are capitalized and depreciated over the defined life of the associated asset type. The capital budget is presented in Table 7 in a multi-year project format to show how annual expenditures are represented in the FY 2015/16 budget. Eighty-nine percent of the proposed FY 2015/16 capital budget is funded by state and federal grants. The following capital projects will be active for FY 2015/16.

Vehicles

Seven 40ft Hybrid Replacement Vehicles– This purchase of seven 40ft hybrid vehicles will replace vehicles beyond their useful life previously operated by GGBHTD. The total vehicle cost of \$5 million is funded with 80% Federal 5307 funding and 20% of state infrastructure bond funds (PTMISEA) for the local match. These vehicles will be delivered in early 2016.

Four 30ft Hybrid Replacement Vehicles – This purchase of four 30ft hybrid vehicles will replace vehicles beyond their useful life previously operated by GGBHTD. The vehicle cost of \$2.8 million is funded 80% with Federal 5307 funding, 16% state infrastructure funds, and 4% local Measure A sales tax. An additional \$45,000 in Cap and Trade funds may also be available for use in place of the equivalent Measure A funds. These vehicles will be delivered in early 2016.

Thirteen Paratransit Replacement Vehicles (FY15) – Marin Transit expects to take delivery of all thirteen paratransit vehicles in FY 2014/15. The purchase of associated communication equipment and project closeout may extend into FY2015/16.

Three Paratransit Replacement Vehicles (FY15) – Marin Transit expects to take delivery of all three paratransit vehicles in FY 2014/15. The purchase of associated communication equipment and project closeout may extend into FY2015/16.

Nine Paratransit Vehicle Replacement Vehicles (FY16) – Marin Transit will replace nine (9) paratransit vehicles in FY 2015/16. The expenditure of \$872,400 for the vehicles will be funded with 82% FTA 5307 funding and an 18% local match of primarily state PTMISEA bond funding. These vehicles have been ordered and are expected to be delivered in fall 2015.

Six Paratransit Expansion Vehicles (FY16) – Marin Transit will purchase six paratransit expansion vehicles to meet the expanding local paratransit demand. The expenditure of \$580,000 for these vehicles will be funded with state PTMISEA bond funding. These vehicles have been ordered and are expected to be delivered in fall 2015.

Three Stage Replacement Vehicles (FY16) – Marin Transit will purchase three replacement vehicles for the rural program. The expenditure of \$720,190 for these vehicles will be funded 75% with Federal 5307 funds and Federal 5339 discretionary funds programmed to rural vehicles. The remaining 25% of the costs will be funded with state PTMISEA bond funding. These vehicles have been ordered and are expected to be delivered in fall 2015.

Two Shuttle Replacement Vehicles (FY2016) – Marin Transit will purchase two shuttle replacement vehicles in a project that will start in spring 2016. The expenditure of \$244,000 for these vehicles will be funded with 82% Federal 5307 funds and 18% Measure A local sales tax funding.

Bus Stop Improvements & Transit Hubs

Bus Stop Improvements –Marin Transit will complete the construction of bus stop improvements at 12 locations in FY 2014/15. This \$2 million project is funded with a \$1.6 million federal discretionary grant and has included new bus stop signage, bus stop amenities, and accessibility improvements. In FY 2015/16 Marin Transit will review additional locations initially identified for improvements and amenities and will construct final improvements that are feasible within the remaining budget.

Bus Stop Inventory Update - Marin Transit will update the last bus stop inventory completed in 2005 to reflect recent improvements and to better quantify needs and prioritize stop improvements throughout the County.

Downtown Novato Transit Facility – Marin Transit will complete the design phase for this project in FY 2015/16 in partnership with the City of Novato, GGBHTD, and the County of Marin. The design phase is funded by the County of Marin, the Transportation Authority of Marin, and Marin Transit (Measure A funds). Marin Transit was awarded \$985,000 in PTMISEA funds for the construction phase through the Metropolitan Transportation Commission's regional Lifeline Program. Additional funding is still needed for construction. Marin Transit will apply for grant funding and working with partners to identify sufficient funding to complete the project. If funds are available, construction could begin in FY2015/16.

Muir Woods Shuttle Infrastructure – Marin Transit received \$638,000 in Federal Transit in the Parks (Paul S Sarbanes) funding for additional capital improvements related to the Muir Woods Shuttle. Marin Transit is working with the National Park Service to plan and construct improvements at major Shuttle stop locations.

Technology Projects

Automated Vehicle Location (AVL) – Marin Transit will continue investing in AVL technology to support the District's real time bus information system that is currently available on the Shuttle and Rural Stagecoach services.

Fareboxes – Marin Transit will install non-registering fareboxes on regional and local paratransit vehicles to provide better security and cash handling. This \$121,000 project is funded 82% with FTA 5307 funding, and GGBHTD will contribute to the local match.

Mobile Data Terminals – This system provides the communication backbone for the Paratransit system. The budget includes annual system costs and equipment expenses.

Mobility Management Technology Backbone – This technology project adds to Marin Transit's technological capabilities for ride matching, mobility management, and electronic fare payments. The project is funded with \$300,000 in Federal Job Access Reverse Commute (JARC) funding matched with local Measure A funds.

Radio Communication Upgrade – This is a new project to evaluate radio communications on all contract services and to ensure integration and compliance of all systems. The \$348,000 project is expected to be funded with 82% FTA 5307 funding.

Clipper – The ongoing implementation of the regional Clipper program was expanded to include the Community Shuttle, Muir Woods Shuttle, and Stagecoach services. Marin Transit will continue to work with MTC to improve and simplify Marin Transit’s implementation.

Other Capital Expenses

Other capital and infrastructure expenses include: the Marin Emergency Radio (MERA) radio capital bond payments, the capital contribution to GGBHTD as required under contract, major vehicle repairs, farebox equipment expenses, and bus stop maintenance expenses. Under the new agreement with GGBHTD, Marin Transit’s capital contribution was reduced. However, Marin Transit will have additional direct expenses for major vehicles repairs and other equipment.

Table 9: Capital Budget by Project

		Total Project	Prior Years	FY 2015/16 Budget	Future Years	Measure A / Local Funding	State Funding	Federal Funding
LV	Replace Seven 40ft Hybrid Vehicles	5,080,372	9,372	5,071,000	0	0%	19%	81%
LX	Replace 4 30ft Hybrid Vehicles	2,832,000	1,500	2,830,500	0	19%	0%	81%
PV	Replace Three Paratransit Vehicles	244,872	244,872	0	0	20%	0%	80%
PZ	Replace Thirteen Paratransit Vehicles	1,114,173	1,114,173	0	0	20%	0%	80%
PR	Replace Nine Paratransit Vehicles	872,400	0	872,400	0	100%	0%	0%
PE	Purchase Six Paratransit Vehicles	580,000	0	580,000	0	9%	11%	80%
ST	Replace Three Stage Vehicles	720,190	0	720,190	0	0%	25%	75%
SV	Replace Two Shuttle Vehicles	244,000	0	244,000	0	0%	18%	82%
	Subtotal Vehicles	11,688,007	1,369,917	10,318,090	0			
BI	Bus Stop Improvements SGR (BI)	2,000,000	1,480,605	519,395	0	0%	20%	80%
BS	Bus Stop Inventory Update	100,000	0	100,000	0	100%	0%	0%
NH	Downtown Novato Stop (NH)- Design	481,626	381,626	100,000	0	100%	0%	0%
NC	Downtown Novato Stop (NH) Construction	3,255,000	0	0	3,255,000	0%	100%	0%
MW	Muir Woods Infrastructure Improvements	638,000	95,271	542,729	0	0%	0%	100%
	Subtotal Bus Stop Improvements	6,474,626	1,957,502	1,262,124	3,255,000			
AL	AVL (AL)	40,000	0	40,000	0	100%	0%	0%
FB	Fareboxes (FB)	30,000	0	30,000	0	100%	0%	0%
FP	Paratransit Fareboxes	121,000	0	121,000	0	18%	0%	82%
TB	Mobility Management Technology Backbone	360,000	17,101	340,798	0	20%	0%	80%
MD	Mobile Data Terminals	12,500	0	12,500	0	100%	0%	0%
ME	MERA	26,000	0	26,000	0	100%	0%	0%
RD	Radio Communication Upgrade	348,000	0	348,000	0	18%	0%	82%
TC	Clipper Installation on Stage and Shuttles	119,107	119,107	0	0	100%	0%	0%
	Subtotal Technology Projects	1,056,607	138,309	918,298	0			
GG	Golden Gate Capital Costs (GG)	150,000	-	150,000	-	100%	0%	0%
BM	Bus Stop Maintenance (BM)	100,000	-	100,000	-	100%	0%	0%
VR	Major Vehicle Repairs (VR)	300,000	-	300,000	-	100%	0%	0%
IF	Infrastructure Support (IF)	216,137	-	216,137	-	100%	0%	0%
	Subtotal Ongoing Capital Expenses	766,137	N/A	766,137	N/A	100%	0%	0%
Total Expenditures		19,985,377	3,465,728	13,264,649	3,255,000	11%	20%	69%

