

Chapter 5: Financial Plan

Operating Budget

Marin Transit forecasts revenues and expenses for the 10-year period based on current contract rates, annual escalations, historical trends, and partner agency revenue projections. Marin Transit is currently in a strong financial position with a fully-funded operations reserve equivalent to six months of operations expenses. Marin Transit has been able to rebuild its reserve due in part to a new intergovernmental agreement with Golden Gate Bridge Highway & Transportation District (effective July 1, 2015) with lower contract operations costs and a new competitively bid contract for paratransit service that lowered contract rates by 20 percent (effective January 1, 2016).

Financial Outlook

The financial plan includes revenue and expenditure projections for the District for a 10-year period through FY 2026/27. Marin Transit will continue to be in a strong financial position for several years. That position erodes over time due to increasing costs that are projected to grow faster than revenues. While the financial plan provides for significant cost increases when contract terms end over the SRTP period, Marin Transit's projected costs are uncertain. Later this year, the District will conduct a competitive procurement for two service contracts with a contract start of July 1, 2018.

While the District's current revenues exceed expenses, Marin Transit is not planning for any additional expansion of fixed route service in this SRTP. Marin Transit expanded fixed route service by almost 20 percent in June 2016 and continues to monitor and evaluate that new service. There are several factors that create financial uncertainty and preclude the District from considering future expansion. These include the following:

- Unless reauthorized by voters, Measure A local transportation sales tax funding ends within this SRTP period;
- Marin Transit does not own a vehicle maintenance and storage facility;
- Marin Transit will re-bid over 50% of its fixed route service contracts in FY2017/18; and
- Marin County is experiencing a tight labor market that is putting a strain on contract employee retention and wages.

Local Sales Tax Funding (Measure A)

This is the first time the SRTP extends beyond the term of the Measure A local transportation sales tax. The final year of the 20-year local sales tax measure is FY 2024/25. Since there is no extension of the measure, the Plan shows a significant loss in the last two Plan years of \$13.5 million per year or 40 percent of District operating funds. To show the impact of this revenue loss, the Plan maintains the same service levels. The District is projected to expend almost all its reserves in FY 2025/26 and will have a \$16 million deficit in the last year of the Plan.

The Plan illustrates the importance of extending Measure A or replacing it with a new local sales tax that contributes significant funding towards local transit. Without replacement or extension of Measure A, the District will begin to scale back local transit service three to five years before the sales tax sunsets—as soon as FY 2019/20.

Service Contracts

The majority of Marin Transit expenses are for contract service operations. The Golden Gate Bridge Highway & Transportation District (GGBHTD) continues to be a primary contractor for Marin Transit and operates approximately half of Marin Transit's fixed route service. The previous SRTP included the lower cost structure for GGBHTD operations in the July 1, 2015 contract, and these rates will escalate by 2.7 percent through June 2022.

The remaining fixed route hours consist of: Shuttle operations (26%), Muir Woods shuttle service (3%), Supplemental School service (4%), and other local routes operated by Marin Airporter and MV Transportation (19%). Both contracts expire in June 2018, and staff will put these contracts out to bid this Fall. To obtain the most competitive price proposals, Marin Transit will need to provide improved and/or expanded bus parking and maintenance facilities. While the Capital plan includes the project to purchase land and construct a maintenance facility, the facility is unlikely to be available for the start of these new contracts.

As peak-only services, Supplemental School and the Muir Woods Shuttle can be challenging to operate. This may lead to price premiums to account for split shifts and difficulty in scheduling drivers. There is significant uncertainty in projecting pricing in a competitive bid process due to the unresolved bus parking and maintenance facility needs. As a result, the financial model includes a significant escalation in pricing for the new contracts.

Paratransit service growth and costs are a significant challenge to maintaining balanced revenues and expenditures. Through a competitive bid process, Marin Transit awarded a new Marin Access paratransit contract that reduced costs by 20 percent. Three factors have brought paratransit costs back in balance with revenues. These include: the recent reduction in demand for paratransit service, additional funding for shared paratransit service from GGBHTD, and the new contract's fixed and variable rates. The Financial plan reflects the new level of service and the new contract rates.

Labor Market in Marin County

As the economy continues to strengthen, Marin Transit contractors have faced increasing difficulties in hiring and retaining drivers, mechanics, and other frontline staff. The unemployment rate in Marin County was 2.6 percent in May 2017¹, compared to an unadjusted unemployment rate of 4.2 percent for California. The cost of living in Marin County is 77 percent higher than in Sonoma County and 23 percent higher than in Alameda County².

If contractors continue to struggle with vacant positions, their service delivery and performance suffer. Marin Transit is considering contract adjustments to increase wages for the remaining one-year term for local fixed routes services not operated by GGBHTD. Marin Transit is also reviewing the terms of the 2016 paratransit contract to ensure it includes appropriate pay scales to limit staff turnover.

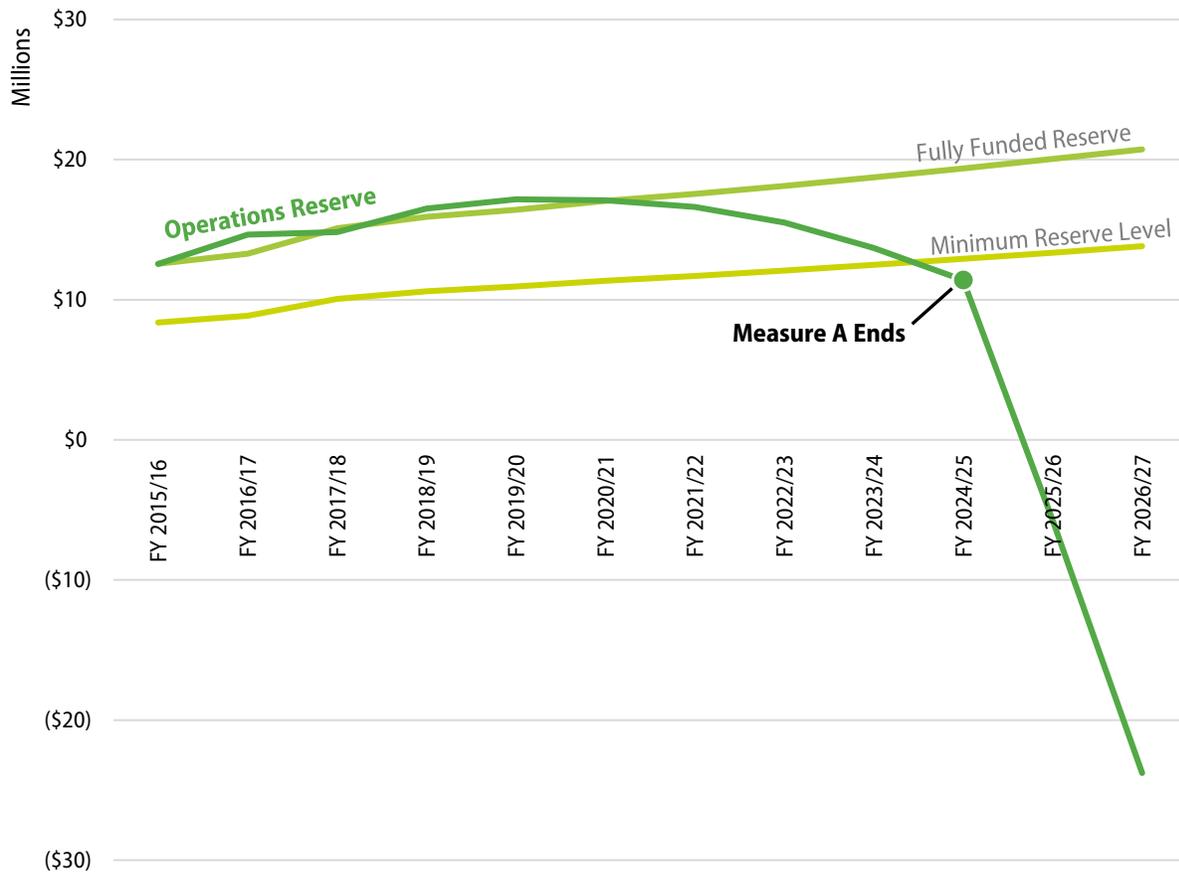
¹ State of California, Employment Development Department

² 2016 Data from www.bestplaces.net

Figure 5-1: Projected Operations Revenues and Expenditures



Figure 5-2: District Reserve Level



Operations Expenses

Since Marin Transit operates service using contract operators, the majority of operation expenses are tied to large contracts (Table 5-1). Combined with fuel and equipment, contract operations are 78 percent of District operations costs (Figure 5-3). The 10-year summary of operating expenditures and revenues are shown in Table 5-2.

Table 5-1: Service Contract Summary

Service	Contractor	Term / (options)	End Date (including Options)	Annual Cost
Large Bus	Golden Gate Transit	5 year / (2-1 year)	June 2022	\$11,100,000
Community Shuttles/Large Bus	Marin Airporter	5 year / (2-1 year)	June 2018	\$4,500,000
Rural, Muir Woods Shuttle, Supplemental School, Large Bus	MV Transportation	5 year / (2-1 year) ⁽¹⁾	June 2018	\$1,300,000
Demand Response	Whistlestop Wheels	4.5 year / (2-1 year)	June 2021	\$5,300,000

Notes:

(1) Added an additional 6 months to move contract to the fiscal year.

Forty-four percent of Marin Transit’s fixed route service is operated by Golden Gate Transit through an intergovernmental agreement. This is down from 60 percent in FY 2014/15. This agreement is comprehensive in its scope and includes operating and maintenance requirements, revenue apportionment, vehicle purchase terms, and a capital contribution. The remainder of Marin Transit’s service is competitively procured using a request for proposal (RFP) process to ensure high quality service and competitive rates.

Both of Marin Transit’s other fixed route operations contracts expire June 30, 2018. Staff will release a Request for Proposals in late 2017. The new contract or contracts will include the operations of the 56 percent of the fixed route service: the community shuttles, Rural Stagecoach service, Muir Woods Shuttle service, supplemental school service, and some traditional fixed route service.

The existing contracts for these services have contract rates significantly lower than the contract rate in the Golden Gate Transit interagency agreement (Table 5-1). The new contract rate will significant affect the District’s long-term financial outlook.

The services in the new contract(s) include many specialized and peak-period services that can require higher cost premiums. As stated, the operations of these services rely on contractor-provided maintenance and parking facilities.

Figure 5-3: 10-Year Operations Expenses by Type

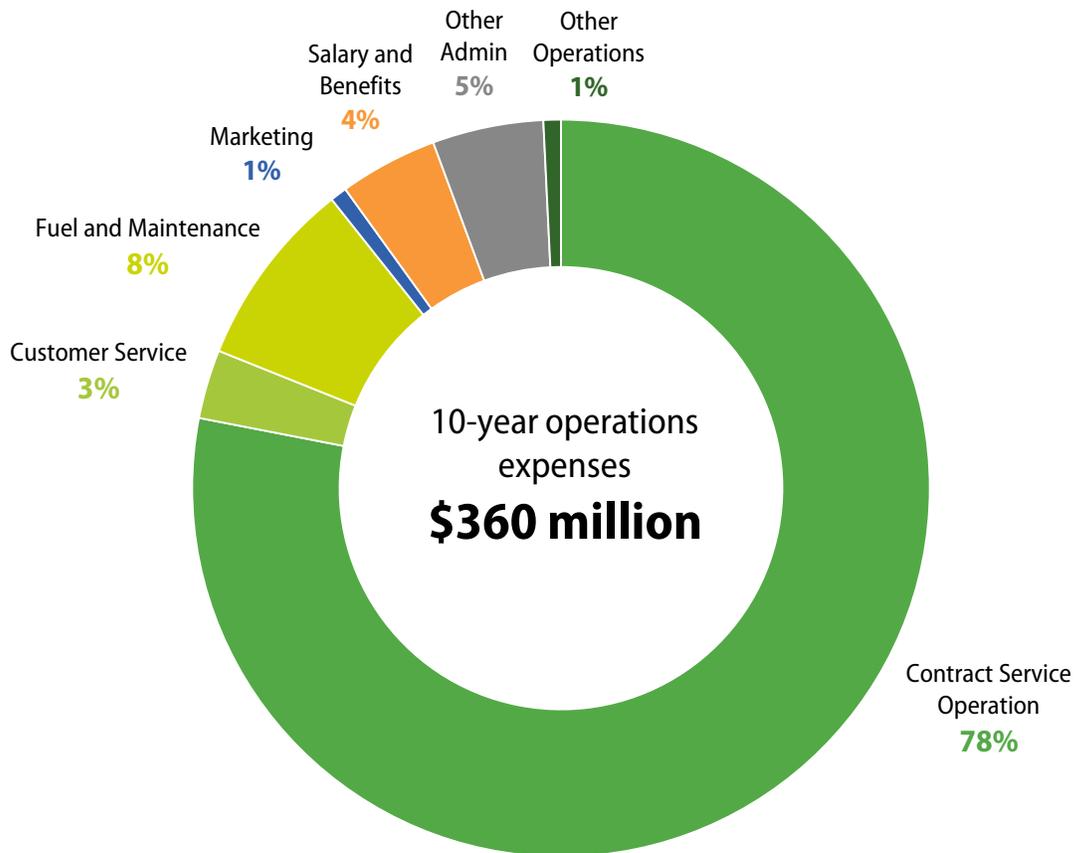


Table 5-2: 10-Year Financial Projection

Fiscal Year	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
LOCAL SERVICE										
Large Bus Service										
Planned Revenue Hours	122,800	122,800	122,800	122,800	122,800	122,800	122,800	122,800	122,800	122,800
Hourly Cost	\$131.25	\$135.32	\$139.26	\$143.26	\$147.39	\$151.63	\$156.00	\$160.49	\$165.12	\$169.89
Shuttle Service										
Planned Revenue Hours	43,500	43,500	43,500	43,500	43,500	43,500	43,500	43,500	43,500	43,500
Hourly Cost	\$90.22	\$97.37	\$100.55	\$103.79	\$107.13	\$110.58	\$114.16	\$117.85	\$121.67	\$125.62
Muir Woods Shuttle Service										
Planned Revenue Hours	4,950	4,950	4,950	4,950	4,950	4,950	4,950	4,950	4,950	4,950
Hourly Cost	\$106.37	\$116.00	\$119.69	\$123.44	\$127.33	\$131.93	\$136.09	\$140.39	\$144.85	\$149.46
Novato General Purpose Dial-a-Ride										
Planned Revenue Hours	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400
Hourly Cost	\$64.05	\$64.98	\$66.28	\$67.63	\$68.63	\$69.94	\$71.26	\$72.65	\$74.07	\$75.54
Total Fixed Route Operating Expenses	\$20,520,058	\$21,527,350	\$22,176,879	\$22,836,411	\$23,515,609	\$24,219,210	\$24,941,861	\$25,686,797	\$26,455,118	\$27,247,211
Yellow School Bus Service										
Buses	6	6	6	6	6	6	6	6	6	6
Total Yellow School Bus Operating Expenses	\$850,972	\$979,428	\$1,009,792	\$1,041,059	\$1,073,353	\$1,106,609	\$1,140,955	\$1,176,328	\$1,212,860	\$1,250,485
PARATRANSIT & MARIN ACCESS TRANSIT										
Intracounty Paratransit										
Planned Revenue Hours (75% MCTD/25% GGBHTD)	62,455	62,455	64,555	66,935	66,935	69,020	71,102	73,181	75,257	77,332
Same day paratransit hours		18,381	18,381	18,381	18,381	18,381	18,381	18,381	18,381	18,381
Hourly Cost	\$80.39	\$72.36	\$74.15	\$76.37	\$78.47	\$79.58	\$81.38	\$83.23	\$85.15	\$87.13
Intercounty Paratransit (GGBHTD service)										
Planned Revenue Hours	10,560	10,987	11,206	11,431	11,659	12,009	12,369	12,740	13,122	13,516
Hourly Cost	\$92.20	\$93.47	\$95.37	\$97.18	\$98.96	\$100.65	\$102.38	\$104.16	\$106.00	\$107.88
Volunteer Driver	\$120,165	\$303,122	\$303,122	\$303,122	\$303,122	\$303,122	\$303,122	\$303,122	\$303,122	\$303,122
Mobility Management Program Cost	\$851,931	\$322,207	\$322,492	\$322,785	\$323,087	\$323,398	\$323,719	\$324,049	\$324,389	\$324,739
Total Paratransit & Marin Access Operating Expense	\$7,410,386	\$7,786,180	\$8,263,546	\$8,721,859	\$9,200,247	\$9,700,371	\$10,225,218	\$10,773,973	\$11,347,662	\$11,947,614
RURAL TRANSIT SERVICE										
West Marin Stagecoach										
Planned Revenue Hours	16,500	16,500	16,500	16,500	16,500	16,500	16,500	16,500	16,501	16,502
Hourly Cost	\$80.96	\$83.50	\$86.11	\$88.80	\$91.58	\$94.45	\$97.41	\$100.46	\$103.61	\$106.85
Rural Dial A Ride										
Planned Revenue Hours	375	375	375	375	375	375	375	375	375	375
Total Rural Transit Operating Expenses	\$1,328,209	\$1,369,760	\$1,412,623	\$1,456,835	\$1,502,437	\$1,549,474	\$1,598,069	\$1,648,196	\$1,699,902	\$1,753,237
SYSTEMWIDE SUMMARY, ALL SERVICES										
Total Revenues	\$32,772,582	\$33,523,405	\$33,509,405	\$34,020,884	\$34,640,139	\$35,146,424	\$35,676,486	\$36,482,188	\$22,940,246	\$23,431,871
Total Expenses	\$30,210,968	\$31,823,466	\$32,861,807	\$34,097,348	\$35,112,006	\$36,254,785	\$37,490,567	\$38,770,284	\$40,096,187	\$41,469,656
Annual Surplus/Deficit	\$2,561,614	\$1,699,939	\$647,598	(\$76,464)	(\$471,867)	(\$1,108,361)	(\$1,814,082)	(\$2,288,097)	(\$17,155,940)	(\$18,037,784)
Cumulative Surplus/Deficit	\$17,224,874	\$18,924,813	\$19,572,411	\$19,495,947	\$19,024,080	\$17,915,718	\$16,101,637	\$13,813,540	(\$3,342,400)	(\$21,380,184)

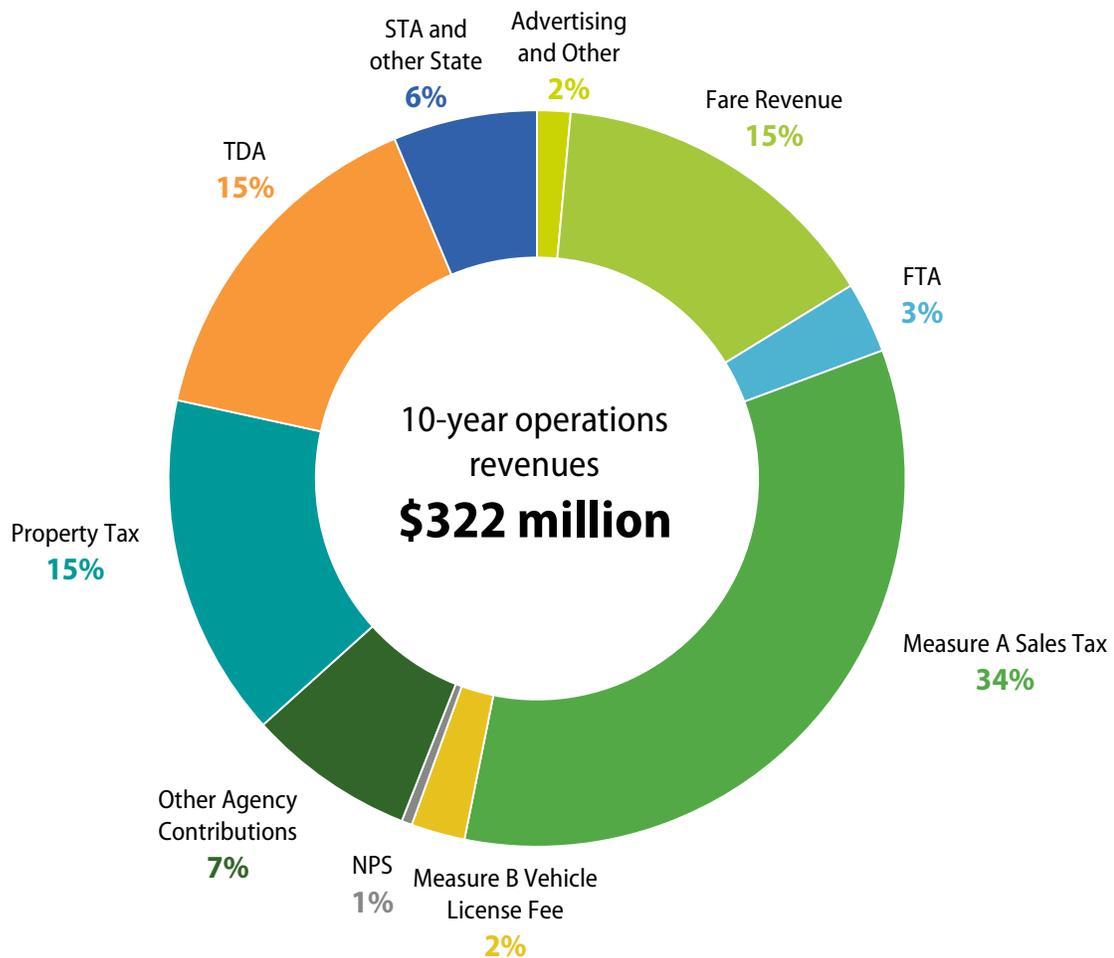
Revenue

Marin Transit relies on diverse revenue streams with no single revenue source making up the majority of Marin Transit operating funds (Figure 5-4). The primary revenue sources for Marin Transit operations are:

- Measure A Sales Tax Operating funds;
- Transportation Development Act Funds;
- State Transit Assistance Funds (STA);
- Fares;
- Property Taxes; and
- Federal Section 5311 Rural Transit Funds.

Appendix F provides a detailed description of each of Marin Transit’s operating revenue sources.

Figure 5-4: 10-Year Operations Revenue by Type



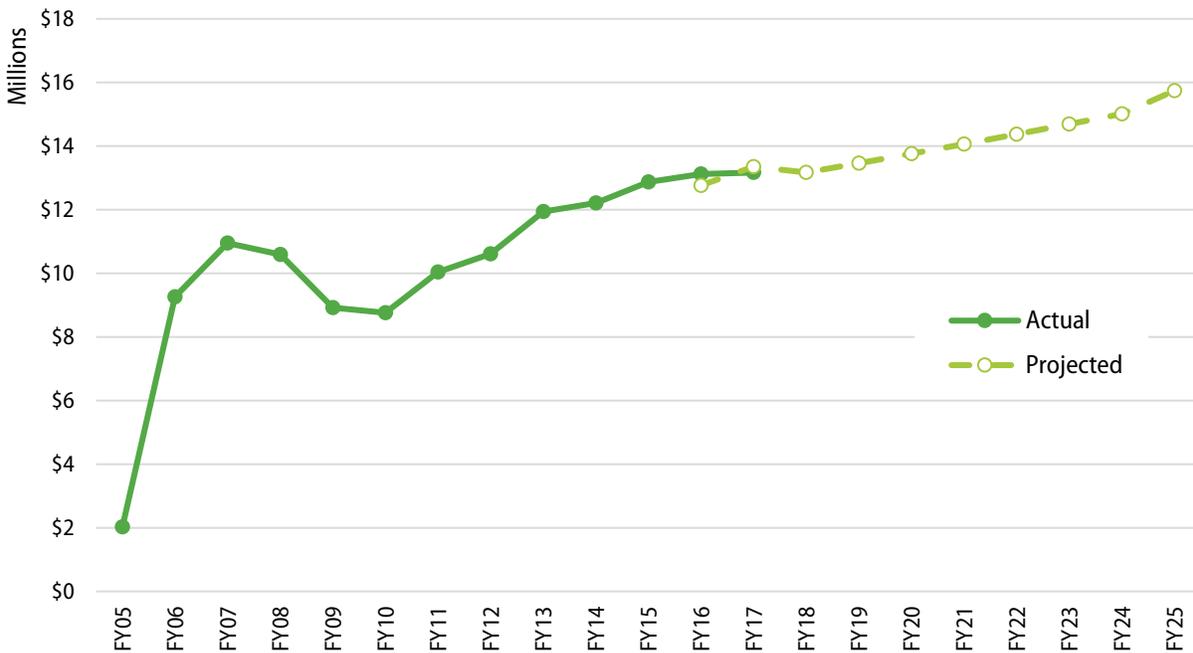
Local Sales Tax – Measure A

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

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

Measure A has historically provided approximately one-third of Marin Transit’s operating revenues and enables the District to obtain additional state and federal funds and contribute required matching funds. Without re-authorization, the funding will end in FY 2024/25 and quickly change the landscape of local transit in Marin County. Marin Transit is working with the Transportation Authority of Marin to inform the analysis of a reauthorization measure that continues to prioritize transit service.

Figure 5-5: Transit’s Share of Measure A (Actual and Projected Receipts by Fiscal Year)



Transportation Development Act Funds

State funding for transit operations is a critical source of stable on-going operations funds. The Transportation Development Act includes both State Transit Assistance funds (STA) and Transportation Development Act funds (TDA).

What the Bay Area region refers to as TDA is funded with ¼ cent statewide sales tax and represents 15 percent of the planned 10-year operations revenues. The State Controller allocates funding based on receipts to each County. Since this funding is based on County sales tax revenue, TDA revenue is projected to match Measure A growth projections of 2.22 percent per year. Marin Transit receives a percentage of Marin County TDA based on the share of passengers carried and total revenue hours of public transit (bus and ferry)

operated by Marin Transit and Golden Gate Transit. The revenue-sharing formula is documented in the intergovernmental agreement between the two agencies, and Marin Transit’s current share is 38 percent.

State Transit Assistance (STA) funds are derived from a sales tax on diesel fuel. Statewide, this funding has declined due to low fuel prices. To reflect this trend, the Financial plan projects a conservative annual inflation of this funding (1.5% per year). Additionally, the Metropolitan Transportation Commission (MTC) is considering a policy change that could impact approximately \$400,000 per year in the District’s operations funding.

New State Transit Assistance Funding

For the first time since 1983, the state legislature approved a transportation funding package with new transportation-related taxes and fees. Senate Bill 1, The Road Repair and Accountability Act (SB1), will provide stable transportation funding for a variety of programs, including small amounts for public transit. While critical for funding on-going transit operations, \$600,000 is less than 10 percent of current sales tax funding the District receives.

SB1 makes transit formula funds available for transit operations and capital and will backfill prior state funding that has not kept pace with inflation. Table 5-3 provides details on these formula funds and the expected shares for Marin Transit. The SB1 State Transportation Assistance (STA) funding will be allocated similarly to existing STA funds. Seventy-five percent of the SB1 STA funds are set aside as a revenue share allocated directly to transit operators based on the amount of local funds spent on transit operations. The remaining 25 percent will be the population share that will be allocated to the Metropolitan Transportation Commission (MTC) based on county populations.

Table 5-3: Senate Bill 1- Transit Formula Funds

Funding	Source	% of source	Distribution Methodology	Directing Agency for Marin Transit	Marin Transit’s expected annual share
STA	3.5 % diesel sales tax	75%	<i>Revenue Share</i> - By share of local revenues spent on transit operations	Transit Agencies	\$598,293
		25%	<i>Population Share</i> - By population to MTC	MTC (Regional Transportation Agencies)	Unknown -MTC to hold discussions in fall 2017
STA Capital	Vehicle registration fee	75%	<i>Revenue Share</i> - By share of local revenues spent on transit operations for Caltrans approved projects	Transit Agencies (with Caltrans project approval)	\$251,283
		25%	<i>Population Share</i> - By population to MTC	MTC to Transit Agencies (with Caltrans approval)	unknown

Given the uncertainties of future contract pricing, the District will carefully evaluate its use of new SB1 funds for expanding operations. Marin Transit expects an additional \$250,000 in formula-based SB1 funds to be available for capital projects. In the first years, the funding will be used for current operations so that the District can use other funding sources on projects that will support future service stability and expansion:

- **Yellow Bus Parking and Vehicles.** The ability to expand the yellow bus program is constrained by the availability of facilities, yard, and vehicles. Additional funding will also be needed for operations. Only local funds can be spent on this priority – property tax, local sales tax, and Measure B.
- **Construction of Operations and Maintenance Facility.** The District has a federal discretionary grant for the purchase of land, and will need additional funding to construct the facility. Staff will seek additional grant opportunities for this project, and suggest allocating local funds as a match for future grants. This will ensure that the project is completed as quickly as possible. Completing this facility will provide long-term stability for Marin Transit operation of fixed route and paratransit services.
- **School Service Expansion Projects.** School service is proven to be extremely effective in relieving traffic congestion, and the *Coordinated Countywide School Transportation Study* identified significant demand for these services. It will be difficult to expand school service until the capital needs described above have been addressed.
- **Other Pilot Service Projects.** These projects include new or improved services identified in the unfunded service needs assessment. The District’s ability to implement expansion services is based on capital funding for new vehicles and ongoing operations costs. If the District has not completed the operations and maintenance facility or secured additional bus parking, expansion services may be costlier to operate than under current operating contract rates.

STA Capital funds from a vehicle license fee will be available for capital projects that maintain a state of good repair. This funding is expected to be distributed with a similar allocation between revenue and population shares as for the previous Proposition 1B infrastructure funds. MTC will determine the methodology for the population shares of transit funding. Marin Transit should participate in the MTC discussions and review of potential distribution methodologies early this Fall.

In addition to the SB1 formula programs, Marin Transit staff will continue to monitor other discretionary grant opportunities for three priority projects:

1. Construction of the District’s operations and maintenance facility;
2. Additional bus stop improvement projects; and
3. Funding for continued investment in electric vehicles.

Potential SB1 sources for these projects include Transit and Intercity Rail Capital Program competitive grants and Solutions for Congested Corridors.

Vehicle Registration Fee – Measure B

In the November 2010 election, Marin’s voters approved Measure B - the Vehicle Registration Fee Initiative that collects \$10 annually for each vehicle registered in Marin County. The funds generated by this measure are dedicated to improving transportation within the County. The Measure B Expenditure Plan allocates 35 percent of the generated funds specifically towards improving transportation services for older adults and people with disabilities. Marin Transit is the designated agency to manage this portion of the funding.

Beginning in calendar year 2012, Marin Transit began implementing the following programs and services with Measure B funding:

- Ongoing funding for **Volunteer Driver Programs** that assist older adults and ADA-eligible residents.
- **Same day accessible service** – The District implemented the Marin Catch-A-Ride discount taxi program in September 2012, and has operated it continuously for five years. Recent changes in the taxi industry have reduced availability from previous years of the program. Staff is addressing this issue with a redesign of the Catch-A-Ride program to serve more riders with existing paratransit resources and two new wheelchair accessible vans. The District expects to launch this new service in FY2018/19.
- A **low-income scholarship program** to assist SSI-eligible ADA paratransit riders with paying paratransit fares.
- A “Gap Grant” program reformulated as an **Incubator Program**. This program provides small competitive grants to Marin-based organizations that need financial and technical assistance to develop transportation programs serving seniors or persons with disabilities. In April 2017, Marin Transit issued the first call for Incubator proposals, asking applicants to focus on specific initiatives and priorities outlined by the District. In previous years, the District approved small grants to assist with a rural senior shuttle program, transportation to an adult day health care program, and management software for a volunteer driver program.
- Supplemental funding for Marin Transit to address increasing demand for ADA paratransit services. In FY2017/18, Marin Transit will **expand the paratransit service area beyond the ADA mandate** to reach older adult populations in areas that lack reliable access to affordable and accessible transportation services.
- **Mobility Management and Travel Navigator staffing** to help with program development and outreach and expand Marin Transit’s travel training efforts.

Fares

In FY 2021/22, Marin Transit is forecasting a fare increase of \$0.25 on all services. This would raise fares to a \$2.25 adult fare and \$1.25 reduced fare, and is projected to increase fare revenue by ten percent increase. Implementing any fare increases will require Board action and a Title VI analysis.

Paratransit fares are projected to increase at approximately the same rate as the service level (4%). In addition, two fare increases are included in the Financial Plan: one in FY2018/19 and one in FY2019/20. These increases will bring the paratransit fare to the industry standard of two-times the adult fare. This is the equivalent of a \$4.00 paratransit fare based on current fixed route fares. Marin Transit will continue to offer low-income paratransit scholarships.

Appendix B of the SRTP includes an analysis of Marin Transit’s fare structure and makes the recommendations described in Table 5-4. Except for the paratransit fare increases and the Catch-A-Ride fare contribution, these recommendations are expected to result in nominal overall revenue enhancement or loss. Therefore, the District does not include them in the fare revenue projections.

Table 5-4: Summary of Proposed Fare Changes

Category	Current Fare	Proposed Change
Adult Monthly Pass	\$80.00	\$50.00 + Move to Clipper
Adult Clipper Fare	\$1.80	\$1.50
Youth Fare / Passes	Various	Eliminate
Student Annual Pass ⁽¹⁾	\$325.00	\$400.00 + Move to Clipper
Weekly passes	Various	Eliminate
Discounts for Social Service Agencies	Various	Unify
GGBHTD Transfers ⁽¹⁾	Free	Simplify
Group Pass Programs ⁽¹⁾	N/A	Move to Clipper
Paratransit Fare ⁽²⁾	\$2.00	\$3.00/\$4.00
Catch-A-Ride Fare	No fare	Same as paratransit

Notes:

(1) Requires changes to Clipper implementation

(2) Paratransit fare increase may be postponed based on new contract award.

Property Tax

Marin Transit receives 0.05 percent of County property tax, or about \$4.00 million per year, directly from Marin County. After declining or almost no growth for four years (FY 2008/09 – FY2011/12), property tax grown at 5-8 percent in the last few years. The SRTP projects an average of three percent property tax growth over the 10-year plan period.

FTA Section 5311

Federal Section 5311 Rural Transit Funds are less than one percent of Marin Transit's total revenues, yet they are a significant (20%) revenue source for operating rural services that tend to have lower productivity. These funds depend on the federal transportation bill. Based on prior trends, the District projects they will grow by three percent per year.

Paratransit Contribution

Marin Transit and GGBHTD share responsibility for local paratransit in Marin County. Marin Transit has historically ensured both agencies meet this responsibility, and GGBHTD has contributed its share of funding to Marin Transit. This relationship is expected to continue, and GGBHTD is projected to contribute funding for 25 percent of the mandated local paratransit operations costs to complement its regional fixed route services.

Marin Transit also contracts for regional paratransit services on behalf of GGBHTD, which pays for 100 percent of cost. This relationship is expected to continue, and the costs and revenues are included in the financial plan.

Table 5-5: Operations Revenue Detail

Fiscal Year	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total
Advertising and Other	\$455,200	\$467,206	\$427,072	\$439,809	\$452,929	\$466,441	\$480,360	\$494,696	\$509,461	\$524,670	\$4,717,845
Fare Revenue	\$4,278,098	\$4,432,614	\$4,546,346	\$4,582,346	\$4,894,325	\$4,916,939	\$4,939,858	\$4,963,092	\$4,986,661	\$5,010,576	\$47,550,855
Property Tax	\$4,252,300	\$4,393,991	\$4,517,942	\$4,645,612	\$4,777,112	\$4,912,556	\$5,052,065	\$5,195,758	\$5,343,762	\$5,496,206	\$48,587,305
Other Agency Contributions	\$2,137,526	\$1,995,928	\$2,067,765	\$2,178,235	\$2,258,291	\$2,361,310	\$2,480,137	\$2,604,479	\$2,734,592	\$2,870,764	\$23,689,027
Measure A Sales Tax	\$13,527,572	\$13,675,927	\$13,401,967	\$13,468,540	\$13,536,445	\$13,605,707	\$13,676,355	\$14,019,018	\$0	\$0	\$108,911,531
Measure B Vehicle License Fee	\$1,045,000	\$730,800	\$730,800	\$730,800	\$730,800	\$730,800	\$730,800	\$730,800	\$730,800	\$730,800	\$7,622,200
TDA	\$4,453,555	\$4,552,755	\$4,653,939	\$4,757,147	\$4,862,419	\$4,969,797	\$5,079,322	\$5,180,908	\$5,284,527	\$5,390,217	\$49,184,587
STA and other State	\$1,403,657	\$2,233,701	\$2,094,050	\$2,119,058	\$2,015,781	\$2,041,577	\$2,067,777	\$2,094,387	\$2,121,413	\$2,148,863	\$20,340,262
NPS	\$103,266	\$126,160	\$134,469	\$143,060	\$137,510	\$148,135	\$157,629	\$167,447	\$177,599	\$188,098	\$1,483,373
FTA	\$1,116,407	\$914,323	\$935,053	\$956,276	\$974,528	\$993,161	\$1,012,183	\$1,031,604	\$1,051,432	\$1,071,677	\$10,056,644
Grand Total	\$32,772,582	\$33,523,405	\$33,509,405	\$34,020,884	\$34,640,139	\$35,146,424	\$35,676,486	\$36,482,188	\$22,940,246	\$23,431,871	\$322,143,630