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October 16, 2017

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

SUBJECT: Marin Transit FY 2016/17 Financial Report

Dear Board Members:

board of directors

katie rice
president
supervisor district 2

stephanie moulton-peters
vice president
city of mill valley

damon connolly
2nd vice president
supervisor district 1

judy arnold
director
supervisor district 5

kate colin
director
city of san rafael

dennis rodoni
director
supervisor district 4

kathrin sears
director
supervisor district 3

RECOMMENDATION: Accept report.

SUMMARY:

This attached report presents Marin County Transit District's (Marin Transit's) Year End Financial Report for Fiscal Year 2016/17. 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 Fiscal Year 2016/17 audited statements that will be completed in November 2017.

Marin Transit expanded fixed route transit service by 19% in June 2016, and Fiscal Year 2016/17 was the first full year of the expanded fixed route operations. Service operations costs increased with the expanded service although unlinked passenger trips did not increase. Marin Transit maintained service levels on yellow bus operations and on rural west Marin fixed route service. Marin Access services experienced declining demand and ridership for the second year in a row.

Marin Transit ended Fiscal Year 2016/17 in a strong financial position. The combination of strong property tax revenue growth, a second year of lower contract rates, and lower paratransit demand enabled Marin Transit to contribute \$3.7 million to the District's reserves.

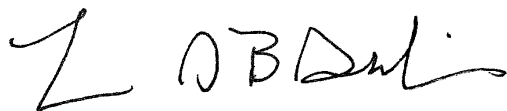
Highlights from the report include:

- Between July 1, 2016 and June 30, 2017 (Fiscal Year 2016/17), Marin Transit's total expenditures for Operations and Capital Programs were \$31,155,952;
- The District has a fully funded emergency reserve and contingency reserve equivalent to six months operating expense. In addition, the District added \$1.8 million to the new Capital Reserve;

- Operation expenses were 6% more than the previous year, and expenses were 9% below budget. Operation revenues were 5% higher than the prior year, and 7% below budget;
- The District provided 14% more local fixed route revenue service hours, and maintained the same level of yellow school bus service;
- Local paratransit revenue hours declined by 3%;
- Marin Transit successfully filled two vacant staff positions for Capital Manager and Senior Operations Analyst; and
- The District completed the purchase of three revenue vehicles, and began construction on the Downtown Novato Bus Stop Facility.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "L Gradia". The signature is fluid and cursive, with a large initial "L" and a stylized "Gradia".

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 2016/17 Financial Report

Summary

Fiscal Year 2016/17 (July 1, 2016 -June 30, 2017), was the first full year of the expanded fixed route operations that started June 2016. Fixed route service operations costs increased with the expanded service, but drops in demand for paratransit service reduced Marin Access costs. Marin Transit maintained service levels on yellow bus operations and rural west Marin fixed route service. Marin Access services experienced declining demand and ridership for the second year in a row.

Marin Transit ended Fiscal Year 2016/17 in a strong financial position. The combination of strong property tax revenue growth, a second year of lower contract rates, and lower paratransit demand enabled Marin Transit to contribute \$3.7 million to District reserves.

In FY2016/17 the expenditures for the District's Operations and Capital Programs were \$31,155,952 (Table 1). Operation expenses were 6% more than the prior year and 9% below budget. Operation revenues were 5% higher than the prior year and 7% below budget. The District provided 14% more fixed route revenue service hours, and maintained the same level of yellow bus service. Marin Transit provided 5% fewer trips on its Marin Access programs that serve older adults and people with disabilities.

Table 1: Summary

	FY 2015/16 Actual	FY2016/17 Original Budget	FY 2016/17 Revised Budget	FY 2016/17 Actual	Percent Total Budget Used
<i>Operations</i>	28,975,129	32,604,512	32,604,512	30,469,430	93%
<i>Capital</i>	10,956,514	10,132,854	11,616,689	4,401,584	38%
Total Revenue	39,931,643	42,737,366	44,221,201	34,871,014	79%
<i>Operations</i>	25,133,710	29,320,520	29,435,770	26,754,368	91%
<i>Capital</i>	10,916,276	10,132,854	11,616,689	4,401,584	38%
Total Expenditures	36,049,986	39,453,374	41,052,459	31,155,952	91%
Net Change in Fund Balance	\$3,881,657	\$3,283,992	\$3,168,742	\$3,715,062	117%
<i>Emergency Reserve</i>	4,188,952	4,886,753	4,886,753	4,886,753	
<i>Contingency Reserve</i>	8,377,903	9,773,507	9,773,507	9,773,507	
<i>Capital Reserve</i>	2,854,987	4,077,198	3,930,324	4,752,057	
Fund Balance (total reserve)	\$15,421,842	\$18,737,458	\$18,590,584	\$19,412,317	

District Reserve Balance

Marin Transit's Board adopted policy designates an Emergency Reserve equivalent to two months of operating expenses and a Contingency Reserve equivalent to an additional two to four months. If the reserve balance exceeds six months of operating expenditures, the policy allows for funding to be placed in a capital reserve. This fund provides resources for high priority capital projects or grant matching funds. If total reserve exceeds six months of operating expenditures over a prolonged period, the policy advises the Board to consider a range of options that include expanding transit service or decreasing fares to provide the optimal level of transit service and benefits to Marin County residents.

Consistent with the FY2016/17 budget, reserves exceeding budgeted levels for the emergency and contingency reserve are placed in the capital reserve. In FY2016/17, the District added \$1.8 million to towards this purpose for a total capital reserve of \$4.7 million (Table 1).

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. Table 3 shows actual FY 2016/17 operations revenues and expenses for the year as they compare to the Adopted Budget. All Budget adjustments are shown in Attachment 1. Operations revenues were 5% higher, and expenses were 4% lower than the prior year.

The Operations expenditures (Table 3) enabled Marin Transit to successfully deliver the transit services detailed in Table 2. FY2016/17 was the first year of operation of the major service changes and expansion that occurred in June 2016. Marin Transit operated 14% more service hours in FY2016/17 than FY2015/16. The majority of the expansion occurred on the Regular Local and Trunkline services. Muir Woods Shuttle service hours were lower than anticipated. This was due to road closures that prevented winter operation and delayed the start of the peak season. The number of hours operated for both local and regional paratransit services declined.

Table 2: Fiscal Year 2016/17 Transit Services

Service	FY 2015/16 Revenue Hours	FY 2016/17 Annual Estimated Revenue Hours	FY 2016/17 Actual Revenue Hours	% of Estimate
Regular Local and Trunk Line	89,291	114,035	109,508	96%
Community Shuttles	39,659	42,965	42,395	99%
Local Supplemental School1	6,930	6,786	5,659	83%
Muir Woods Shuttle	4,673	4,950	4,316	87%
West Marin Stagecoach Service	16,245	16,500	16,171	98%
Fixed Route Subtotal	156,798	185,236	178,049	96%
Rural Dial A Ride	152	260	323	124%
Novato Dial-A-Ride	2,144	2,650	1,931	73%
Local Paratransit Service	56,539	62,455	54,262	87%
Regional Paratransit Service	9,726	10,560	8,301	79%
Yellow School Bus Service	6 buses	6 buses	6 buses	N/A
Service	FY2015/16 Annual Trips	FY2016/17 Annual Estimated Trips	FY2016/17 Actual Trips	% of Estimate
Catch a Ride	16,278	16,096	14,385	89%
Volunteer Driver	16,570	14,000	16,162	115%

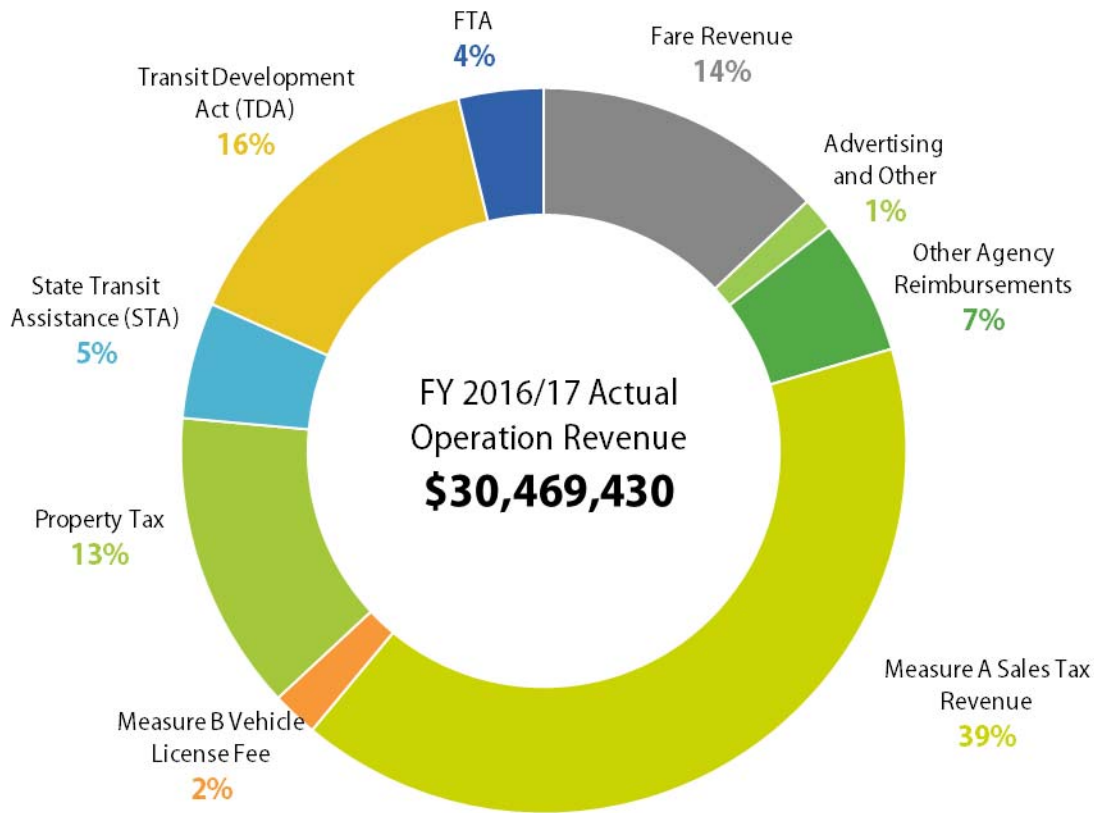
Table 3: Operations FY 2016/17 Actuals (Admin, Local, Rural & Marin Access)

	FY 2015/16 Actual	FY 2016/17 Budget - Revised	FY 2016/17 Actual	Percent Budget Used
Revenue				
Fare Revenue	3,967,387	4,026,199	3,942,532	98%
Advertising & Other Revenue	386,914	356,838	397,790	111%
Reimbursements (GGBHTD, WSW)	2,050,543	2,102,372	1,837,557	87%
Interest	14,044	8,910	51,968	583%
Measure A	10,668,263	12,873,329	12,265,745	95%
Measure A Interest	85,000	85,000	85,000	100%
Measure B	730,335	917,386	627,198	68%
Property Taxes	3,803,898	3,986,849	4,086,532	103%
Development Fees	52,032	33,959	57,964	171%
State Transit Assistance (STA)	1,316,134	1,666,660	1,576,690	95%
Transit Development Act (TDA)	4,562,778	4,640,233	4,440,516	96%
Other State	294,833	294,947	19,273	7%
FTA Funds	900,033	1,435,140	1,065,347	74%
National Park Service	150,865	176,690	89,010	50%
Transfers to Capital Budget	(7,930)	0	(73,692)	--
Total Revenue	28,975,129	32,604,512	30,469,430	93%
Expenses				
Salaries and Benefits	1,703,223	2,243,260	2,072,457	92%
Professional Service	268,485	520,014	325,848	63%
Professional Service- Legal	58,301	105,000	27,403	26%
Security and Maintenance	268,880	242,570	268,349	111%
Customer Service	407,388	760,154	559,208	74%
Indirect County Overhead	2,009	5,000	2,009	40%
Mobility Management Programs	51,728	49,270	4,770	10%
Office Supplies	133,684	170,620	170,781	100%
General Insurance	29,580	25,036	22,324	89%
Contract Service Operation	20,409,907	22,410,118	21,417,881	96%
Membership & Prof Development	23,809	57,927	25,322	44%
Mileage and Travel	13,122	22,430	15,883	71%
Marketing	127,154	229,773	114,823	50%
Communication	125,007	149,940	139,935	93%
Fuel	1,619,443	2,574,660	1,818,940	71%
Misc. Services	16,451	19,000	4,897	26%
Vehicle and Parking Leases	400	25,000	23,983	96%
Office - Rental and Overhead	94,469	98,000	96,668	99%
Partner Agency Pass Through	85,000	85,000	85,000	100%
Transfers to Capital Budget	(304,331)	(357,002)	(442,113)	124%
Total Expenses	25,133,709	29,435,770	26,754,368	91%
Net Revenue Over Expenditures	3,841,420	3,168,742	3,715,062	117%

Revenues

Marin Transit operations revenues were \$30,469,430 in FY 2016/17, an increase of \$1.5 million (5%) over the prior year (Table 3). 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 \$12.3 million dollars in Measure A for operations. Measure A funds are claimed on a reimbursement basis and are dependent on the District’s expenditures. This is the first year Marin Transit did not claim all available funds in Substrategy 1.3: Transit Services for those with Special Needs.

Figure 1: Operations Revenue Sources for FY 2016/17



Revenue variances of more than \$100,000 are shown in Table 4. Measure A local sales tax revenue was the biggest increase in operational revenue. The District claimed \$1.6 million (15%) more than the prior year due to service expansion. Property tax revenues continued to have strong growth in Marin County, and the District received \$282,634 more than the prior year. The District spent additional State Transit Assistance due to a one-time allocation of pass through revenue from TAM which was swapped for Measure A funds. Reimbursements from Golden Gate Bridge Highway and Transportation District (GGBHTD) went down due to

lower service demand on paratransit. Other State funds declined due to the receipt of Cap and Trade funds last year that were expended in FY2017. Additional Cap and Trade funding is anticipated in FY2018.

Table 4: Operations Revenue Variances >\$100,000 from Prior Year

Revenue Category	FY 2016/17 Actual	Variance from Prior Year		Notes
		Amount (\$)	%	
Reimbursements	\$1,837,557	(\$212,986)	-10%	GGBHTD reimbursements for local and regional paratransit costs are lower due to fewer
Measure A	\$12,265,745	\$1,597,482	15%	Service expansion in fixed route service was funded with prior year Measure A funds
Property Tax	\$4,086,532	\$282,634	7%	Continued strong growth of Marin County property tax
State Transit Assistance	\$1,576,690	\$260,556	20%	Increased due to one time allocation of pass through revenue from TAM lifeline funds
Transportation Development Act	\$4,440,516	(\$122,262)	-3%	Decreased due to lower state revenue allocations
Other State	\$19,273	(\$275,560)	-93%	Prior year included the receipt of Cap and Trade funds for operations.
FTA Operation Funds	\$1,065,347	\$165,314	18%	Less National Park Funding expended on Muir Woods Shuttle and lower expenditures on Mobility Management grants

Expenses

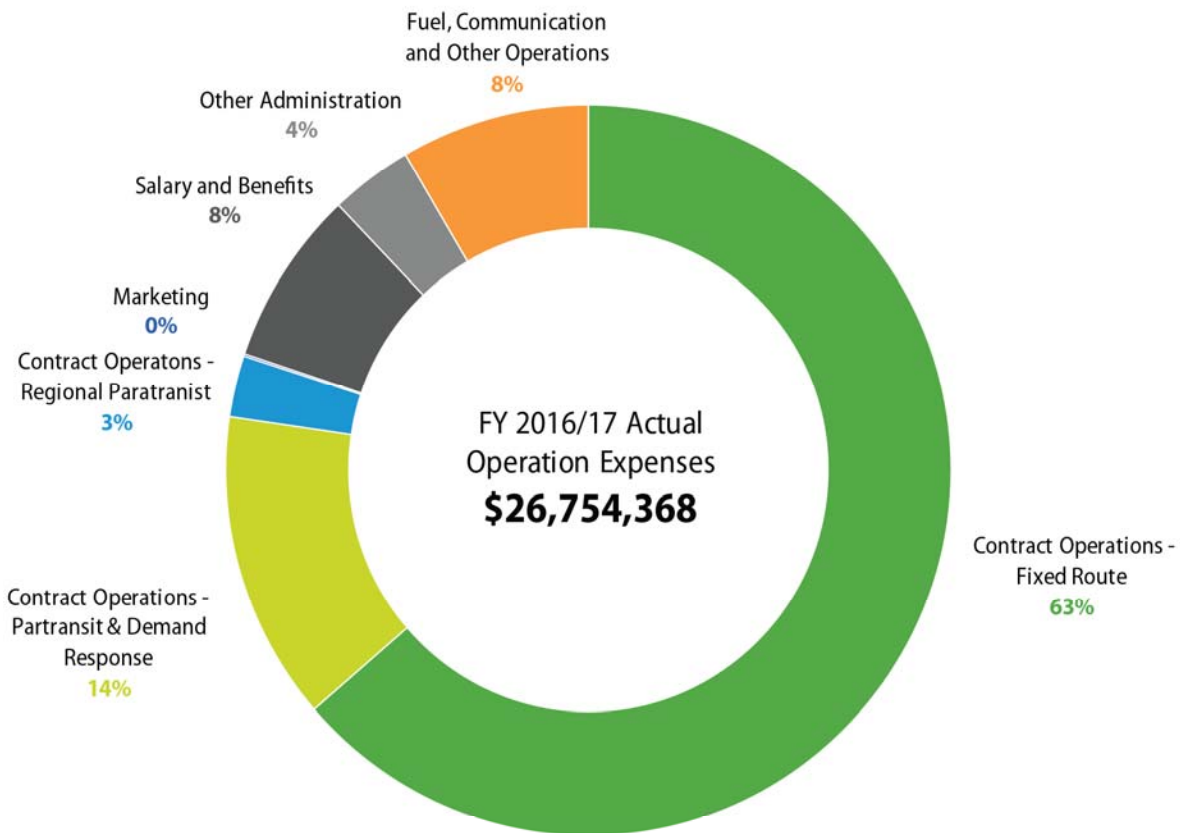
Marin Transit's FY 2016/17 operations expenses of \$26,754,368 (Table 3) were a 6% increase over FY2015/16 expenses and 9% below the budget. With these expenditures, the District provided fourteen percent (14%) more fixed route revenue hours than the prior year. Sixty-one percent of costs were for Contract Service Operations (Figure 2).

Expenses variations greater than \$100,000 from the prior year are shown in Table 5. A more detailed discussion of expenses is included in the program area budgets.

Table 5: Operations Expense Variances >\$100,000 from Prior Year

Revenue Category	FY 2016/17 Actual	Variance from Prior Year		Notes
		Amount (\$)	%	
Salary and Benefits	\$2,072,457	\$369,234	22%	MCTD had fewer vacant positions in FY2017
Customer Service	\$325,848	\$151,820	37%	
Contract Service Operation	\$21,417,881	\$1,007,974	5%	Expanded fixed route service
Fuel	\$1,818,940	\$199,497	12%	Expanded fixed route service on contracts with higher fuel prices
Cost Center Transfer	(\$442,113)	(\$137,782)	45%	These are costs transferred to the Capital budget. There was increased staff time working on Capital projects

Figure 2: Systemwide Operations Expense Categories for FY 2016/17



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 7% reflecting the economic recovery and increase in Marin County property values. Overall Administrative revenue increased 8%.

Marin Transit's Administrative expenses include staff salaries, benefits, and associated office space. Administrative costs were 87% of budget and increased 18% from the prior year. The increased costs were primarily related to new staff positions. In FY2016/17 Marin Transit hired a Capital Manager, Senior Operations Analyst, and an Accounting and Administrative Specialist. The Capital Manager was key to managing large capital projects, including construction of the Redwood and Grant Transit Facility. The Senior Operations Analyst is a new role in service delivery and contractor monitoring. The Accounting and Administrative Specialist was needed to provide support services to balance recent planning and operations staffing and program expansions.

Marin Transit ended FY2016/17 with 14.5 regular employee FTE's and one vacant position. Marin Transit also employed temp staff as greeters on the Muir Woods Shuttle. All regular employees working a minimum of 20 hours a week receive contributions to a Governmental 401(a) single employer defined contribution pension plan (the Plan). District contributions are based on years of service and are made into individual employee accounts under the Plan. A report of contributions, total balances, and investment returns is provided in Attachment 2.

Table 6: FY 2016/17 Actuals

		FY 2015/16 Actual	FY 2016/17 Budget Original	FY 2016/17 Budget Revised	FY 2016/17 Actual	Percent Budget Used
Revenue						
4070400	Interest	14,052	8,910	8,910	34,786	390%
4079950	Development Fees	15,634	13,582	13,582	17,940	132%
4079954	Residual ABX 126	36,398	20,377	20,377	40,024	196%
4080101	PropTax-CurrntSecured	3,351,726	3,563,269	3,563,269	3,577,553	100%
4080102	County Fee-Admin Basic Tax	(45,873)	(51,419)	(51,419)	(57,683)	112%
4080103	Property Tax-Unitary	32,057	31,878	31,878	33,188	104%
4080104	PropTax-CurrntUnSecur	67,380	66,581	66,581	72,363	109%
4080105	Educ Rev Augm Fund-Redist	296,376	279,500	279,500	365,940	131%
4080106	PropTax-Supp CY SECR	97,091	88,406	88,406	87,685	99%
4080107	PropTax-Supp Unsecured	1,099	1,149	1,149	1,149	100%
4080108	PropTax-Redemtion	1,547	2,516	2,516	3,561	142%
4080109	PropTax-Prior Unsecured	2,494	4,969	4,969	2,776	56%
4119940	Other State	283	208	208	840	404%
Subtotal Revenue		3,870,264	4,029,926	4,029,926	4,180,122	104%
4700001	Property Tax Transfer	(436,699)	(288,966)	(288,966)	(73,692)	26%
Net Revenue		3,433,565	3,740,960	3,740,960	4,106,430	110%
Expense						
5010200	Salaries	1,079,703	1,550,178	1,550,178	1,307,083	84%
5020000	Benefits	615,374	681,082	681,082	759,158	111%
5030301	Consultant Services	71,917	125,000	125,000	63,753	51%
5030304	Prof Services – Legal	29,546	105,000	105,000	27,403	26%
5030305	Prof Svcs - Audit	22,404	30,900	30,900	38,315	124%
5049901	Office Supplies	7,558	8,487	8,487	10,630	125%
5049902	Small Furn/Equip	10,644	12,360	12,360	7,876	64%
5049903	Software Maintenance	51,280	59,483	59,483	48,981	82%
5049904	Copier Suppl & Srvc	8,889	8,240	8,240	8,333	101%
5049905	Postage	2,576	2,500	2,500	2,492	100%
5049906	Computers	10,285	9,000	9,000	12,787	142%
5050201	Communication - Phone	25,572	28,000	28,000	23,854	85%
5060301	Insurance - Gen Liability	29,580	25,036	25,036	22,324	89%
5090101	Memberships & Prof Dev.	23,809	57,927	57,927	25,322	44%
5090202	Mileage and Travel	13,122	22,430	22,430	15,883	71%
5090801	Marketing	5,009	12,000	12,000	5,441	45%
5100401	County Fee - Special District	2,009	5,000	5,000	2,009	40%
5121200	Office Rental	94,469	98,000	98,000	96,668	99%
Subtotal Expense		2,103,746	2,840,623	2,840,623	2,478,312	87%
5100100	Salary/Benefit Transfers	(1,803,745)	(1,963,509)	(1,963,509)	(1,934,963)	99%
5100101	Transfer Overhead	(432,445)	(420,144)	(420,144)	(410,212)	98%
Net Expense		(132,444)	456,970	456,970	133,137	29%

Local Service

The Local Service budget (Table 6) includes all revenues and expenses related to the provision of fixed route service and general-purpose dial-a-ride (excluding rural service). Marin Transit expanded service in June 2016 by 19% (Figure 3). As a result, total expenses for local service increased \$2.0 million (11%) over the prior year. The costs increases were primarily in purchased transportation (\$1.6 million) and fuel (\$247,348). With the increased revenue hours, unlinked passenger trips did not increase (Figure 4). While the District would like to see increasing ridership, the changes focused on reducing transfers and many transit agencies are experienced ridership declines. The annual performance report has more analysis on ridership trends.

Marin Transit continued to operate a similar level of yellow school bus service as the previous year. The price of the yellow bus pass increased, and yellow bus fare revenue increased 17%.

Local Service revenues are primarily from State Transit Assistance (STA), Transit Development Act (TDA), Measure A, and fare revenue. There is an appearance of imbalance of revenues and expenditures in FY2016/17 due to expenditure of \$279,500 State – Low Carbon Transit Program funds that were recorded in the prior year.

Marin Transit expended the following discretionary grant funding for local service in FY 2016/17:

FY 2016/17 Funds	Total Grant Award	Program	Source
\$279,500	\$279,500	New limited/express service on Route 23x	State, Low Carbon Transit Program funds (receipt of funds was recorded in FY2015/16)
\$123,080	\$123,080	Preventative Maintenance	FTA 5307 funds programmed from MTC through Transit Sustainability Program in lieu of funding for the youth pass program
\$502,218	\$502,218	Transit Operations	State Transit Assistance programs through Transportation Authority of Marin/ MTC Lifeline program for Route 257 and funding swap.

Table 7: Local Service FY 2016/17 Actuals

		FY 2015/16 Actual	FY 2016/17 Budget Original	FY 2016/17 Budget Revised	FY 2016/17 Actual	Percent Budget Used
Revenue						
4020000	Special Fares - Paid by Another Agcy	250,798	242,000	242,000	269,244	111%
4030000	Yellow Bus Fares - Paid by Another Agcy	130,000	0	248,675	145,000	58%
4060301	Advertising Revenue	229,202	229,202	229,202	245,018	107%
4070301	Lease of Property	157,712	127,636	127,636	152,772	120%
4090101	Fee For Service	30,096	248,675	0	83,055	-
4092001	Measure A Sales Tax	7,575,766	9,214,741	9,214,741	9,025,404	98%
4092003	Measure A Sales tax - Interest	85,000	85,000	85,000	85,000	100%
4110101	State Transit Assistance- Pop. Based	403,908	283,659	283,659	221,043	78%
4110105	State Transit Assistance - Rev. Based	849,454	800,000	800,000	800,000	100%
4110102	Transportation Development Act (TDA)	4,562,778	4,640,233	4,640,233	4,440,516	96%
4110103	State Transit Assistance - Lifeline	0	528,650	528,650	502,218	95%
4119904	State - Low Carbon Transit Program	275,413	275,413	275,413	0	0%
4139910	Fed - FTA 5307 (JARC)	0	222,210	222,210	0	0%
4139912	Fed-FTA 5307 STP	0	123,080	123,080	123,080	100%
4139951	National Park Service	121,412	176,690	176,690	87,654	50%
4139961	Fed-FTA 5304 State Planning	17,875	0	0	0	-
4140100	Fare Revenue	2,844,801	3,067,873	3,067,873	2,772,615	90%
4140105	Fare Revenue -- Yellow Bus	280,880	280,000	280,000	328,066	117%
Subtotal Revenue		17,815,095	20,545,062	20,545,062	19,280,685	94%
4700002	Program Revenue Transfer	84,073	100,000	100,000	77,810	78%
Total Revenue		17,899,168	20,645,062	20,645,062	19,358,495	94%
Expense						
5010200	Salaries and Benefits	8,146	12,000	12,000	6,216	52%
5030301	Consultant Services	89,747	218,000	193,000	144,334	75%
5030310	Fare Processing Charges	35,010	30,000	30,000	45,802	153%
5030320	Customer Service	274,305	310,154	310,154	279,495	90%
5030602	Custodial Service	14,923	17,000	17,000	14,824	87%
5030701	Security Services	253,957	225,570	225,570	253,525	112%
5040101	Fuel	999,401	1,733,163	1,733,163	1,246,749	72%
5049903	Software	0	0	25,000	23,965	96%
5050205	Communication-AVL	52,128	66,341	66,341	59,701	90%
5050206	Communication-Data	2,323	5,000	5,000	11,496	230%
5080101	Purchased Transportation	13,734,693	15,792,912	15,792,912	15,336,943	97%
5080103	Yellow Bus School Service	587,129	607,435	582,435	593,822	102%
5090801	Marketing	79,140	95,481	95,481	71,726	75%
5100404	Expense Transfer - GGT Wave	85,000	85,000	85,000	85,000	100%
5120401	Capital Leases (Parking and Vehicles)	400	0	25,000	23,983	96%
5122010	Signs	16,451	19,000	19,000	4,897	26%
Subtotal Expense		16,232,753	19,217,056	19,217,056	18,202,478	95%
5100100	Salary/Benefit Transfers	1,121,960	1,190,005	1,190,005	1,181,049	99%
5100101	Overhead Transfer	269,046	238,001	238,001	250,382	105%
Total Expense		17,623,759	20,645,062	20,645,062	19,633,909	95%

Figure 3: Local Revenue Service Hours by Program

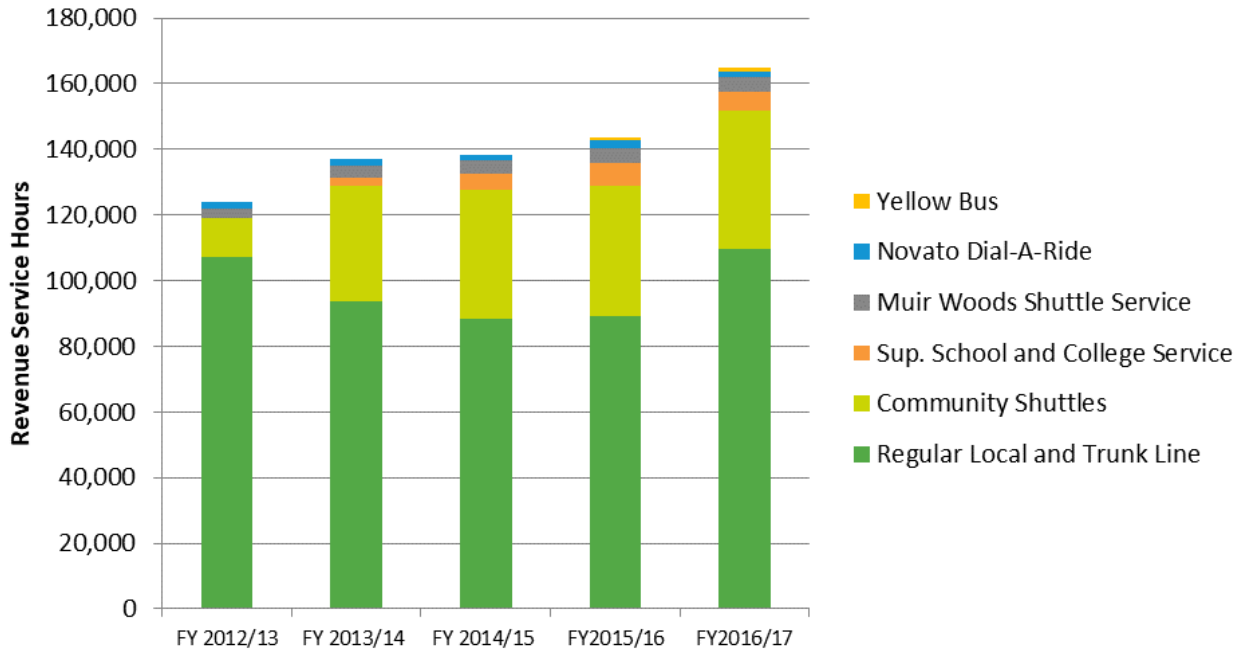
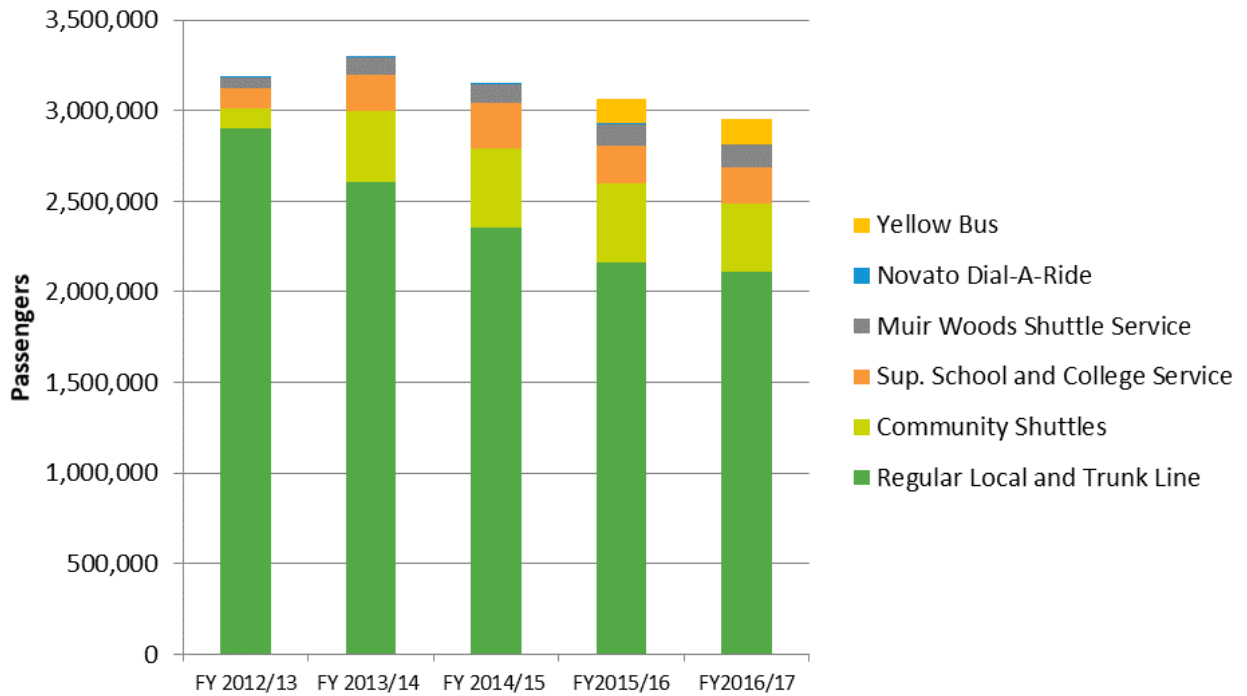


Figure 4: Unlinked Passenger Trips by Program



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). All Rural revenues and expenses are shown in Table 8. Program costs increased 11% from the prior year. The cost increase was primarily in purchased transportation and due to the District deploying a more accurate allocation of contract fixed fees to the program.

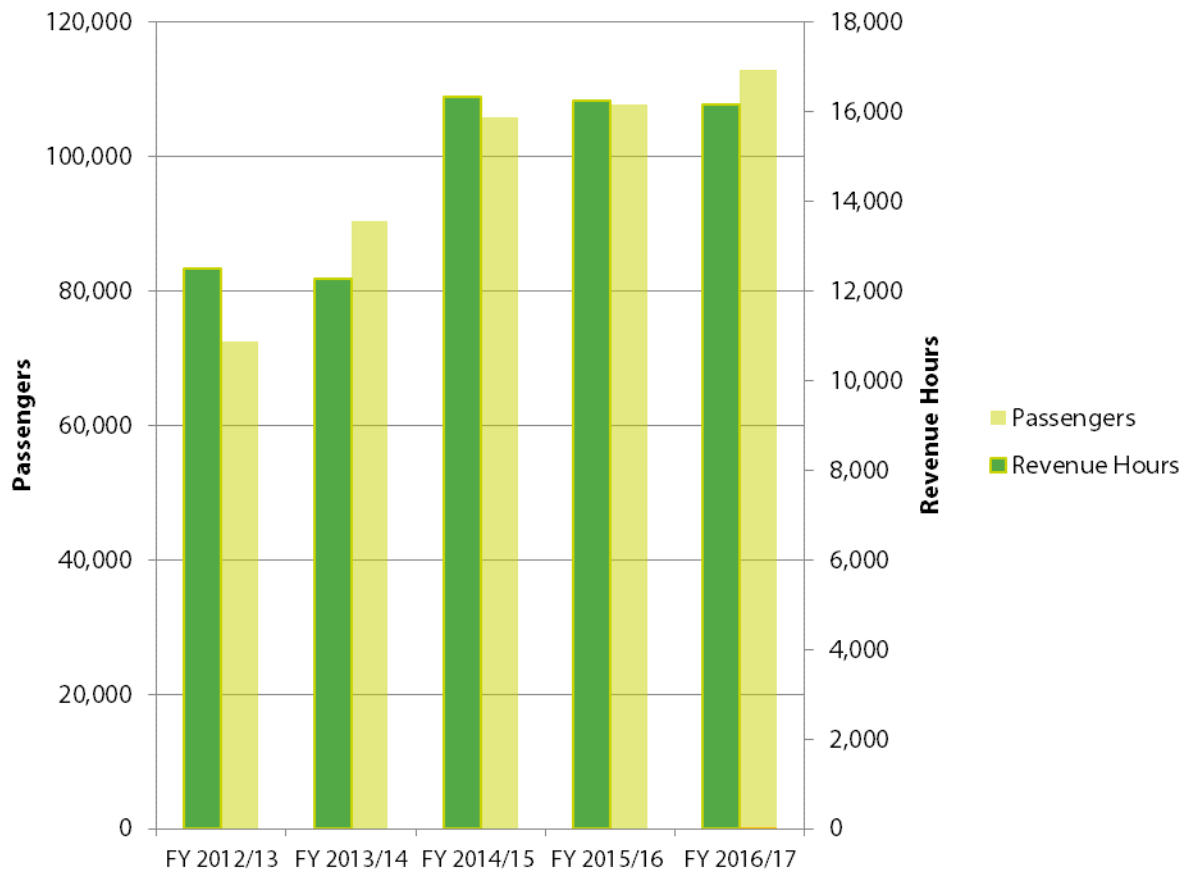
As part of a strategic initiative, Marin Transit increased rural revenue service hours by 33% at the end of FY2013/14 to respond to demand for additional peak weekend service and expend sales tax reserve in the Measure A Rural Substrategy within a five-year period. Marin Transit has maintained the expanded service level that started in FY2013/14 (Figure 5). Unlinked passenger trips increased 5%. Marin Transit provided double the number of rural dial-a-ride hours (300 hours). However, this service remains a very small component of the rural program.

Marin Transit expended \$718,000 current year and \$343,000 in prior year Rural Measure A sales tax funds (Substrategy 1.2). At the end of the FY2016/17, Marin Transit has a balance of about \$700,000 in unspent rural Measure A that is held in reserve by TAM. At the current expenditure rate, Marin Transit will have two additional years of reserve funding. After that, the District will need to either reduce service or allocate property tax revenues to maintain service levels.

Table 8: Rural Service FY 2016/17 Actuals

		FY 2015/16 Actual	FY 2016/17 Budget Original	FY 2016/17 Budget Revised	FY 2016/17 Actual	Percent Budget Used
Revenue						
4092001	Measure A Sales Tax	888,950	1,094,151	1,094,151	1,061,315	97%
4139920	Fed-FTA 5311 Rural	201,366	210,793	210,793	206,437	98%
4139951	National Park Service	29,453	0	0	1,355	-
4140100	Fare Revenue	135,574	137,604	137,604	121,370	88%
Total Revenue		1,255,343	1,442,548	1,442,548	1,390,477	96%
Expense						
5030301	Consultant Services	5,463	15,914	15,914	3,697	23%
5030310	Fare Processing Charges	1,095	1,200	1,200	0	0%
5040101	Fuel	181,657	211,871	211,871	155,735	74%
5050205	Communication-AVL	13,898	16,000	16,000	12,743	80%
5050206	Communication-Data	762	1,000	1,000	831	83%
5080101	Purchased Transportation	900,476	1,035,609	1,035,609	1,096,113	106%
5080102	Purchased Transportation-Excluded	29,453	0	0	1,355	-
5090801	Marketing	21,690	30,000	30,000	15,565	52%
Subtotal Expense		1,154,494	1,311,594	1,311,594	1,286,039	98%
5100100	Salary/Benefit Transfers	81,344	104,125	104,125	86,169	83%
5100101	Transfer Overhead	19,506	26,828	26,828	18,268	68%
Total Expenditures		1,255,344	1,442,547	1,442,547	1,390,476	96%

Figure 5: Rural Stagecoach Revenue Hours and Unlinked Passenger Trips



Marin Access (Paratransit and Mobility Management)

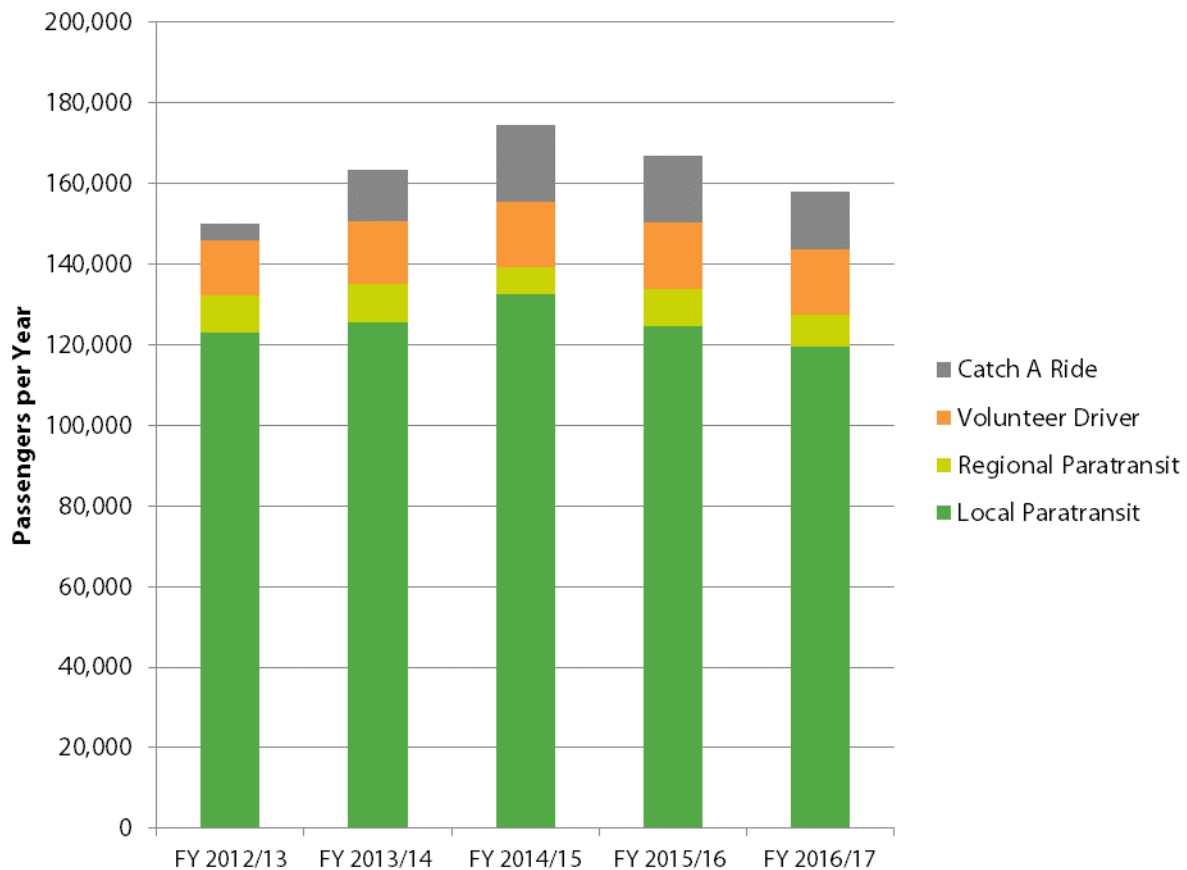
The Marin Access FY2016/17 actuals (Table 9) include revenues and expenses for Paratransit Services for both Local and Regional trips (Intra- and Inter-county) and Marin Transit’s mobility management programs for the County’s older adults, people with disabilities and, low-income residents.

After experiencing rapid and sustained increases in demand that at times exceeded 5% per year, local paratransit ridership and corresponding revenue hours declined for the second year in a row. In FY2016/17, Marin Transit provided 3% fewer local paratransit hours than the prior year and carried 4% fewer passengers (Figure 6).

This decrease in revenue hours, instead of a projected increase, caused Marin Access expenses to be 12% under budget. Marin Access regional paratransit is operated under contract on behalf of, and fully funded by GGBHTD. Regional paratransit experienced an even greater decrease in operated hours.

The District’s volunteer driver program carried a similar number of people to the prior year. Catch-A-Ride (subsidized taxi), experienced a second year of declining ridership due to the availability of taxis in Marin County. There is one more year on the current Catch-A-Ride operations contract and staff is looking at options for changing the program to increase the availability of same-day accessible transportation.

Figure 6: Paratransit Ridership



Measure A Sales tax is the largest single funding source for Marin Access. Due to declining revenue hours, this is the first year Marin Transit has not expended the full allocation of Measure A Substrategy 1.3 funds.

GGBHTD reimburses all direct costs for providing Regional Paratransit, and provides funding for about 25% of 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. In addition, Marin Transit pays for Marin Access programs with property tax, federal Americans with Disabilities Act (ADA) set aside Section 5307 funds, and additional grant funding. Marin Transit expended the following grant funds in FY 2016/17:

FY 2016/17 Funds	Total Grant Award	Program	Source
\$59,661	\$160,436	Isolated Populations – Traditional Volunteer Driver	Federal Section 5317 New Freedom (Cycle 5)
\$59,661	\$101,270	Travel Navigators	Federal Section 5310 Operating Assistance (including toll credits)
\$0	\$271,270	Catch-A-Ride	Federal Section 5310 Operating Assistance (including toll credits)

Table 9: Marin Access FY 2016/17 Actuals

		FY 2015/16 Actual	FY 2016/17 Budget Original	FY 2016/17 Budget Revised	FY 2016/17 Actual	Percent Budget Used
Revenue						
4092001	Measure A Sales Tax	2,203,546	2,564,437	2,564,437	2,183,825	85%
4099950	Measure B	730,335	917,386	917,386	627,198	68%
4110101	State Transit Assistance	62,772	54,351	54,351	53,429	98%
4119910	State Prop Tx Relief HOPTR	19,138	19,326	19,326	18,953	98%
4139910	Fed-FTA 5307 Urbanized Area Formula	461,944	625,164	625,164	627,012	100%
4139915	Fed-FTA 5310 Mobility	137,113	186,270	186,270	49,157	26%
4139941	Fed-FTA 5317 New Freedom	81,735	67,623	67,623	59,661	88%
4140100	Fare Revenue	325,334	298,722	298,722	304,867	102%
4601001	Misc.-Reimbursement	20,901	30,318	30,318	8,841	29%
4601003	GGBHTD – Local Paratransit Payment	1,055,428	966,024	966,024	1,010,628	105%
4601004	GGBHTD – Regional Paratransit Payment	944,111	857,355	857,355	734,514	86%
Subtotal Revenue		6,042,357	6,586,976	6,586,976	5,678,085	86%
4700001	Property Tax Transfer	428,769	288,966	288,966	0	0%
4700002	Program Revenue Transfer	-84,073	-100,000	-100,000	-77,810	78%
Total Revenue		6,387,053	6,775,942	6,775,942	5,600,275	83%
Expense						
5030301	Consultant Services	71,605	124,000	124,000	29,947	24%
5030320	Customer Service	133,083	450,000	450,000	279,713	62%
5040101	Fuel	438,385	629,626	629,626	416,456	66%
5049903	Software	42,452	45,550	45,550	55,717	122%
5050203	Communication- Mobile Data Terminal	4,257	4,500	4,500	4,685	104%
5050204	Communication-MERA Radio	18,057	20,499	20,499	18,824	92%
5050206	Communication-Data	8,010	8,600	8,600	7,800	91%
5080101	Purchased Transportation	4,224,934	4,070,137	4,185,387	3,659,036	87%
5080102	Purchased Transportation - Regional	933,222	813,775	813,775	730,612	90%
5090801	Marketing	21,316	92,292	92,292	22,091	24%
5098001	Misc-Exp Transit User Training	5,000	9,270	9,270	4,770	51%
5098002	Gap Grant	28,931	40,000	40,000	0	0%
5098003	Low Income Rider Scholarships	17,796	0	0	0	-
Subtotal		5,947,048	6,308,249	6,423,499	5,229,651	81%
5100100	Salary/Benefit Transfers	354,899	371,877	371,877	302,966	81%
5100101	Transfer Overhead	85,105	95,815	95,815	64,229	67%
Total Expense		6,387,052	6,775,941	6,891,191	5,596,846	81%

Capital

Marin Transit's Capital Program includes all expenses related to purchasing and maintaining the transit system's capital assets (Table 10). 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 2016/17 Capital Report.

In FY 2016/17 Capital Expenditures were \$4.3 million. This includes the following major projects:

- Purchase of two (2) 29ft XHF vehicles
- Purchase of one (1) Rural shuttle vehicle
- Order placed for two (2) 40ft electric buses
- Construction of Downtown Novato Transit Facility replacement
- Automatic Vehicle Location (AVL) system expansion

The construction of the Downtown Novato Transit Facility was over half of the District's annual capital expenses and about two-third complete at the end of the fiscal year.

Capital Revenue

In FY 2016/17 Marin Transit's capital revenue profile was unusual because over half the program consisted of a construction project funded with state and local funds (Figure 7). Federal Section 5307 funds are available for 82% of vehicle costs and have historically been a larger percentage of the capital revenue. This year fewer vehicle procurements were completed, and the District was working on the largest construction project it has ever undertaken.

Marin Transit receives 6% of the local sales tax or around \$1.4 million per year for Capital expenditures. This year, the District expended just under a \$1 million in Measure A and has a balance of \$4.8 million in Measure A capital funding (held by TAM). The District has continued to be successful at leveraging local funds as the local match to state and federal grants. Marin Transit received \$3.4 million in state and federal funds for Capital projects that accounted for 77% of capital revenues (Figure 7).

Figure 7: Capital Revenue Sources

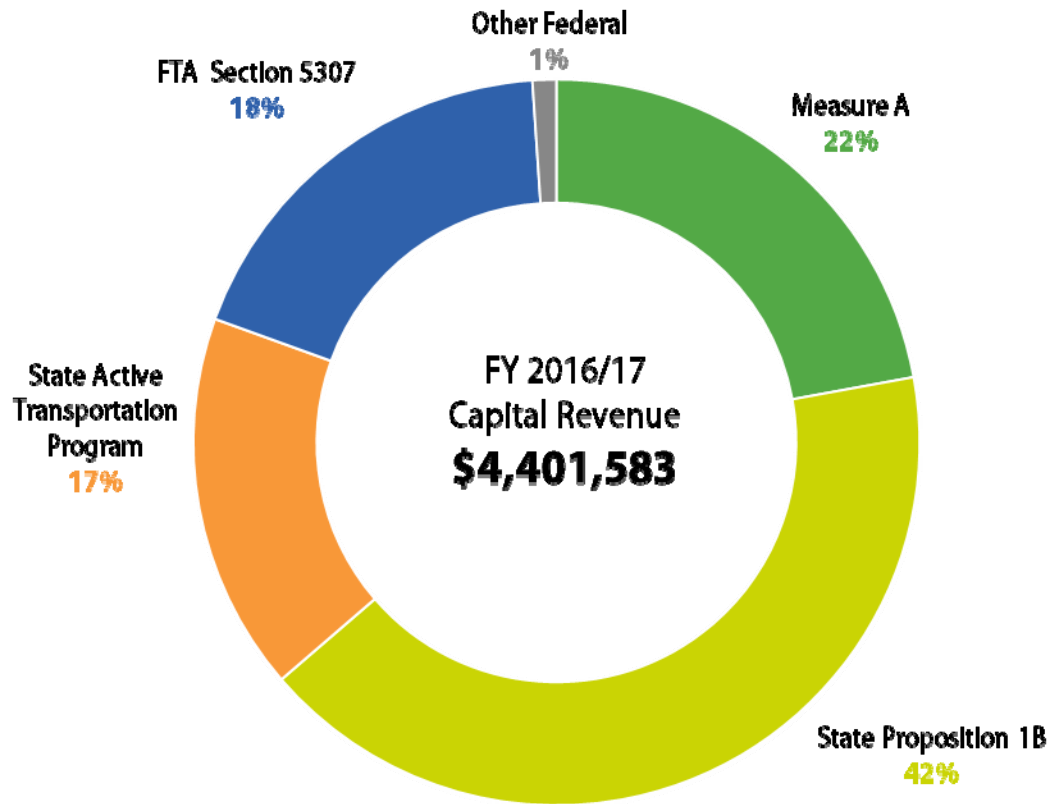


Table 10: Capital FY 2016/17 Actuals

		Total Project	Prior Years	FY 2016/17 Budget	FY2016/17 Budget Revised	Current Period Actual
SV	Purchase One Shuttle (replacement)	122,000	2,549	122,000	119,451	106,332
XH	Purchase Two 29ft XHF Vehicles (replacements)	944,000	0	944,000	944,000	718,165
LY	Purchase 10 - 40ft Hybrid Vehicles (replacements)	7,710,000	4,953	500,000	500,000	12,244
EV	Purchase Two Electric Vehicles (replacements)	1,527,000	0	1,527,000	1,662,022	35,730
	Subtotal Vehicles	10,303,000	7,502	3,093,000	3,225,473	872,471
BI	Bus Stop Improvements SGR	2,000,000	1,350,363	641,006	649,637	33,927
BS	Bus Stop Inventory Update	100,000	0	100,000	100,000	10,018
NC	Downtown Novato Stop Construction	4,700,000	62,337	3,205,000	4,637,663	2,597,988
BW	Muir Woods Infrastructure Improvements	638,000	95,271	542,729	542,729	10,976
	Subtotal Bus Stop Improvements	7,438,000	1,507,971	4,488,735	5,930,029	2,652,909
FC	Operations Facility	600,000	21,537	164,292	164,292	65,686
	Subtotal Admin and Operations Facilities	600,000	21,537	164,292	164,292	65,686
AX	AVL Expansion	150,000	0	150,000	150,000	134,872
SE	Security Cameras	100,000	235	100,000	99,765	99,236
OA	On Board Equipment-2016	210,000	44,044	180,638	165,957	6,471
OB	On Board Equipment-2015	430,472	312,558	187,739	117,915	52,686
TB	Mobility Management Technology Backbone	375,000	14,456	358,250	360,544	25,291
ME	MERA	28,000	0	28,000	28,000	27,314
RD	Radio Communication Upgrade	348,000	0	348,000	348,000	3,083
YC	Yellow Bus Technology Project	38,400	14,687	31,200	23,713	7,545
	Subtotal Technology Projects	1,679,872	385,980	1,383,827	1,293,894	356,498
GG	Golden Gate Capital Costs	150,000	-	150,000	150,000	20,660
BM	Bus Stop Maintenance	100,000	-	100,000	100,000	33,792
VR	Major Vehicle Repairs	303,000	-	303,000	303,000	122,345
IF	Infrastructure Support	250,000	-	250,000	250,000	222,760
CP	Capital Planning	200,000	-	200,000	200,000	54,463
	Subtotal Ongoing Capital Expenses	1,003,000	N/A	1,003,000	1,003,000	454,020
Total Expenditures		21,023,872	1,922,990	10,132,854	11,616,688	4,401,584

Attachment 1: FY 2016/17 Budget Amendments

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
2017-01	8/15/2016	Increase Redwood and Grant Construction Budget to reflect updates to the Engineers estimates and recognize \$311,000 in additional OBAG funding from TAM and \$208,520 in State PTMISEA funding transferred to the project.	Capital	CPT	NC	Total Project	\$3,255,000	+\$245,000	\$3,500,000
FY17-02	1/23/2017	Correct project codes.	Capital	Capital	LZ to LY			0	
			Capital	Capital	MW to BW			0	
			Capital	Capital	AV to AX			0	
			Capital	Capital	SQ to SE			0	
FY17-03	1/23/2017	Roll forward of unspent FY2016 Capital Project budgets and update all Prior Years and Total Budgets	Capital	Capital	SV	5230101 Vehicles	\$122,000	(\$2,549)	\$119,451
					BI	5230101 Bus Stops	\$641,006	\$8,631	\$649,637
					OB	5230102 Equipment	\$187,739	(\$69,824)	\$117,915
					OA	5230102 Equipment	\$209,523	(\$14,681)	\$168,948
					TB	5230102 Equipment	\$358,250	\$2,294	\$360,544
					YC	5230102 Equipment	\$31,200	(\$7,487)	\$23,713
					SE	5230102 Equipment	\$100,000	(\$235)	\$99,765
					NC	5230104 Facility and Stops	\$3,205,000	(\$12,337)	\$3,192,663
FY17-04	11/21/2016	Redwood and Grant – Increase construction budget and add \$1,120,000 in Measure A reserve funds and \$80,000 in Measure A transit capital funds	Capital	Capital	NC	Total Project	\$3,500,000	\$1,200,000	\$4,700,000
					NC	5230104 Facility and Stops	\$3,192,663	\$1,200,000	\$4,392,663
					NC	4092002 Measure A Capital	\$219,284	\$1,200,000	\$1,419,284

FY17-05	11/21/2016	Increase total project budget for electric vehicles	Capital	Capital	EV	Total Project	\$1,527,000	\$135,022	\$1.662.022
FY17-06 (renumbered)	1/23/2016	Shift Purchase Transportation funds for yellow bus to yellow bus parking lease	Operations	YLR	YL	5080103 Yellow Bus Contract Service	\$607,435	(\$25,000)	\$582,435
						5120401 Revenue Vehicle Parking Lease	0	+\$25,000	\$25,000
FY17-07	1/23/2017	Move professional service budget to software to fund purchase of Remix software for route analysis and planning.	Operations	LFR	NA	5030301 Professional Services	\$218,000	(\$25,000)	\$193,000
					NA	5049904 Software	\$0	+\$25,000	\$25,000
FY17-08	1/23/2017	Increase Catch-A-Ride Budget for increased provider incentives	Operations	CAR	MB	5080101 Purchased Transportation in Report	\$300,000	+\$115,250	\$415,250
FY17-09	2/27/2017	Add additional PTMISEA revenue to RGTIP project from completed projects (\$28,023 from FY17 projects and \$12,624 from prior year projects), replacing existing Measure A Capital funding on the RGTIP project.	Capital	CPT	NC	4119901 PTMISEA revenue	\$1,980,716	+\$40,647	\$2,021,363
					PZ/PV	4119901 PTMISEA revenue	\$271,810	(\$28,023)	243,787
					NC	4092002 Measure A – CAP	\$1,419,284	(\$40,647)	\$1,378,637

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

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

Investment Balances

	July1, 2015 – June 30, 2016	July1, 2016 – June 30, 2017
Starting Balance	\$275,702	\$452,069
Contributions¹	\$175,923	\$196,355
Earnings	\$442	\$66,387
Ending Balance	\$452,069	\$668,469
Estimated Average Annual Rate of Return²	-1%	12%
Total Participants	15	17
Active Participants	13	15
Tier 1(15%)	8	7
Tier 2 (13%)	2	2
Tier 3 (10%)	4	6

¹ Through 6/30 payroll (full accrual basis)

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

Capital Projects Report FY2016/17

This capital project report provides detail for FY2016/17. 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 FY2017	Total Project Expenditures
Vehicles	\$10,303,000	\$872,471	\$879,973
Bus Stop Improvements	\$7,438,000	\$2,652,909	\$4,160,880
Facility	\$600,000	\$65,686	\$87,223
Technology Projects	\$1,679,872	\$356,498	\$727,791
Ongoing Capital Expenses	\$1,003,000	\$454,020	\$454,020 (annual)
	\$21,023,872	\$4,401,584	\$6,309,887

Shuttle Vehicles **Total Project Budget \$122,000**

Concept: Purchase one shuttle vehicle

Funding: \$100,040 Federal Section 5307
\$21,960 Measure A

Description: Replace one shuttle vehicle that is beyond its useful lives.

Status: This vehicle is now in revenue service and the project is completed.



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>	
SV	\$122,000	\$108,881	100%	Jan-17	

Purchase Two 29ft XHF Vehicles **Total Project Budget \$944,000**

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

Funding: \$487,080 Federal Section 5307
\$11,019 Other Federal Proceeds
\$445,901 Measure A

Description: Two vehicles will be purchased for service on the Stagecoach. One is a replacement for a cutaway vehicle and the other is replacement of a 40ft vehicle operated by Golden Gate. The 29ft vehicle is more flexible for use on rural routes.



VEHICLES

Status: Vehicles were delivered in March 2017 and are now in revenue service.

<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>	
XH	\$944,000	\$718,165	100%	Jun-17	

VEHICLES

Replace Ten 40ft Vehicles with Hybrid Vehicles **Total Project Budget \$7,710,000**

Concept: Purchase ten 40ft Hybrid Vehicles
Funding: \$8,218,860 Federal Section 5307
 \$1,804,140 Measure A



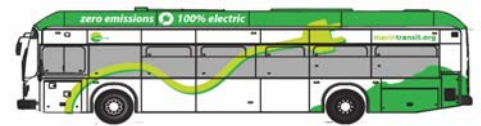
Description: Replace ten 40 ft vehicles that are beyond their useful life.
Status: Board authorized purchase in March 2016. Vehicles will be delivered December 2017- January 2018

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
LY	\$7,710,000	\$17,197	0%	Apr-18

VEHICLES

Purchase Two Electric Vehicles **Total Project Budget \$1,527,000**

Concept: Purchase Two Electric Vehicles
Funding: \$1,190,640 Federal Section 5307
 \$75,000 Transportation Authority of Marin
 \$260,360 Measure A



Description: Replace two 40 ft vehicles beyond their useful life with battery electric vehicles
Status: Board authority to purchase the vehicles was given in November 2016 and the vehicle order has been placed with BYD Motors. Vehicle delivery has been delayed to early 2018.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
EV	\$1,527,000	\$35,730	2%	Apr-18

BUS STOP IMPROVEMENTS

Bus Stop Improvements (State of Good Repair) **Total Project Budget \$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). Phase 3: Additional bus stop improvements of up to 10 stops

Status: Phase 1 - complete. Phase 2 - complete. Phase 3 - Mark Thomas & Co is developing plans for additional stop improvements.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Phase 3</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Anticipated Completion</u>
BI	\$2,000,000	\$1,384,290	69%	Jun-18



BUS STOP IMPROVEMENTS

Downtown Novato Bus Stop Improvements- Construction **Total Project Budget \$4,700,000**

Concept: Construct Downtown Novato Bus Stop Improvement Project

Funding: \$1,980,716 PTMISEA
 \$989,000 ATP Grant
 \$299,284 Measure A
 \$1,120,000 Measure A Reserve
 \$311,000 OBAG2



Description: Redwood and Grant Transit Improvement Project is a safety and operations-improving upgrade project to a bus stop in Downtown Novato.

Status: The construction contract was awarded in November to Thompson Builders Corporation and the Conservation Corps North Bay. Construction started in January 2017 with tree removal, curbside modifications, demolition and transition of bus services from the median to Redwood Blvd curbsides. Facility construction continued through June with underground installations, shelter development and bioretention projects.

<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	\$4,700,000	\$2,660,325	57%	Dec-17

Muir Woods Infrastructure Improvements **Total Project Budget \$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. Signage and additional passenger waiting amenities were installed at the Pohono Park and Ride lot. Purchase of a Mobile Information Kiosk was approved in May 2017. Marin Transit continues work 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</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
BW	\$638,000	\$106,247	17%	Jul-18

BUS STOP IMPROVEMENTS



BUS STOP IMPROVEMENTS

Bus Stop Conditions Update **Total Project Budget \$100,000**

Concept: Update District Bus Stop Inventory

Funding: \$100,000 Measure A

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

Status: Marin Transit hired a consultant to complete the inventory.

<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	\$10,018	10%	Dec-17	

ADMIN AND OPERATIONS FACILITY

Maintenance Facility - Project Development **Total Project Budget \$600,000**

Concept: Develop a maintenance facility

Funding: \$447,189 Measure A
\$122,249 FTA 5307

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. Marin Transit was awarded a federal discretionary grant for \$4.4 million for the right of way aquisition. This funding will be added to this project. Consultants prepared a preliminary space needs analysis for the Districts operations and maintenance needs.

<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>
FC	\$600,000	\$87,223	15%	NA	



TECHNOLOGY PROJECTS

Total Project Budget \$1,679,872

TECHNOLOGY PROJECTS

Concept: District technology projects
Funding: \$300,000 Federal Job Access Funds (JARC)
 \$384,580 Federal Section 5307
 \$995,292 Measure A



<u>Projects:</u>		<u>Total Project</u>	<u>Expended to</u>
		<u>Cost</u>	<u>Date</u>
AX	AVL Expansion	\$150,000	\$134,872
SE	Security Cameras	\$100,000	\$99,471
OA	On Board Equipment 2016	\$210,000	\$50,515
OB	Associated On-Board Equipment-2015	\$430,472	\$365,244
TB	Mobility Technology Backbone	\$375,000	\$39,747
ME	MERA	\$28,000	\$27,314
RD	Radio Communication Upgrades	\$348,000	\$3,083
YC	School AVL	\$38,400	\$7,545

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

Ongoing Capital Expenses

Annual Budget \$1,003,000

ONGOING CAPITAL EXPENSES

Concept: Ongoing capital expenses
Funding: \$1,003,000 Measure A

<u>Projects:</u>		<u>Total Project</u>	<u>Annual Budget</u>	<u>Expended in</u>
		<u>Budgets</u>		<u>FY2017</u>
GG	Golden Gate Capital Costs	\$150,000	\$150,000	\$20,660
BM	Bus Stop Maintenance	\$100,000	\$100,000	\$33,792
VR	Major Vehicle Repairs	\$303,000	\$303,000	\$122,345
IF	Infrastructure Support	\$250,000	\$250,000	\$222,760
CP	Capital Planning	\$200,000	\$200,000	\$54,463

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.