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October 17, 2016

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

SUBJECT: Marin Transit FY 2015/16 Financial Report

Dear Board Members:

RECOMMENDATION: Accept report.

SUMMARY:

This attached report presents Marin County Transit District's (Marin Transit's) Year End Financial Report for Fiscal Year 2015/16. The report includes numbers on a full accrual basis consistent with Generally Accepted Accounting Principles (GAAP). These numbers may be subject to adjustments based on the audited statements for the fiscal year that will be completed in November 2016.

Steady economic recovery over the past three years combined with significant new service contracts have improved Marin Transit's financial outlook. Marin Transit spent FY2015/16 preparing to reinvest contract savings and increase revenues for fixed route service. The District implemented a 19% service expansion in June 2016. Ridership declines on ADA paratransit and low fuel prices provided the District with additional savings compared to the adopted budget.

As anticipated, the District has a fully funded reserve of six months operating expenses and contributed \$2.8 million to the new Capital Reserve.

Highlights from the attached report include:

- Marin Transit's total expenditures between July 1, 2015 and June 30, 2016 (Fiscal Year 2015/16) for Operations and Capital Programs were \$36,049,988;

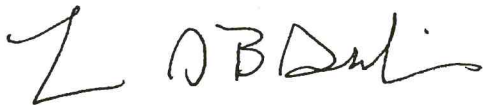
- The District has a fully funded emergency reserve and contingency reserve equivalent to six months operating expense. In addition, the District added \$2.8 million to the new Capital Reserve;



- Operation costs were within 1% of the prior year and 9.7% below budget. Operation revenues were 2% higher than the prior year;
- A new fixed route operations contract with Golden Gate Bridge Highway & Transportation District commenced on July 1, 2015;
- The District provided 3% more local fixed route revenue service hours, and started a new yellow school bus program;
- Marin Transit successfully filled two vacant staff positions for Operations Analyst and School Operations Analyst;
- Final agreement on the interpretation of the operation contract with GGBHTD reduced operations expenses in the current and two prior fiscal years;
- The District provided 33% more transit service to West Marin and carried 17% more passengers;
- A new ADA paratransit contract with the Marin Senior Coordinating Council was effective January 1, 2016;
- Ridership declined 6% in the local paratransit program; and
- The District completed the purchase of 33 revenue vehicles and increased the District's capital assets by \$10.5 million.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,



Lauren Gradia
Director of Finance and Capital Programs

Attachment A Marin Transit Year End Financial Report
Attachment B Marin Transit Year End Capital Report

Marin County Transit District Year End FY 2015/16 Financial Report

Summary

Steady economic recovery combined with significant new service contracts have improved Marin Transit's financial outlook, and allowed Marin Transit to expand fixed route transit service by 17% in June 2016. Ridership declines on ADA paratransit and low fuel prices provided the District with additional savings compared to the adopted budget. Marin Transit's capital expenditures were significantly higher than prior years, and included the replacement of 33 revenue vehicles. The District has a fully funded reserve, and has increased transit service to ensure the District continues to provide the highest levels of local bus service possible while ensuring financial stability.

Between July 1, 2015 and June 30, 2016 (Fiscal Year 2015/16), the expenditures for the District's Operations and Capital Programs were \$36,049,988 (Table 1). Operation costs were 1% less than the prior year and 9.7% below budget. Operation revenues were 2% higher than the prior year and 3.5% below budget. The District provided 3% more fixed route revenue service hours, and added daily school service on six yellow buses. Marin Transit was able to increase mobility for seniors and people with disabilities through its Marin Access programs, while local paratransit demand decreased by 3%.

Table 1: Summary

	FY 2013/14 Actual	FY 2014/15 Actual	FY 2015/16 Revised Budget	FY 2015/16 Actual
<i>Operations</i>	27,418,715	28,010,487	29,730,138	28,699,716
<i>Capital</i>	2,589,189	2,987,471	14,747,103	10,945,495
Total Revenue	\$30,007,904	\$30,997,958	\$44,477,241	\$39,645,211
<i>Operations</i>	25,523,336	25,399,842	27,838,050	25,133,710
<i>Capital</i>	2,589,189	2,987,467	14,747,103	10,916,278
Total Expenditures	\$28,112,528	\$28,387,309	\$42,585,153	\$36,049,988
Net Change in Fund Balance	\$1,895,376	\$2,610,649	\$1,892,088	\$3,595,223
<i>Emergency Reserve</i>	4,412,111	4,572,081	4,639,675 ¹	4,188,952
<i>Contingency Reserve</i>	4,824,465	7,275,144	9,099,638	8,377,903
<i>Capital Reserve</i>				2,875,593
Fund Balance (total reserve)	\$ 9,236,576	\$11,847,225	\$13,739,313	\$ 15,442,448

▪ Based on two months of FY16 operations budget

District Reserve Balance

Marin Transit's Board-adopted policy designates an Emergency Reserve equivalent to two months of operating expenses and a Contingency Reserve equivalent to an additional two to four months. If the reserve balance exceeds six months of operating expenditures for a prolonged period, the policy advises the Board to consider options such as, but not limited to, expanding transit service or decreasing fares in an effort to provide the optimal level of transit service and benefits to Marin County residents.

With the close of FY 2015/16 the District has a reserve balance equivalent to 7.4 months of operations expenses, which exceeds the policy level of six months. This was anticipated when the Board adopted the FY 2016/17 budget and the Board took actions to increase the operations budget to \$29.3 million to provide the expanded service. The budget also established a Capital Reserve to ensure funding is available to prevent the need for borrowing or bonding for anticipate large capital projects. With the close of FY 2015/16 the Capital Reserve is funded with \$2.88 million, which is the amount in excess of the six-month operating reserve.

Operations

For the purposes of this report, the Operations Budget includes all revenues and expenses not directly related to purchasing or maintaining the capital infrastructure. All Budget adjustments are shown in Attachment 1. Operations revenues were 2.5% higher, and expenses were 1% lower than the prior year.

The Operations expenditures enabled Marin Transit to successfully deliver the transit services detailed in Table 2. Marin Transit slightly increased hours in FY 2015/16 (major service increase occurred at the end of the fiscal year - June 2016) and started to operate locally funded yellow bus service.

Table 2: Fiscal Year 2015/16 Transit Services

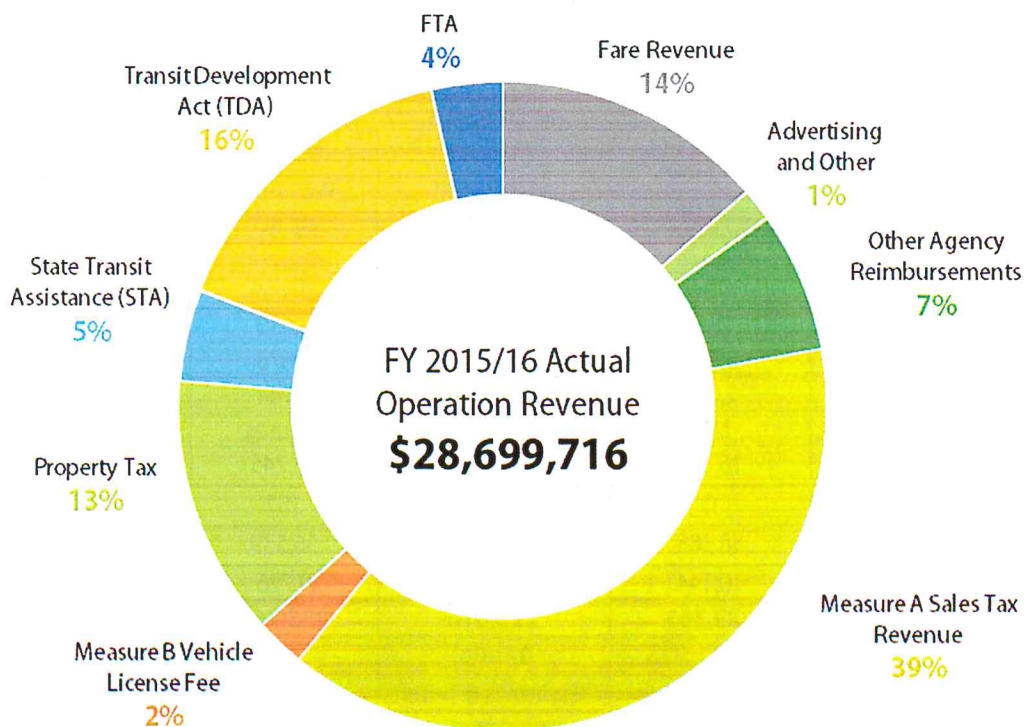
Service	FY 2014/15 Revenue Hours	FY 2015/16 Annual Estimated Revenue Hours	FY 2015/16 Actual Revenue Hours	% of Estimate
Local Large Bus Fixed Route	88,373	87,500	89,291	102%
Community Shuttles	39,360	39,321	39,659	101%
Local Supplemental School ²	4,869	7,467 ¹	6,930	97%
Muir Woods Shuttle	3,866	5,211	4,673	90%
Novato Dial-A-Ride	2,029	2,650	2,144	81%
Yellow School Bus Service	N/A	7 buses	6 buses	N/A
West Marin Stagecoach Service	16,332	16,030	16,245	101%
Rural Dial A Ride Service	0	375	152	41%
Local Paratransit Service	58,388	61,217	56,539	92%
Regional Paratransit Service	10,144	9,845	9,726	99%
Total	223,361	229,616	225,360	-
Service	FY 2014/15 Annual Trips	Annual Estimated Trips	Actual Trips	% of Estimate
Catch A Ride	19,115	19,200	16,278	85%
Volunteer Driver	16,226	19,755	16,570	84%
Notes: 1) Corrected from 7,167 in budget document; 2) Includes College of Marin service				

Revenues

Marin Transit operations revenues were \$28,699,716 in FY 2015/16, an increase of \$689,229 (2.5%) over the prior year (Table 3). Fare revenue increased 8% (\$297,875) over the prior year, due to yellow bus pass sales and the institutional program with College of Marin. Marin Transit's allocation of property tax increased 6% (\$226,503) over the prior year, as Marin County property values continued to rebound. Lastly, Marin Transit claimed 4% (\$453,716) more Measure A sales tax funding due to lower federal operating grants funds and passing through \$85,000 of interest funds to GGBHTD. Advertising and Other Revenue also increased by more than \$100,000, making it more comparable to previous years.

The District continued to have a diverse set of revenue sources to fund transit operations (Figure 1). Local Sales Tax Measure A was the largest single source of funding, and the District claimed \$10.8 million dollars in Measure A for operations. Measure A funds are claimed on a reimbursement basis and dependent on the District’s expenditures. Marin Transit expended all Measure A funds available in the Substrategy 1.3 for Transit Services for those with Special Needs, and submitted a claim based on expenditures for Substrategy 1.1 for local services and Substrategy 1.2 for Rural Services.

Figure 1: Operations Revenue Sources for FY 2015/16



Expenses

Marin Transit’s FY 2015/16 operations expenses of \$25,133,710 (Table 3) were 1% below FY 2014/15 expenses and 9.7% below the budget. With these expenditures, the District provided three percent (3%) more revenue hours than the prior year.

Table 3 shows actual FY 2015/16 operations revenues and expenses for the year as they compare to the Adopted Budget. All Budget revisions are included in Attachment 1. Lower local paratransit demand and lower than anticipated fuel costs were the primary reason operations expenses were significantly below the adopted amounts. Consistent with the District’s other purchased transportation contracts, Marin Transit started paying directly for fuel in FY 2015/16 for services operated by Golden Gate Bridge Highway & Transportation District. This allowed the District to benefit from lower fuel prices, which indicates the

District will also need to be prepared for fuel price increases. In addition, lower demand for local paratransit services led to lower paratransit contract operation costs and lower fuel consumption.

Contract Service operations costs were projected to decline relative to the prior year, based on the new GGBHTD contract effective July 1, 2015. This contract reduced the hourly rate for service operated by GGBHTD to \$110 per revenue hour, and added direct payments for services such as customer service, fuel, security, and facility maintenance. This resulted in a shift of expenses from Contract Service Operation to other expense categories. With the new structure, the District’s expenses for contract service operation went from 86% of total expenses to 78% (Figure 2). Expense categories that increased over the prior year by more than \$100,000 include Consultant Services, Security and Maintenance, Customer Service, and Fuel.

Security and Maintenance was the only expense category over budget by more than \$5,000. Security and Maintenance is primarily costs for security and maintenance at the San Rafael Transit Center. The increase was primarily due to incorrectly budgeting the expense net of lease payments. The final recording resulted in higher revenues in Advertising & Other Revenue and higher expenses in Security and Maintenance.

Figure 2: System wide Operations Expense Categories for FY 2015/16

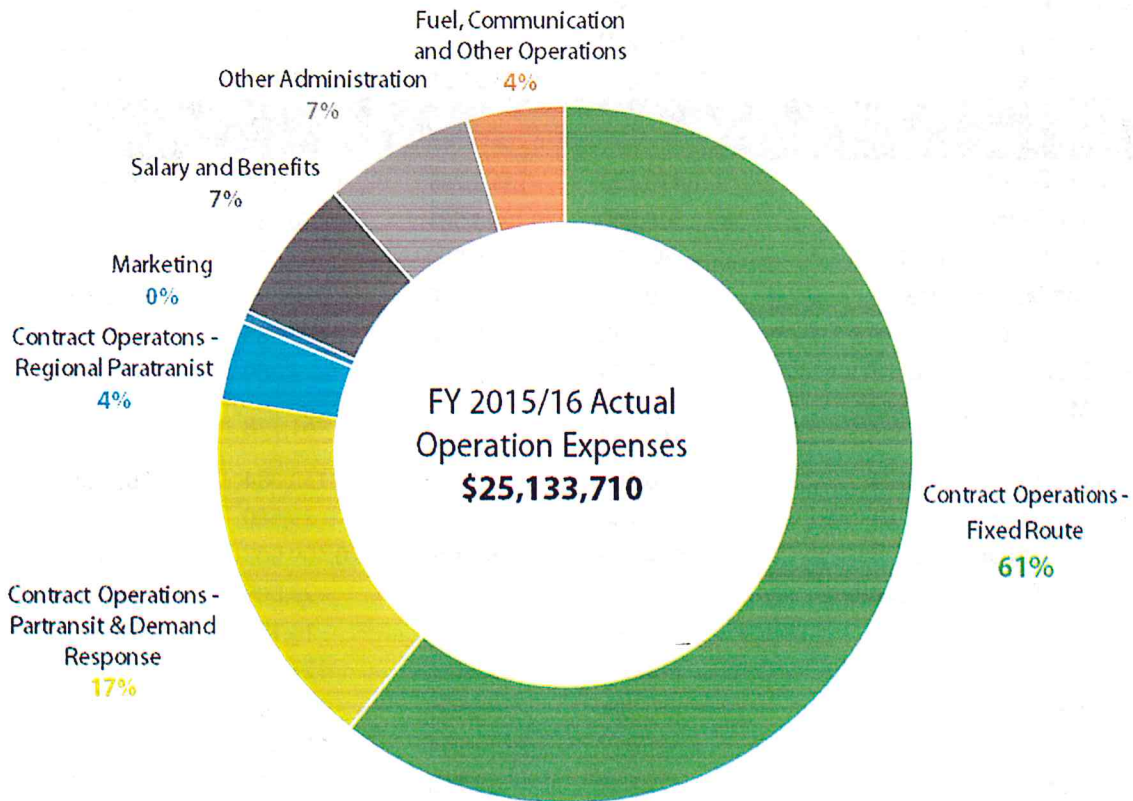


Table 3: Operations FY 2015/16 Actuals (Admin, Local, Rural & Marin Access)

	FY 2014/15 Actual	FY 2015/16 Budget - Revised	FY 2015/16 Actual	Percent Budget Used
Revenue				
Fare Revenue	3,669,512	4,078,076	3,967,387	97.28%
Advertising & Other Revenue	283,688	344,520	386,914	112.30%
Reimbursements (GGBHTD, WSW)	1,974,352	2,448,427	2,050,543	83.74%
Interest	9,816	5,000	14,044	280.87%
Measure A	10,299,547	11,300,289	10,753,263	94.40%
Measure B	863,617	863,386	730,335	84.58%
Property Taxes	3,577,395	3,630,099	3,803,898	104.78%
Development Fees	33,961	17,517	52,032	297.03%
State Transit Assistance (STA)	1,310,912	1,328,015	1,316,134	99.10%
Transit Development Act (TDA)	4,542,050	4,566,400	4,562,778	99.92%
Other State	19,534	19,343	19,420	100.39%
FTA Funds	1,297,129	962,250	900,033	93.53%
National Park Service	168,666	166,816	150,865	90.43%
Transfers to Capital Budget	(39,691)	0	(7,930)	0.00%
Total Revenue	28,010,487	29,730,138	28,699,716	96.53%
Expenses				
Salaries and Benefits	1,410,195	1,992,741	1,703,223	85.47%
Professional Service	328,800	523,561	268,485	51.28%
Professional Service- Legal	88,716	85,000	58,301	68.58%
Security and Maintenance	19,183	204,000	268,880	131.80%
Customer Service	118,760	499,480	407,388	81.56%
Indirect County Overhead	2,009	5,000	2,009	40.18%
Mobility Management Support Programs	73,699	75,000	51,728	68.97%
Office Supplies	86,261	128,999	133,684	103.63%
General Insurance	29,444	30,000	29,580	98.60%
Contract Service Operation	21,814,329	21,157,393	20,409,907	96.46%
Membership & Prof Development	14,671	27,000	23,809	88.18%
Mileage and Travel	13,063	18,400	13,122	71.31%
Marketing	114,661	235,314	127,154	54.03%
Communication	110,284	126,605	125,007	98.73%
Fuel	1,291,857	2,864,944	1,619,443	56.52%
Misc. Services	22,348	30,750	16,451	53.49%
Office - Rental and Overhead	92,236	96,000	94,869	98.40%
Partner Agency Pass Through	0	0	85,000	0.00%
Transfers to Capital Budget	(230,676)	(262,137)	(304,331)	116.09%
Total Expenses	25,399,842	27,838,050	25,133,710	90.28%
Net Revenue Over Expenditures	2,610,646	1,892,088	3,566,006	188.46%

As defined by the Measure A sales tax expenditure sub-strategies, Marin Transit accounts for expenses by program area. Financial highlights from each program area are summarized below.

Administration

The Administration budget 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 enables Marin Transit to track to the full cost of programs.

Administrative revenue for the District is primarily comprised of Property Tax revenue. For the fourth year in a row, Property Tax revenue increased significantly at 6% reflecting the recovery of Marin County property values. Overall Administrative revenue increased 7%.

Marin Transit's Administrative expenses include staff salaries, benefits, and associated office space. After two years of declining expenses (\$240,000 less in FY 2014/15), Administrative expenses increased \$337,663 (19%) in FY 2015/16 (Table 4). Administrative costs were only 82% of the budget, and the primary reason for the increased expenses relative to the prior year is due to filling vacant staff positions. In FY 2015/16 Marin Transit hired an Operations Analyst and a School Operations Analyst.

Marin Transit ended FY 2015/16 with 13 full time direct employees. Direct employees receive contributions to a Governmental 401(a) single employer defined contribution pension plan (the Plan). District contributions are based on years of service and are made into individual employee accounts under the Plan. A report of contributions, total balances, and investment returns is provided in Attachment 2.

Table 4: Administration FY 2015/16 Actuals

		FY 2014/15 Actual	FY 2015/16 Budget Original	FY 2015/16 Budget Revised	FY 2015/16 Actual	Percent Budget Used
Revenue						
4070301	Sale of Surplus Property	245	0	0	0	0.00%
4070400	Interest	9,816	5,000	5,000	14,052	280.87%
4079950	Development Fees	13,583	11,310	11,310	15,634	138.23%
4079954	Residual ABX 126	20,377	6,207	6,207	36,398	586.40%
4080101	PropTax-CurrntSecured	3,126,747	3,226,380	3,226,380	3,351,726	103.88%
4080102	County Fee-Admin Basic Tax	(49,661)	(48,970)	(48,970)	(45,873)	93.67%
4080103	Property Tax-Unitary	29,656	30,874	30,874	32,057	103.83%
4080104	PropTax-CurrntUnSecur	69,581	66,581	66,581	67,380	101.20%
4080105	Educ Rev Augm Fund-Redist	304,033	276,782	276,782	296,376	107.07%
4080106	PropTax-Supp CY SECR	88,406	70,120	70,120	97,091	138.46%
4080107	PropTax-Supp Unsecured	1,149	1,565	1,565	1,099	70.21%
4080108	PropTax-Redemption	2,516	1,798	1,798	1,547	86.05%
4080109	PropTax-Prior Unsecured	4,969	4,969	4,969	2,494	50.19%
4119940	Other State	208	208	208	283	135.91%
Subtotal Revenue		3,621,625	3,652,824	3,652,824	3,870,264	105.95%
4700001	Property Tax Transfer	(994,095)	(1,369,481)	(1,369,481)	(436,699)	31.88%
Net Revenue		2,627,530	2,283,343	2,283,343	3,433,565	150.37%
Expense						
5010200	Salaries and Benefits	1,402,125	1,975,041	1,975,041	1,695,077	85.82%
5030301	Consultant Services	48,974	145,163	145,163	71,917	49.54%
5030304	Prof Services – Legal	12,451	85,000	85,000	29,546	34.76%
5030305	Prof Svcs - Audit	45,058	42,115	42,115	22,404	53.19%
5049901	Office Supplies	6,535	8,240	8,240	7,558	91.72%
5049902	Small Furn/Equip	2,599	12,000	12,000	10,644	88.69%
5049903	Software Maintenance	44,521	56,650	56,650	51,280	90.52%
5049904	Copier Suppl & Svc	6,854	8,000	8,000	8,889	111.11%
5049905	Postage	1,135	2,500	2,500	2,576	103.05%
5049906	Computers	4,630	10,609	10,609	10,285	96.94%
5050201	Communication - Phone	20,635	23,602	23,602	25,572	108.34%
5060301	Insurance - Gen Liability	29,444	30,000	30,000	29,580	98.60%
5090101	Memberships & Prof Dev.	14,671	27,000	27,000	23,809	88.18%
5090202	Mileage and Travel	13,063	18,400	18,400	13,122	71.31%
5090801	Marketing	19,144	24,479	24,479	5,009	20.46%
5100401	County Fee - Special District	2,009	5,000	5,000	2,009	40.18%
5121200	Office Rental	92,236	96,000	96,000	94,469	98.40%
Subtotal Expense		1,766,085	2,569,799	2,569,799	2,103,748	81.86%
5100100	Salary/Benefit Transfers	(1,306,935)	(1,829,544)	(1,829,544)	(1,803,745)	98.58%
5100101	Transfer Overhead	(442,267)	(348,998)	(348,998)	(432,445)	123.91%
Net Expense		16,882	391,257	391,257	(132,443)	(33.85)%

Local Service

The Local Service budget (Table 5) includes all revenues and expenses related to the provision of fixed route service and general purpose dial-a-ride (excluding rural service). Marin Transit spent the year preparing for the 17% service expansion implemented in June 2016. These expansions were possible due to the new contract with GGBHTD effective July 1, 2015.

Local Service revenues are primarily State Transit Assistance (STA), Transit Development Act (TDA), Measure A, and fare revenue. Marin Transit claimed 4% more revenue in the local program due to the increase in expenses. Marin Transit claimed \$466,594 (7%) more Measure A funding, and fare revenue increased \$295,666 (9%).

Marin Transit expended the following grant funding for local service in FY 2015/16:

FY 2015/16 Funds	Total Grant Award	Program	Source
\$17,875	\$100,000	Coordinated Student Transportation Study	Federal FTA Section 5304 – Caltrans Planning Grant

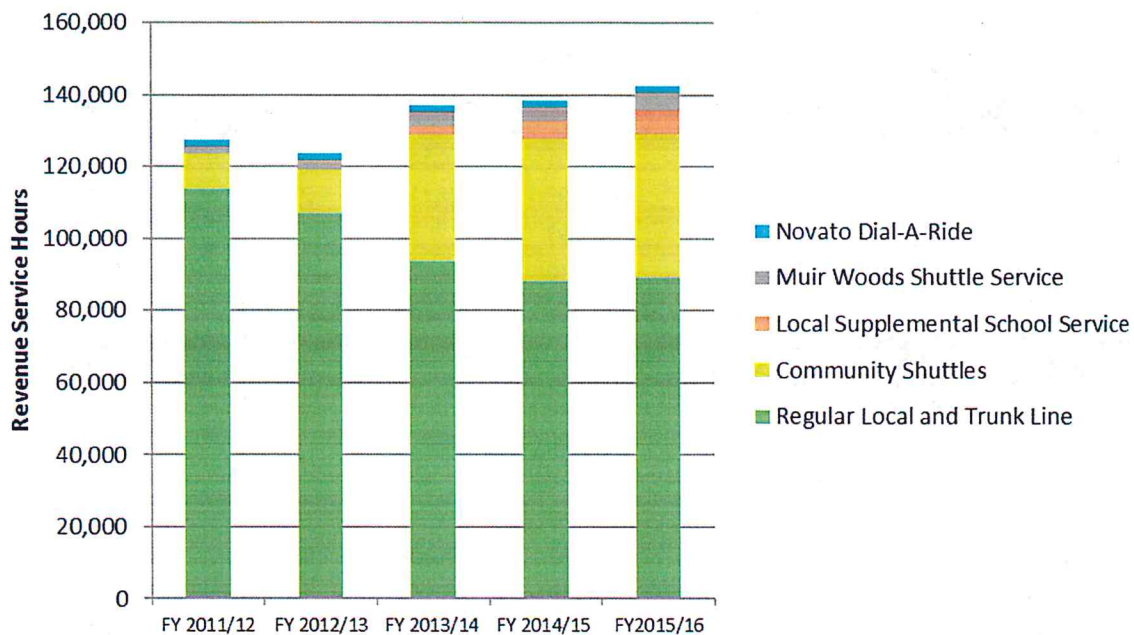
In FY 2015/16, Marin Transit increased service hours by 3% (Figure 3) and replaced supplemental school service in Ross Valley with yellow bus service.

Total expenses for Local Service increased \$702,661 (4%) compared to the prior year. Contract service operations costs decreased \$1.2 million (9%) in accordance with the new GGBHTD contract effective July 1, 2016. This contract reduced the hourly rate for service operated by GGBHTD to \$110 per revenue hour, and added direct payments for services such as customer service, fuel, security, and facility maintenance. This resulted in overall lower operations expenses for Marin Transit along with a shift of expenses from Contract Service Operation to other expense categories. The District's expenditures also include a new expense of \$587,129 for yellow school bus operations.

Table 5: Local Service FY 2015/16 Actuals

		FY 2014/15 Actual	FY 2015/16 Budget Original	FY 2015/16 Budget Revised	FY 2015/16 Actual	Percent Budget Used
Revenue						
4060301	Advertising Revenue	218,971	278,004	278,004	229,202	82.44%
4070301	Lease of Property	64,472	66,516	66,516	157,712	237.10%
4090101	Fee For Service	6,559	0	0	30,096	0.00%
4092001	Measure A Sales Tax	7,109,172	8,086,178	8,086,178	7,575,766	93.68%
4092003	Measure A Sales tax - Interest	0	0	0	85,000	0.00%
4110101	State Transit Assistance	1,217,391	1,256,385	1,256,385	1,253,362	99.76%
4110102	Transit Development Act (TDA)	4,542,050	4,566,400	4,566,400	4,562,778	99.92%
4110103	State Transit Assistance - Lifeline	13,181	0	0	0	0.00%
4139912	Fed-FTA 5307 STP	216,017	122,249	122,249	0	0.00%
4139951	National Park Service	120,773	166,816	166,816	121,412	72.78%
4139961	Fed-FTA 5304 State Planning	101,850	10,000	10,000	17,875	178.75%
4140100	Fare Revenue	3,210,813	3,255,396	3,255,396	3,225,599	99.08%
4140105	Fare Revenue – Yellow Bus	0	368,000	368,000	280,880	76.32%
Subtotal Revenue		16,821,249	18,175,944	18,175,944	17,539,683	96.50%
4700001	Property Tax Transfer	0	0	0	0	0.00%
4700002	Program Revenue Transfer	99,846	100,000	100,000	84,073	84.07%
Total Revenue		16,921,095	18,275,944	18,275,944	17,623,755	96.43%
Expense						
5010200	Salaries and Benefits	4,936	17,700	17,700	8,146	46.02%
5030301	Consultant Services	168,675	226,350	226,350	89,607	39.58%
5030304	Professional Services - Legal	65,049	0	0	140	0.00%
5030310	Fare Processing Charges	0	0	0	35,010	0.00%
5030320	Customer Service	0	302,000	302,000	274,305	90.82%
5030602	Custodial Service	19,183	20,000	20,000	14,923	74.61%
5030701	Security Services	0	184,000	184,000	253,957	138.02%
5040101	Fuel	489,952	1,884,401	1,884,401	999,401	53.03%
5050205	Communication-AVL	42,635	44,746	44,746	52,128	116.49%
5050206	Communication-Data	2,331	10,000	10,000	2,323	23.22%
5080101	Purchased Transportation	15,033,513	13,551,734	13,551,734	13,734,693	101.35%
5080103	Yellow Bus School Service	0	616,000	616,000	587,129	95.31%
5090801	Marketing	39,082	95,481	95,481	79,140	82.88%
5100404	Expense Transfer - GGT Wave	0	0	0	85,000	0.00%
5120401	Passenger Vehicles	0	0	0	400	0.00%
5122010	Signs	22,348	30,750	30,750	16,451	53.49%
Subtotal Expense		15,887,705	16,983,162	16,983,162	16,232,750	95.58%
5100100	Salary/Benefit Transfers	772,109	1,099,154	1,099,154	1,121,960	102.07%
5100101	Overhead Transfer	261,282	193,627	193,627	269,046	138.95%
Total Expense		16,921,095	18,275,943	18,275,943	17,623,756	96.43%

Figure 3: Local Revenue Service Hours by Program



Rural Service

Rural Service is operated as the West Marin Stagecoach Service, and includes the Northern Route 68, the Southern Route 61, and limited service to Tomales on the Dillon Beach/Tomales dial-a-ride (formerly Route 65). Table 6 shows the revenues and expenses related to rural service operations.

Marin Transit maintained the expanded service level that started in FY 2013/14. As part of a strategic initiative, Marin Transit increased rural revenue service hours by 33% at the end of FY 2013/14 to respond to demand for additional peak weekend service and to expend sales tax reserve in the Measure A Rural Substrategy within a five-year period. Service expansion was based on the recommendations in the District's West Marin Needs Assessment and Short Range Transit Plan (SRTP). Rural expenditures also included the operation of a Marin Headlands service contracted on behalf of, and funded by, the National Park Service.

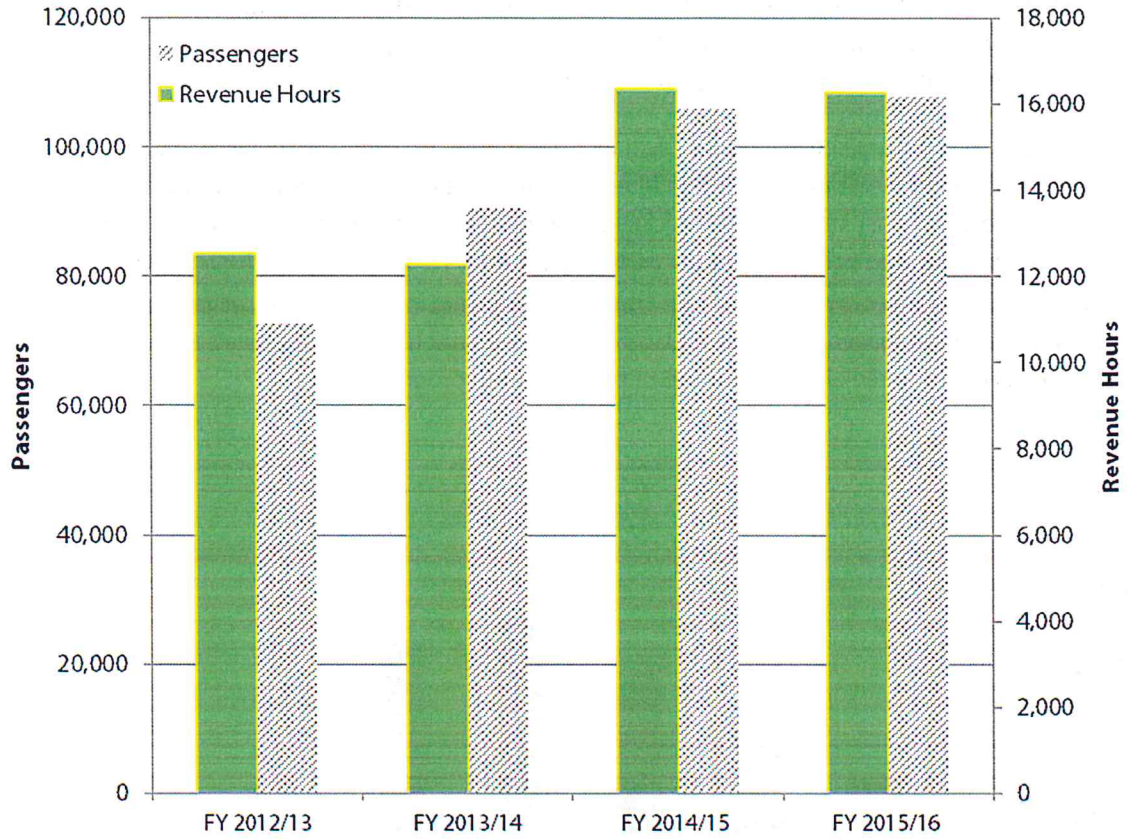
Unlinked trips increased 2% after a 17% increase in the prior year (Figure 4). Fare revenue increased 5.6%. This indicates that there may have been both a reduction in transfer activity and a larger underlying growth in ridership.

Table 6: Rural Service FY 2015/16 Actuals

		FY 2014/15 Actual	FY 2015/16 Budget Original	FY 2015/16 Budget Revised	FY 2015/16 Actual	Percent Budget Used
Revenue						
4092001	Measure A Sales Tax	886,505	1,010,565	1,010,565	888,950	87.96%
4139920	Fed-FTA 5311 Rural	212,197	217,117	217,117	201,366	92.74%
4139951	National Park Service	47,893	0	0	29,453	0.00%
4140100	Fare Revenue	128,410	124,126	124,126	135,574	109.22%
Total Revenue		1,275,005	1,351,808	1,351,808	1,255,344	92.86%
Expense						
5010200	Salaries and Benefits	3,135	0	0	0	0.00%
5030301	Consultant Services	2,906	15,914	15,914	5,463	34.32%
5030304	Professional Services – Legal	0	0	0	0	0.00%
5030310	Fare Processing Charges	0	0	0	1,095	0.00%
5040101	Fuel	180,232	255,608	255,608	181,657	71.06%
5050205	Communication-AVL	14,212	15,167	15,167	13,898	91.63%
5050206	Communication-Data	831	1,000	1,000	762	76.20%
5080101	Purchased Transportation - In Report	890,257	901,952	901,952	900,476	99.83%
5080102	Purchased Transportation-Excluded	2,840	0	0	29,453	0.00%
5090801	Marketing	31,236	25,750	25,750	21,690	84.23%
Subtotal Expense		1,125,648	1,215,391	1,215,391	1,154,494	94.99%
5100100	Salary/Benefit Transfers	111,593	116,198	116,198	81,344	70.00%
5100101	Transfer Overhead	37,763	20,219	20,219	19,506	96.47%
Total Expenditures		1,275,005	1,351,808	1,351,808	1,255,344	92.86%

Historically, Marin Transit has not needed to claim the full Rural share of collected annual Measure A sales tax. In FY 2014/15, Marin Transit increased rural service (Figure 4) and the associated expenditure of Measure A on rural by \$315,748 to ensure the District was providing the maximum level of rural service and spend down the accumulated Measure A balance. In FY 2015/16, Marin Transit expended \$176,000 more than the annual Rural share of collected sales tax funds. At the close of the fiscal year, the reserve balance held by TAM is just over \$1 million.

Figure 4: Rural Stagecoach Revenue Hours and Passengers

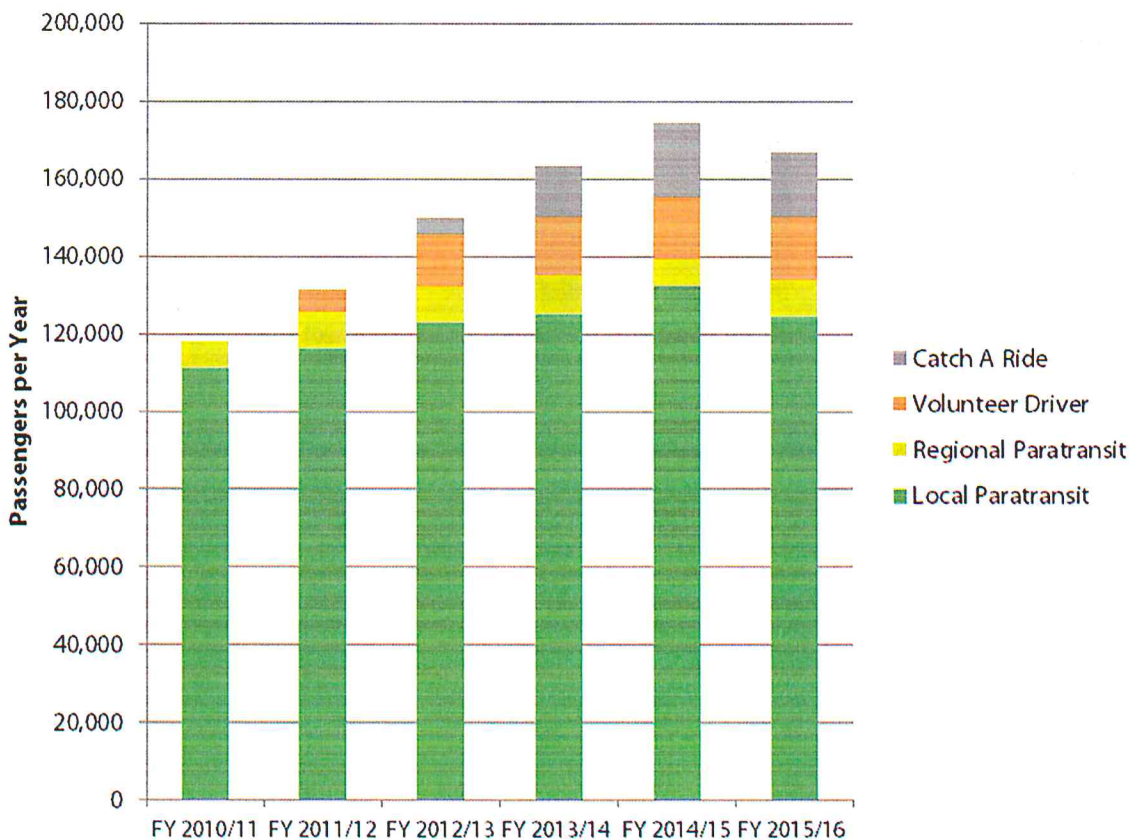


Marin Access (Paratransit and Mobility Management)

The Marin Access FY 2015/16 actuals (Table 8) include revenues and expenses for Paratransit Services for both Local and Regional trips (Intra- and Inter-county) and Marin Transit’s mobility programs for the County’s seniors, people with disabilities and, and low-income residents.

After experiencing rapid and sustained increases in demand that at times exceeded 5% per year, local paratransit ridership declined by 6% in FY 2015/16 (Figure 5). This decrease in trips combined with a lower contract service rate resulted in a \$799,808 (11%) decline in Marin Access costs compared to the prior year. Catch A Ride (subsidized taxi) had been projected to expand in FY 2015/16. However, the decline in the availability of taxis in Marin County resulted in a 14% decrease in ridership in that program. Ridership on the regional paratransit service managed on behalf of GGBHTD increased back to FY 2013/14 levels after a dip in FY 2014/15. Regional ridership remains less than 7% of the paratransit program. Regional ridership remains less than 7% of the paratransit program.

Figure 5: Paratransit Ridership



Measure A Sales tax is the largest single funding source for Marin Access. GGBHTD reimburses all direct costs for providing Regional Paratransit, and provides funding for local paratransit based on the District’s relative share of local fixed route trips. Marin Transit receives Measure B funds from the County vehicle license fees to fund special mobility programs and staff. This includes a Gap Grant program that awards small grants to

organizations to fund projects that fill transportation gaps for seniors. An accounting of the Gap Grant awards is provided in Table 7. In addition, Marin Transit pays for these programs with property tax and federal Americans with Disabilities Act (ADA) set aside funds and additional grant funding. Marin Transit expended the following grant funds in FY 2015/16:

FY 2015/16 Funds	Total Grant Award	Program	Source
\$81,735	\$160,436	Isolated Populations – Traditional Volunteer Driver	Federal New Freedom (Cycle 5)
\$40,026	\$101,270	Travel Navigators	Federal Section 5310 Operating Assistance (including toll credits)
\$97,087	\$271,270	Catch A Ride	Federal Section 5310 Operating Assistance (including toll credits)

Table 7: Gap Grant Status

Grant Recipient	Project Description	Award Amount	FY 2015/16 Payments	Grant Remaining
Awarded FY14-15				
West Marin Senior Services	Inverness to Point Reyes Shuttle	\$25,000	\$10,738	CLOSED
City of Sausalito	Point to Point Connections	\$15,000	\$15,000	CLOSED

Table 8: Marin Access FY 2015/16 Actuals

		FY 2014/15 Actual	FY 2015/16 Budget Original	FY 2015/16 Budget Revised	FY 2015/16 Actual	Percent Budget Used
Revenue						
4090101	Fee For Service	5,357	0	0	0	0.00%
4092001	Measure A Sales Tax	2,303,870	2,203,546	2,203,546	2,203,546	99.99%
4099950	Measure B	863,617	863,386	863,386	730,335	84.58%
4110101	State Transit Assistance	80,340	71,630	71,630	62,772	87.63%
4119910	State Prop Tx Relief HOPTR	19,326	19,135	19,135	19,138	100.01%
4139910	Fed-FTA 5307 Urbanized Area Formula	677,859	461,944	461,944	461,944	100.00%
4139915	Fed-FTA 5310 Mobility	0	50,000	50,000	137,113	274.22%
4139941	Fed-FTA 5317 New Freedom	109,207	100,940	100,940	81,735	80.97%
4140100	Fare Revenue	330,289	330,554	330,554	325,334	98.42%
4601001	Misc.-Reimbursement	64,447	66,294	66,294	20,901	31.52%
4601003	GGBHTD – Local Paratransit Payment	725,800	1,217,696	1,217,696	1,055,428	86.67%
4601004	GGBHTD – Regional Paratransit Payment	1,152,188	1,164,437	1,164,437	944,111	81.07%
	Subtotal Revenue	6,332,300	6,549,562	6,549,562	6,042,355	92.26%
4700001	Property Tax Transfer	954,404	1,369,481	1,369,481	428,769	31.30%
4700002	Program Revenue Transfer	(99,846)	(100,000)	(100,000)	(84,073)	84.07%
	Total Revenue	7,186,858	7,819,043	7,819,043	6,387,052	81.68%
Expense						
5030301	Consultant Services	63,187	94,019	94,019	35,990	38.27%
5030304	Professional Services – Legal	11,215	0	0	28,615	0.00%
5030305	Professional Services - Audit	0	0	0	7,000	0.00%
5030320	Customer Service	118,760	197,480	197,480	133,083	67.39%
5040101	Fuel	621,674	724,935	724,935	438,385	60.47%
5049903	Software	19,987	31,000	31,000	42,452	136.94%
5050203	Communication- Mobile Data Terminal	3,871	4,000	4,000	4,257	106.43%
5050204	Communication-MERA Radio	19,268	19,900	19,900	18,057	90.73%
5050206	Communication-Data	6,500	8,190	8,190	8,010	97.80%
5080101	Purchased Transportation	4,774,784	5,008,642	5,008,642	4,224,934	84.35%
5080102	Purchased Transportation - Regional	1,112,936	1,079,065	1,079,065	933,222	86.48%
5090801	Marketing	25,199	89,604	89,604	21,316	23.78%
5098001	Misc-Exp Transit User Training	5,897	9,000	9,000	5,000	55.55%
5098002	Gap Grant	50,158	46,000	46,000	28,931	62.89%
5098003	Low Income Rider Scholarships	17,644	20,000	20,000	17,796	88.98%
	Subtotal	6,851,080	7,331,835	7,331,835	5,947,049	81.11%
5100100	Salary/Benefit Transfers	250,881	414,995	414,995	354,899	85.51%
5100101	Transfer Overhead	84,898	72,212	72,212	85,105	117.85%
	Total Expense	7,186,860	7,819,042	7,819,042	6,387,052	81.68%

Capital

Marin Transit's Capital Program includes all expenses related to purchasing and maintaining the transit system capital assets (Table 9). This includes vehicle purchases, vehicle leasing, bus stop improvements, technology projects, and communication systems. A more detailed status report of the District's Capital projects is included in the Attachment B- FY 2015/16 Capital Report.

In FY 2015/16 Capital Expenditures were \$8 million more than the prior year due to the purchase of a large number of revenue vehicles. 89% of Capital Expenditures (\$10.329 million) were for fixed route vehicles. Staff completed the purchase of 33 vehicles and placed them into service. These included:

- Seven (7) 40ft Hybrid Electric Gillig vehicles
- Three (3) 30ft hybrid Electric Gillig vehicles (one additional vehicle delivered but not in service)
- 20 paratransit vehicles
- One (1) Rural 29ft XHF Vehicles
- Two (2) Rural 27.5ft Cutaway Vehicles

In addition, Marin Transit added seven (7) 2010 35ft New Flyer Hybrids and ten (10) 2007- 60ft New Flyer Articulated vehicles to the District's capital assets. These vehicles will continue to be operated by GGBHTD in Marin Transit local service. Marin Transit paid the local match for these vehicles at the time of purchase, and there is no associated expenditure in FY 2015/16.

Marin Transit staff also completed the auction and disposal of 26 revenue vehicles. Twenty-five of the vehicles were beyond their useful life, which leads to increased costs for operation. They were replaced by new vehicles. One vehicle was totaled in an accident, and Marin Transit received insurance funds for that vehicle. The auctioned vehicles included 22 paratransit vehicles, two rural cutaway vehicles, and one 40ft vehicle. After disposal costs, the net proceeds from the actioned vehicles were between \$200 and \$6,600 per vehicle for a total of \$81,518. The federal share of these proceeds is reserved for use on future capital purchases.

Capital Revenue

Marin Transit receives 6% of the local sales tax or around \$1 million per year for Capital expenditures. The District has continued to be successful at leveraging the local funds as local match funds to state and federal grants. Marin Transit received \$10.83 million in State and Federal funds for Capital projects that accounted for 91% of capital revenues (Figure 6). Marin Transit used Cap and Trade funds under the State Low Carbon Transit Operations Program (LCTOP) to help pay the incremental cost increase of purchasing hybrid transit buses.

Figure 6: Capital Revenue Sources

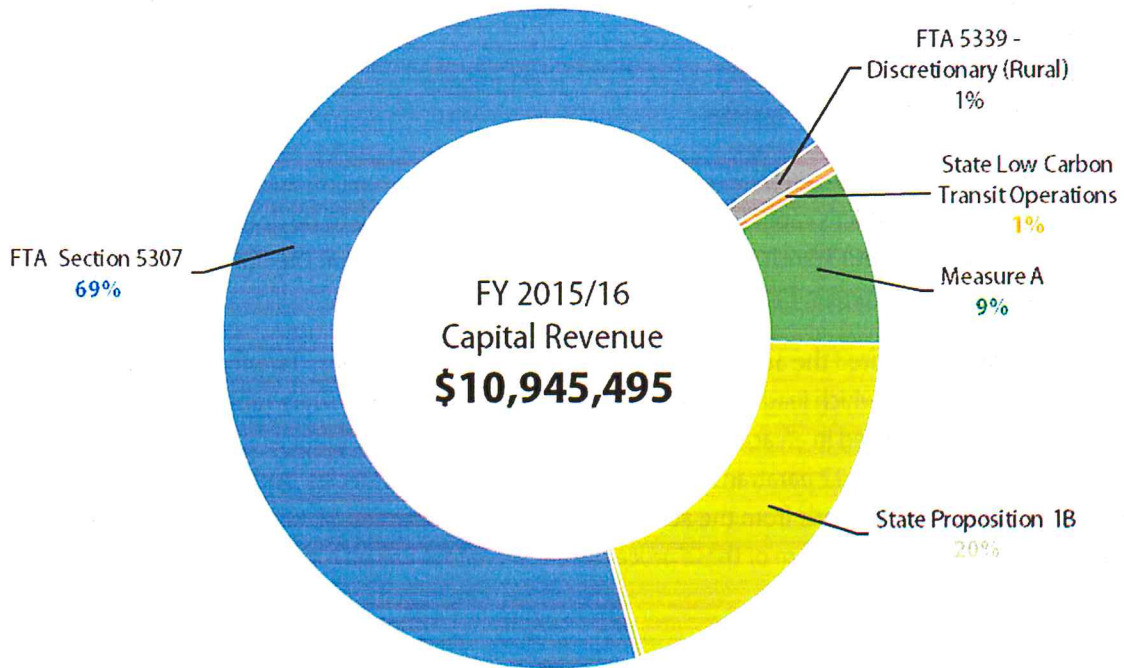


Table 9: Capital FY 2015/16 Actuals

		Total Project	Prior Years ¹	FY 2015/16 Budget	FY 2015/16 Budget Revised ²	FY 2015/16 Actual	Total Expenses
AD	Articulated Bus Decals	160,000		0	160,000	103,964	103,964
LV	Replace Seven 40ft Hybrid Vehicles	5,073,675	12,573	5,071,000	5,061,102	5,026,055	5,038,628
LX	Replace 4 30ft Hybrid Vehicles	2,836,189	6,993	2,830,500	2,829,196	2,829,196	2,836,189
LY	Replace 10 40ft Hybrid Vehicles	10,023,000	0	0	7,000	4,953	4,953
PV	Replace Three Paratransit Vehicles	244,872	231,015	0	13,856	13,855	244,870
PZ	Replace Thirteen Paratransit Vehicles	1,021,173	972,895	0	48,278	2,087	974,982
PR	Replace Nine Paratransit Vehicles	685,400	0	872,400	685,400	682,927	682,927
PE	Purchase Six Paratransit Vehicles	580,000	0	580,000	580,000	424,760	424,760
ST	Replace Three Stage Vehicles	720,190	0	720,190	720,190	593,515	593,515
SV	Replace Two Shuttle Vehicles	244,000	0	244,000	224,000	2,549	2,549
	Subtotal Vehicles	21,588,499	1,223,476	10,318,090	10,329,022	9,683,861	10,907,337
BI	Bus Stop Improvements SGR	2,000,000	1,320,498	519,395	519,395	54,908	1,375,406
BS	Bus Stop Inventory Update	100,000	0	100,000	100,000	0	0
NH	Downtown Novato Stop- Design	664,749	422,201	100,000	242,548	245,940	668,141
NC	Downtown Novato Stop Construction	3,255,000	0	0	985,000	62,337	62,337
FC	Maintenance Facility	40,000	0	0	40,000	21,537	21,537
MW	Muir Woods Infrastructure	638,000	95,271	542,729	542,729	0	95,271
	Subtotal Facility & Stop Improvements	6,697,749	1,837,970	1,262,124	2,429,672	384,722	2,222,692
OB/AV	On Board Equipment 2015	118,000	0	40,000	118,000	116,518	116,518
SE	Security Cameras	21,811	0	0	21,811	235	235
OA	On Board Equipment 2016	50,000	0	0	50,000	44,044	44,044
YC	School AVL	38,400	0	0	15,000	14,687	14,687
FB	Fareboxes	0	0	30,000	0	0	0
FH	Hybrid Fareboxes	161,000	0	0	161,000	160,994	160,994
FP	Paratransit Fareboxes	121,000	0	121,000	121,000	37,936	37,936
TB	Mobility Management Technology	375,000	12,706	340,798	362,294	1,750	14,456
MD	Mobile Data Terminals	12,500	0	12,500	12,500	2,475	2,475
ME	MERA	26,000	0	26,000	26,000	27,283	27,283
RD	Radio Communication Upgrade	348,000	0	348,000	348,000	0	0
TC	Clipper	145,893	145,893	0	0	0	145,893
	Subtotal Technology Projects	1,417,604	158,599	918,298	1,235,605	405,921	564,520
GG	Golden Gate Capital Costs	150,000	-	150,000	150,000	106,502	-
BM	Bus Stop Maintenance	100,000	-	100,000	100,000	17,195	-
VR	Major Vehicle Repairs	300,000	-	300,000	300,000	72,516	-
IF	Infrastructure Support	216,137	-	216,137	202,804	239,006	-
SD	Software Maintenance	94,975	71,486	0	0	6,555	78,041
	Subtotal Ongoing Capital Expenses	861,112	71,486	766,137	752,804	441,774	78,041
Total Expenditures		30,564,964	3,291,531	13,264,649	14,747,103	10,916,278	

Attachment 1: FY 2015/16 Budget Amendments

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
FY16-01	9/21/2015	Increase budget for Redwood and Grant Transit Improvement Project.	Capital	Capital	NH	5230104 Facilities and Stops	\$100,000	\$109,523	\$209,523
			Capital	Capital	NH	4092002 Measure A	\$59,425	\$109,523	\$168,425
FY16-02	11/16/2015	Add project and funding to develop a maintenance facility	Capital	Capital	MG FC	5230104 Facilities and Stops	0	\$40,000	\$40,000
FY16-03	11/16/2015	Add funding and budget for San Rafael Transit Center Relocation	Capital	Capital	IF	5049910 Infrastructure Support	\$470,000	(\$40,000)	\$430,000
			Capital	Capital	IF	5230104 Facilities and Stops	0	\$26,667	\$26,667
FY16-04	11/16/2015	Roll forward of unspent FY 2014/15 Capital Project budgets; and update all Prior Years and Total Budgets	Capital	Capital	IF	4092002 Measure A	0	\$26,667	\$26,667
			Capital	Capital	PV	5230101 Vehicles	0	\$13,856	\$13,856
			Capital	Capital	LV	5230101 Vehicles	\$5,071,000	(\$9,898)	\$5,061,102
			Capital	Capital	LX	5230101 Vehicles	\$2,830,500	(\$5,493)	\$2,825,007
			Capital	Capital	NH	5230104 Facilities and Stops	\$209,523	(\$40,575)	\$168,948
			Capital	Capital	PZ	5230101 Vehicles	0	\$141,278	\$141,278
FY16-05	11/16/2015	Move funding for Construction of Novato Bus Stop to Current Year	Capital	Capital	TB	5230102 Technology Projects	\$340,798	\$21,496	\$362,294
			Capital	Capital	NC	5230104 Facilities and Stops	0	\$985,000	\$985,000
FY16-06	11/16/2015	Add new project to Replace Articulated Bus Decals	Capital	Capital	NC	4119901 PTMISEA (Lifeline)	0	\$985,000	\$985,000
			Capital	Capital	AD	5230101 Vehicles	0	\$160,000	\$160,000
			Capital	Capital		4092002 Measure A	0	\$160,000	\$160,000

Attachment 1: FY 2015/16 Budget Amendments

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
FY16-07	12/21/2015	Amend total project budget for hybrid vehicle purchase <i>(11 vehicles in three projects: LY, LX, and FH – hybrid fareboxes)</i>	Capital	Capital	FH	5230101 Vehicles	\$0	\$161,000	\$161,000
					LX	5230101 Vehicles	\$2,825,000	\$26,000	\$2,851,000
					LX+FH	Total both projects	\$7,905,675	\$187,000	\$8,092,675
FY16-08	12/21/2015	Rename AVL project to include "Associated On-Board Vehicle Equipment" & shift budget from unspent funds in closed project	Capital	Capital	PR	5230101 Vehicles	\$872,400	(\$187,000)	\$685,400
					AV & OB	5230102 Technology Projects	\$40,000	\$93,000	\$133,000
FY16-09	03/28/2016	Create Capital vehicle replacement project for 10- 40ft Vehicles	Capital	Capital	PZ	5230101 Vehicles	\$1,114,173	(\$93,000)	\$1,021,173
					LY	FY 2015/16 Budget - 5230101 Vehicles	0	\$7,000	\$7,000
FY16-10	03/28/2016	Amend to increase budget for additional project management and legal costs	Capital	Capital	LY	Total Budget - 5230101 Vehicles	0	\$10,023,000	\$10,023,000
					NH	5230104 – Facility and Stops	\$168,948	+\$73,600	\$242,548
FY16-11	NA ³	Federal adjustment – to expend 1% security requirements on Security Cameras	Capital	Capital	LX	5230101 Vehicles	\$2,851,000	(\$21,811)	\$2,829,189
					SE	5230102 Technology Projects	In LX	\$21,811	\$21,811
FY16-12	4/18/16 ⁴	Move AVL Budget from OB/AV to YC			AV +OB	5230102 Technology Projects	\$133,000	(\$15,000)	\$118,000
					YC	5230102 Technology Projects	\$0	\$15,000	\$15,000

Attachment 1: FY 2015/16 Budget Amendments

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
FY16-13	NA ³	Move Farebox budget to new federal grant code OA and add current year budget from shuttle purchase (SV) to use for current year purchase of farebox equipment for the shuttle vehicles.	Capital	Capital	OA FB SV	5230106 Fare Revenue CPT Equip 5049908 Fare Revenue Equip 5230101 Vehicles	\$0 \$30,000 \$244,000	\$50,000 (\$30,000) (\$20,000)	\$50,000 \$0 \$224,000
FY16-14	NA ³	Add software project to recognized prior year software maintenance project - pre paid and expensed over future years	Capital	Capital	SD	5230102 Technology	0	\$6,555	\$6,555

¹ Current year project budget

² Total project budget (multi-year)

³ No net change in revenue or expense

⁴ 4/18/2016 Board letter states budget is available in AVL Capital project. This project was renamed OB in budget adjustment FY16-08. This amendment moves funds to a new project code for clarity.

Attachment 2: Annual Report of Marin Transit's Defined Contribution Retirement Account 401(a)

The Marin County Transit District established a Governmental 401(a) single employer defined contribution pension plan (the Plan) in October 2013. The plan is available to all of its employees who have attained twenty-one years of age and have more than 1,000 hours of service. Based on years of service, the District is required to contribute 10% to 15% of each employee's compensation into an individual employee account under the Plan. The following statement of balances is intended to provide a reporting of contributions and allow for review of plan effectiveness.

Investment Balances

	July1, 2014 – June 30, 2015	July1, 2015 – June 30, 2016
Starting Balance	\$133,742	\$275,702
Contributions¹	\$139,278	\$175,923
Earnings	\$2,682	\$442
Ending Balance	\$275,702	\$444,730
Estimated Average Annual Rate of Return²	1%	-1%
Total Participants	12	15
Active Participants	11	13

¹ Through 6/30 payroll (Full Accrual basis)

² Calculated based on an average of the quarterly returns on invested assets

Capital Projects Report through June 2016

This capital project report provides detail for through the Fourth Quarter of FY2015/16. Project descriptions and status are given for all major capital projects. Projects are grouped according to project type as shown below.

	Total Project Budgets	Total Expended in FY2016	Total Project Expenditures
Vehicles	\$21,588,499	\$9,683,861	\$10,907,336
Bus Stop Improvements	\$6,697,749	\$384,722	\$2,222,692
Technology Projects	\$1,417,604	\$405,921	\$564,521
Ongoing Capital Expenses	\$861,112	\$441,774	\$441,774 (annual)
	\$30,564,964	\$10,916,278	\$14,136,323

Articulated Bus Decals COMPLETE \$160,000

Concept: Replace Articulated Bus Decals

Funding: \$160,000 Measure A

Description: Restore ten of the District's 60 foot articulated transit vehicles.

Status: The project is complete. All ten vehicles have been restored and are in service with the new decals.



VEHICLES

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	<u>Date</u>
AD	\$160,000	\$103,964	100%	Jun-16	

Replace Seven 40ft Buses \$5,073,675

Concept: Replacement of vehicles beyond their useful life with new Gillig Hybrid Vehicles

Funding: \$4,057,707 Federal Section 5307

\$1,014,293 PTMISEA

\$1,675 Measure A

Description: 40ft ft low floor transit vehicles. Vehicles have 12 year useful life and carry around 40 passengers. The vehicles will have Allison Hybrid transmissions with Cummins engines.

Status: The vehicle procurement is complete and the vehicles are in service. Remaining funds need to be expended on federal security requirements and have been transferred to



VEHICLES

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	<u>Date</u>
LV	\$5,073,675	\$5,038,628	100%	Jun-16	

VEHICLES

Replace Four 30ft Buses

\$2,836,189

Concept: Replacement of vehicles beyond their useful life with new Gillig

Funding: \$2,267,388 Federal Section 5307
 \$420,379 PTMISEA
 \$45,699 Cap and Trade
 \$102,723 Measure A



Description: 30ft ft low floor transit vehicles. Vehicles have 12 year useful life and carry around 30 passengers. The vehicles will have Allison Hybrid transmissions with Cummins engines.

Status: This project is complete. The vehicles have been delivered and are in service. Remaining \$28,811 in budget was transferred to the security camera project.

<u>Project ID</u>	<u>Final Budget</u>	<u>Expended to</u>		<u>Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	<u>Completion</u>
LX	\$2,836,189	\$2,836,189	100%	Jun-16	

VEHICLES

Replace Ten 40ft Hybrid Vehicles

\$10,023,000

Concept: Purchase ten 40ft Hybrid Vehicles

Funding: \$8,218,860 Federal Section 5307
 \$1,804,140 Measure A



Description: Replace ten 40 ft vehicles that are beyond their useful life.

Status: Board authority to purchase the vehicles was given in March 2016 and the vehicle order has been placed with Gillig.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	<u>Completion</u>
LY	\$10,023,000	\$4,953	0%	Dec-17	

VEHICLES

Replace Three Paratransit Vehicles

COMPLETED

\$244,872

Concept: Replacement of paratransit vehicles beyond their useful life with new vehicles

Funding: \$195,897 Federal Section 5307
 \$48,974 PTMISEA

Description: The project includes the purchase of one Class A Starcraft 20' Ford E350 and two Class B Starcraft 22' Ford E450 vehicles. The vehicles were purchased through a cooperative vehicle purchasing agreement.

Status: These vehicles were put into service in May and June 2015. Project is complete.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	<u>Completion</u>
PV	\$244,872	\$244,870	100%	Dec-15	

VEHICLES

Replace Thirteen Paratransit Vehicles **COMPLETED** **\$1,021,173**

Concept: Replacement of paratransit vehicles beyond their useful lives with new vehicles

Funding: \$891,338 Federal Section 5307
\$222,836 PTMISEA

Description: The project includes the purchase of eight Class A Starcraft 20' Ford E350 and five Class B Starcraft 22' Ford E450 vehicles. The vehicles were purchased through a cooperative vehicle purchasing agreement.

Status: All vehicles are in service. Additional funding is available for equipment to be installed post-delivery.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	
PZ	\$1,021,173	\$974,981	100%	Dec-15	

VEHICLES

Replace Nine Paratransit Vehicles **COMPLETED** **\$685,400**

Concept: Replacement of paratransit vehicles beyond their useful life with new vehicles

Funding: \$560,060 Federal Section 5307
\$125,340 PTMISEA

Description: The project includes the purchase of nine Class A Starcraft 20' Ford E350 vehicles. The vehicles are being purchased through a cooperative vehicle purchasing agreement.

Status: Project is completed. \$187,000 of funds were reprogrammed by the Board on December 21, 2015. The remaining \$2,473 in funds will be reprogrammed for associated equipment.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	
PR	\$685,400	\$682,927	100%	Dec-15	

VEHICLES

Purchase Six Paratransit Vehicles **COMPLETED** **\$580,000**

Concept: Purchase six paratransit vehicles to increase the fleet size to meet demand

Funding: \$571,888 PTMISEA
\$8,112 Measure A

Description: The project includes the purchase of six Class A Starcraft 20' Ford E350 vehicles. The vehicles are being purchased through a cooperative vehicle purchasing agreement.

Status: Project complete. \$155,240 is available for associated equipment or reprogramming.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	
PE	\$580,000	\$424,760	100%	Dec-15	

VEHICLES

Replace Three Stagecoach Vehicles

COMPLETED

\$720,190

Concept: Purchase three replacement vehicles
Funding: \$398,520 Federal Section 5307
 \$138,800 Federal Section 5339
 \$182,870 PTMISEA



Description: The project includes the purchase of one 29ft XHF vehicles and two 27.5 foot cutaways with associated equipment. The vehicles are being purchased through a cooperative vehicle purchasing agreement.

Status: Project completed. The 27.5 foot vehicles went into service September 14, 2015. The XHF went into service in December 2015.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	
ST	\$720,190	\$593,515	100%	Jun-16	

VEHICLES

Shuttle Vehicles

\$244,000

Concept: Purchase two shuttle vehicles
Funding: \$200,080 Federal Section 5307
 \$43,920 Measure A



Description: Replace two shuttle vehicles that are beyond their useful lives.

Status: Board authority to purchase the vehicles was given in March 2016 and the vehicle order has been placed with Creative Bus Sales.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	
SV	\$244,000	\$2,549	1%	Mar-17	

BUS STOP IMPROVEMENTS

Bus Stop Improvements (State of Good Repair)

\$2,000,000

Concept: Improve bus stops in Marin County
Funding: \$1,600,000 Federal Section 5309
 \$400,000 PTMISEA



Description: Phase 1: Install new bus stop signage throughout Marin County. Phase 2: Minor and Major bus stop improvements at 12 locations throughout the County (see table below for locations and improvements). Planning for Phase 3 improvements is underway.

Status: Phase 1 - complete. Phase 2 - complete. Phase 3 - delayed until Marin Transit is able to hire additional staff"

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Phase 2 Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	
BI	\$2,000,000	\$1,375,406	69%	Jun-17	



BUS STOP IMPROVEMENTS

Downtown Novato Bus Stop Improvements- Design **COMPLETED** **\$664,749**

Concept: Improve Operations and Safety of Bus Stop in Downtown Novato

Funding: \$100,000 County of Marin
 \$100,000 TAM
 \$464,749 Measure A

Description: In partnership with the City of Novato, GGBHTD and the County of Marin, Marin Transit will complete the design phase to replace the Downtown Novato Bus Stop located on Redwood Blvd.



Status: Project approved by the City of Novato and the Marin Transit board. Final costs exceed project budget due to additional staff time needed.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
NH	\$664,749	\$668,141	100%	Jun-16

BUS STOP IMPROVEMENTS

Downtown Novato Bus Stop Improvements- Construction **\$3,255,000**

Concept: Construct Downtown Novato Bus Stop Improvement Project

Funding: \$985,000 PTMISEA - Lifeline

Description: Marin Transit will begin construction for this project in FY2016/17 in partnership with the City of Novato, GGBHTD, and the County of Marin.

Status: Developing bid specifications for project.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
NC	\$3,255,000	\$62,337	2%	Dec-17

BUS STOP IMPROVEMENTS

Maintenance Facility - Project Development **Annual Budget** **\$40,000**

Concept: Develop a maintenance facility

Funding: \$40,000 Measure A

Description: Evaluate facility needs and develop plans to acquire a District-owned maintenance facility.

Status: Board authority to analyze facility needs was given June 2016. The District has been working with consultants to evaluate potential facility locations and feasibility.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
FC	\$40,000	\$21,537	54%	NA

BUS STOP IMPROVEMENTS

Muir Woods Infrastructure Improvements

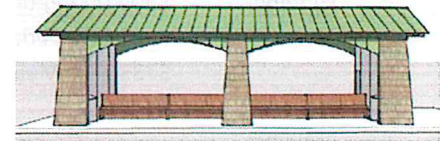
\$638,000

Concept: Improve boarding locations and purchase signage for the Muir Woods Shuttle

Funding: \$638,000 Federal Transit In the Parks

Description: Project includes funding for permanent changeable message signs and improvements to bus stops related to the Muir Woods Shuttle.

Status: Real time bus information was installed on vehicles and available for operations staff and onsite liaisons. Preliminary design and site plan work has been completed for upgrades to the boarding location at Pohono. Marin Transit is working with multiple partner agencies to develop a long term agreement regarding access and responsibilities for the site.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	<u>Date</u>
BW	\$638,000	\$95,271	15%	Dec-17	

BUS STOP IMPROVEMENTS

Bus Stop Inventory Update

\$100,000

Concept: Update District Bus Stop Inventory

Funding: \$100,000 Measure A

Description: Project of update the District's bus stop inventory to access bus stop improvement and access needs.

Status: The District has not started this project.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	<u>Date</u>
BS	\$100,000	\$0	0%	Dec-17	

TECHNOLOGY PROJECTS

\$1,417,604

Concept: District technology projects
Funding: \$300,000 Federal Job Access Funds (JARC)
 \$384,580 Federal Section 5307
 \$733,024 Measure A



<u>Projects:</u>		<u>Total Project</u>	<u>Expended to</u>
		<u>Cost</u>	<u>Date</u>
OB	Associated On-Board Equipment-2015	\$118,000	\$116,518
SE	Security Cameras	\$21,811	\$235
OA	On Board Equipment 2016	\$50,000	\$44,044
YC	School AVL	\$38,400	\$14,687
FH	Hybrid Fareboxes (COMPLETE)	\$161,000	\$160,994
FP	Paratransit Fareboxes	\$121,000	\$37,936
TB	Mobility Technology Backbone	\$375,000	\$14,456
MD	Mobile Data Terminals	\$12,500	\$2,475
ME	MERA	\$26,000	\$27,283
RD	Radio Communication Upgrades	\$348,000	\$0
TC	Clipper (Stage & Shuttles) (COMPLETE)	\$145,893	\$145,893

Description: Marin Transit projects related to technology for vehicle operations, fare collection, and passenger information

Status: Board approved paratransit fareboxes purchase on March 28, 2016 and the fareboxes were delivered in June 2016. The fareboxes will be installed on vehicles and put into service by December 2016. The radio communication project will evaluate Marin Transit's current systems and identify future needs. Marin Transit is working on installing security cameras on all fixed route vehicles. Installations scheduled for completion in July 2016. Other technology projects allow for the replacement or repair of equipment as needed during the fiscal year.

Ongoing Capital Expenses

\$861,112

Concept: Ongoing capital expenses
Funding: \$861,112 Measure A

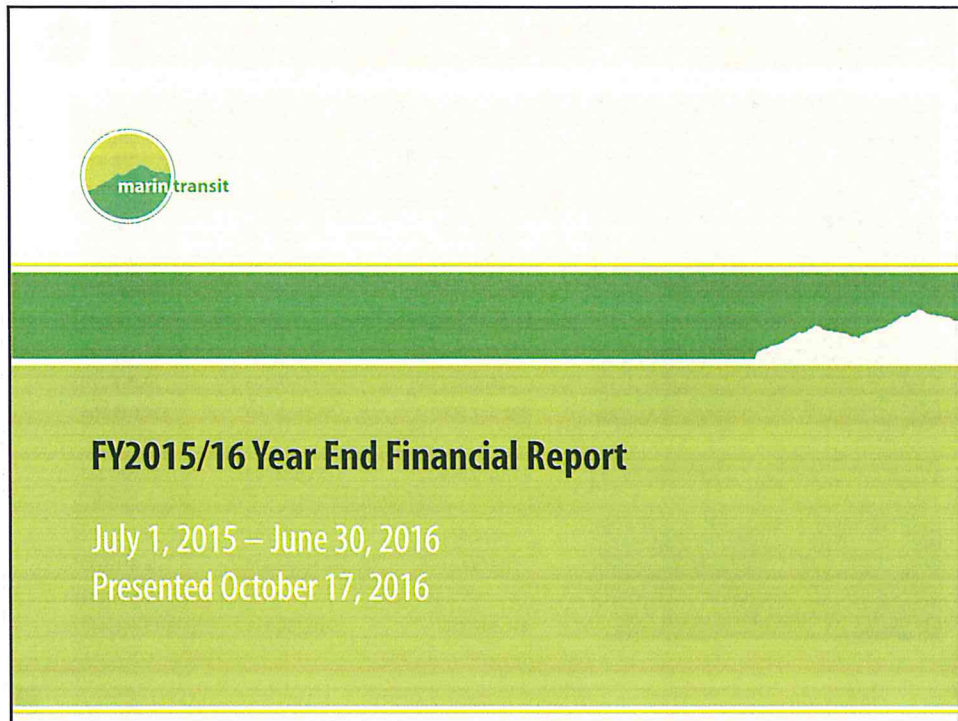
<u>Projects:</u>		<u>Total Project Budget</u>	<u>Annual</u>	<u>Expended in</u>
			<u>Budget</u>	<u>FY2016</u>
GG	Golden Gate Capital Costs	\$150,000	\$150,000	\$106,502
BM	Bus Stop Maintenance	\$100,000	\$100,000	\$17,195
VR	Major Vehicle Repairs	\$300,000	\$300,000	\$72,516
IF	Infrastructure Support	\$216,137	\$216,137	\$239,006
SD	Software Maintenance	\$94,975	\$0	\$6,555


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

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

TECHNOLOGY PROJECTS

ONGOING CAPITAL EXPENSES




Overview 

- Year End Summary
- Operations Cost Center Detail
 - Administration - Local - Rural - Marin Access
- Capital
- Comments/Questions

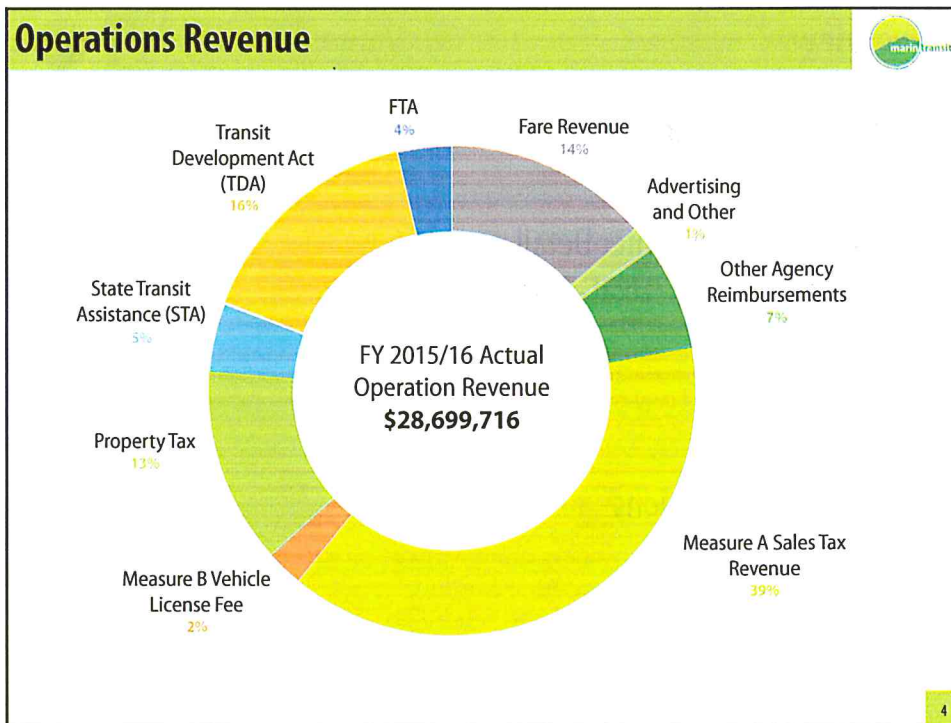
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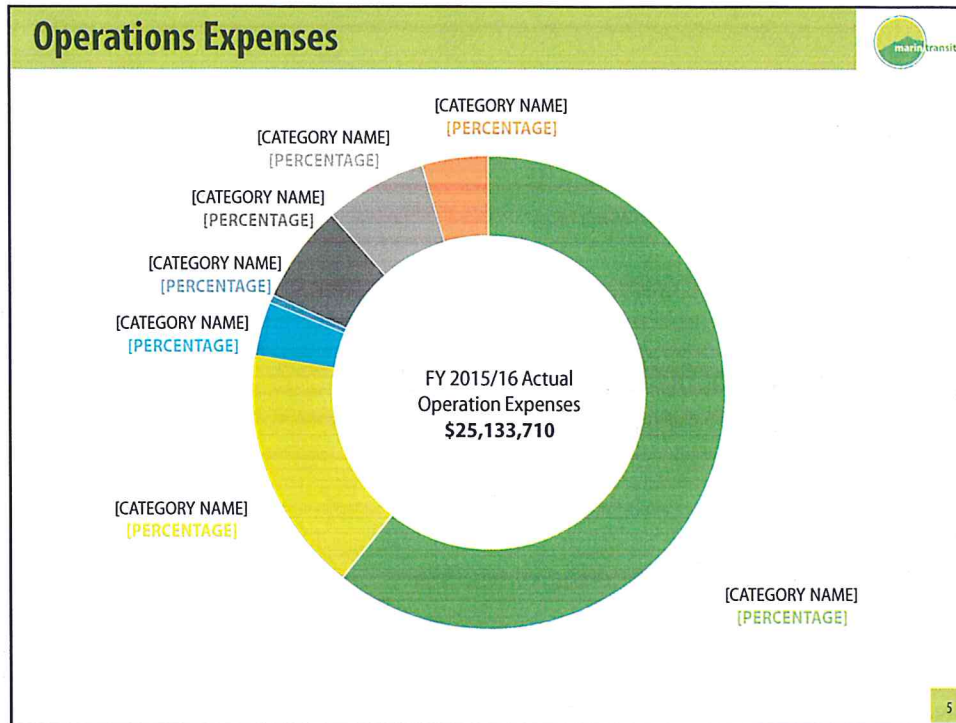
Summary



	FY 2014/15 Actual	FY 2015/16 Revised Budget	FY 2015/16 Actual
Revenue			
Operations	28,010,487	29,730,138	28,699,716
Capital	2,987,471	14,747,103	10,945,495
Total Revenue	\$30,997,958	\$44,477,241	\$39,645,211
Expenditures			
Operations	25,399,842	27,838,050	25,133,710
Capital	2,987,467	14,747,103	10,916,278
Total Expenditures	\$28,387,309	\$42,585,153	\$36,049,988
Net Change in Fund Balance	\$2,610,649	\$1,892,008	\$3,595,223
Emergency Reserve	4,572,081	4,639,675	4,188,952
Contingency Reserve	7,275,144	9,099,638	8,377,903
Capital Reserve			2,875,593
Fund Balance (total reserve)	\$11,847,225	\$13,739,313	\$ 15,442,448

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Transit Services Provided

Service	FY2014/15 Revenue Hours	FY2015/16 Annual Estimated Revenue Hours	FY 2015/16 Actual Revenue Hours	% of Estimate
Local Large Bus Fixed Route	88,373	87,500	89,291	102%
Community Shuttles	39,360	39,321	39,659	101%
Local Sup. School	4,869	7,467 ¹	6,930	97%
Muir Woods Shuttle	3,866	5,211	4,673	90%
Novato Dial-A-Ride	2,029	2,650	2,144	81%
Yellow School Bus	N/A	7 buses	6 buses	N/A
West Marin Stagecoach	16,332	16,030	16,245	101%
Local Paratransit	58,388	61,217	56,539	92%
Regional Paratransit	10,144	9,845	9,726	99%
Total Revenue Hours	223,361	229,616	225,360	-
Mobility Management Programs				
Catch A Ride	19,115	19,200	16,278	85%
Volunteer Driver	16,226	19,755	16,570	84%

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Administrative Costs and Revenues



- Expenses
 - Decreased 11% in FY2014/15
 - Increased 19% in FY2015/16
 - Were 82% of budget

- Salaries & Benefits Expenses Increased
 - Filled two vacant positions

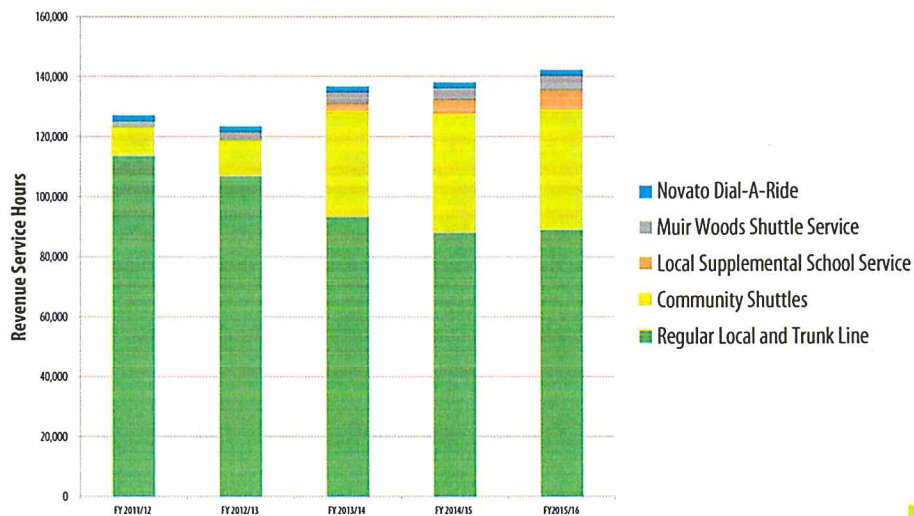
- Property Tax Revenue Increased 6%

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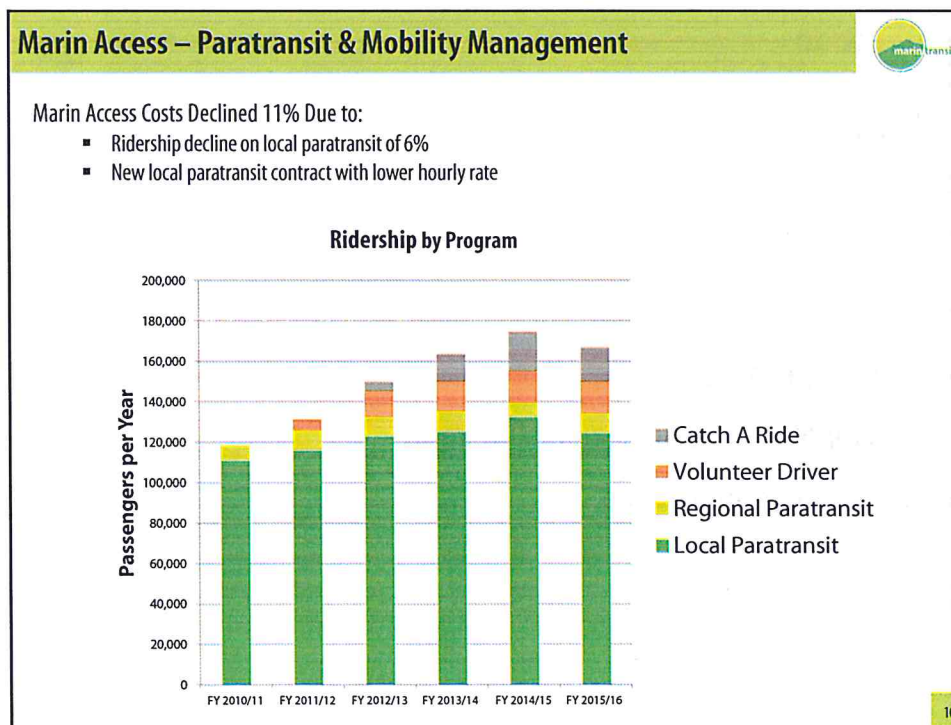
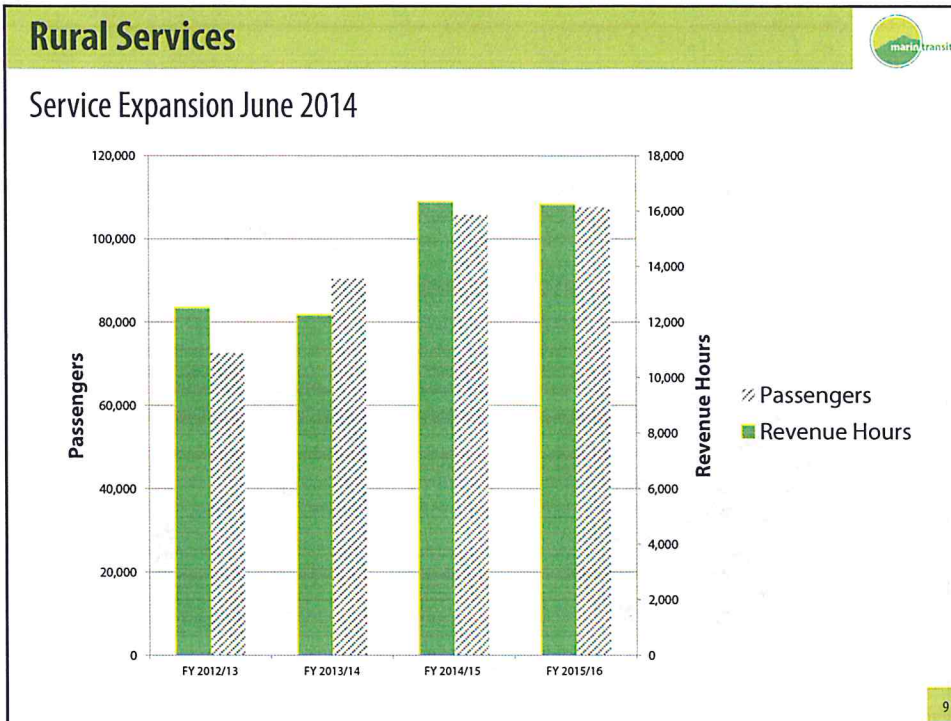
Local Fixed Route Services



- 19% Service expansion implemented at the end of the fiscal year
- New operations contract with GGBHTD effective July 1, 2015
- New yellow bus service



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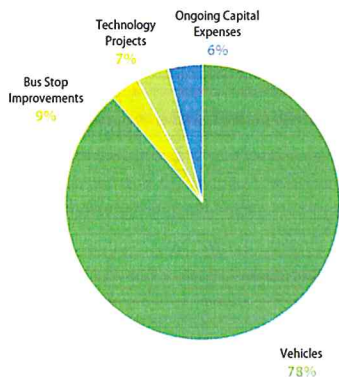


FY2015/16 Capital - \$10.9 million

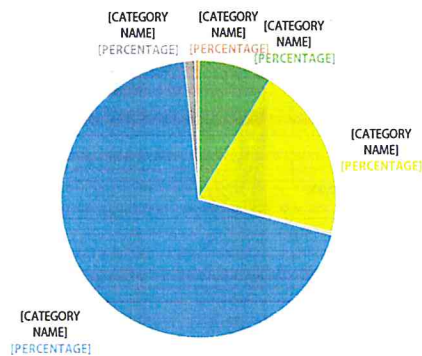


- 33 new vehicles put into service
- 26 vehicles disposed
- Design completed on Downtown Novato Transit Facility

Expenditures by Category



Revenues by Type



Questions



Thank you

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