



MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Board of Supervisors Chambers, Room 330
3501 Civic Center Drive, San Rafael, CA 94903

AGENDA

Monday, February 26, 2018 (Note Early Start Time)

9:30 a.m. Convene as the Marin County Transit District Board of Directors

1. Organization of Transit District
 - (1) Election of President
 - (2) Election of Vice President
 - (3) Election of Second Vice President
2. Open Time for Public Expression (limited to three minutes per speaker on items not on the Transit District's agenda)
3. Board of Directors' Matters
4. General Manager's Report
 - a. General Manager's Oral Report
 - b. Monthly Monitoring Report for November and December
5. Consent Calendar
 - a. Minutes for December 18, 2017
 - b. Update on FY 2017/18 Contracting Opportunities and Awards
 - c. Marin Transit Second Quarter FY 2017/18 Financial Report
 - d. Marin Transit Second Quarter FY 2017/18 Performance Report
 - e. Authorizing Resolution 2018-01 and Project List for California's State of Good Repair Program
 - f. Resolution 2018-02 for Low Carbon Transit Operations Program Funds
 - g. Agreement with Park Engineering to Provide Construction Management Services for the State of Good Repair Bus Stop Improvement Project for an amount not to exceed \$69,661

(continued)

- h. Contract amendment with Clean Solutions, Inc to Maintain the Redwood and Grant Transit Facility for an amount not to exceed \$65,000
- i. Purchase Agreement with Hilltop Ford for a Transit Connect Passenger Wagon for an amount not to exceed \$31,000

Recommended Action: Approve.

- 6. Purchase Agreement with Creative Bus Sales, Inc. for Four Accessible Vans

Recommended Action: Authorize General Manager to complete the purchase of four accessible vans for an amount not to exceed \$245,000, and approve Budget Amendment 2018-07.

- 7. The Greening of Marin Transit's Fleet

Recommended Action: Information only.

- 8. Marin Transit Local Fixed Route Performance Summary and Monitoring Discussion

Recommended Action: Provide feedback on how to proceed with future service monitoring efforts and potential service changes.

- 9. Marin Transit 2018 Legislative Program

Recommended Action: Adopt Marin Transit legislative and policy program for 2018.

Convene in Closed Session

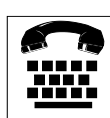
Conference with Legal Counsel – Anticipated Litigation - Significant Exposure to Litigation

There is significant exposure to litigation against the Agency pursuant to Government Code section 54956.9(d)(2)

Number of Cases: 1

Report from Closed Session

Adjourn



All Marin Transit public meetings are conducted in accessible locations. Copies of documents are available in accessible formats upon request. If you require Translation Assistance, American Sign Language Interpreters, Assistive Listening Devices or other accommodations to participate in this meeting, you may request them by calling (415) 226-0855 (voice) or contact the California Relay Service by dialing 711 to connect to the telephone listed above. **Requests must be received no less than five working days prior to the meeting to help ensure availability.** For additional information, visit our website at

<http://www.marintransit.org>

Late agenda material can be inspected in the office of Marin Transit, between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday. The office is located at 711 Grand Avenue, Suite 110, San Rafael, CA 94901.

Todas las reuniones públicas de Marin Transit se llevan a cabo en lugares accesibles. Están disponibles copias de los documentos en formatos accesibles, a solicitud. Si usted requiere ayuda con la traducción, intérpretes de Lenguaje Americano de Señas, dispositivos de ayuda auditiva, u otras adaptaciones para participar en esta reunión, puede solicitarlas llamando al (415) 226-0855 (voz) o comunicarse con el Servicio California Relay marcando al 711 para conectarse al número de teléfono mencionado. **Las solicitudes deben recibirse a más tardar cinco días laborables antes de la reunión para ayudar a asegurar la disponibilidad.** Para obtener información adicional, visite nuestro sitio web en

<http://www.marintransit.org>

Material de agenda de última hora puede ser inspeccionado en la oficina de Marin Transit, entre las horas de 8:00 am y 5:00 pm. La oficina está ubicada en 711 Grand Avenue, Suite 110, San Rafael, CA 94901.



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marintransit.org

February 26, 2018

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

SUBJECT: General Manager Report – Monthly 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: This is a recurring information item.

SUMMARY: The attached monthly report provides an overview of Marin Transit operations for the period ending November 30, 2017. The monthly reports summarize statistics on the performance of Marin Transit services, customer comments, and training activities under the District's Mobility Management program.

Ridership in November 2017 remained relatively consistent compared to November 2016 (+0.1%). Ridership on fixed-route services decreased slightly (-0.2%) compared to the same month last year. Ridership on Marin Access services had an increase of 6.4%, primarily on local paratransit.

Additional detailed analyses of system performance and trends are provided in separate quarterly and annual reports, including route-level statistics and financials. These reports are available on the District's website at <http://marintransit.org/monitoringreports.html>.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,

Nancy Whelan
General Manager

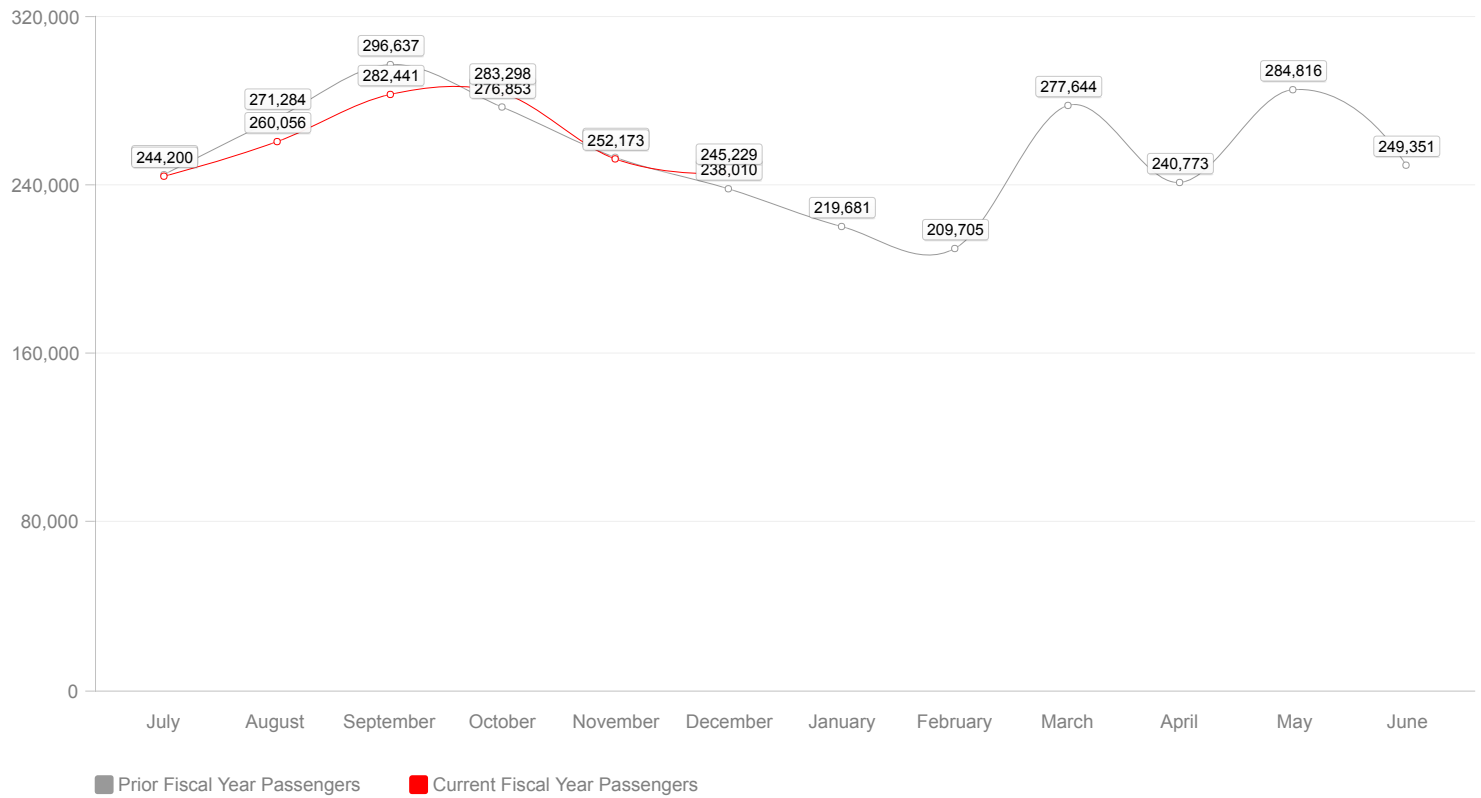
Attachments

FISCAL YEAR

2018

Year-to-Date Ridership Trends

Fixed-Route Passengers (incl. Yellow Bus) by Month



Demand Response Passengers by Month

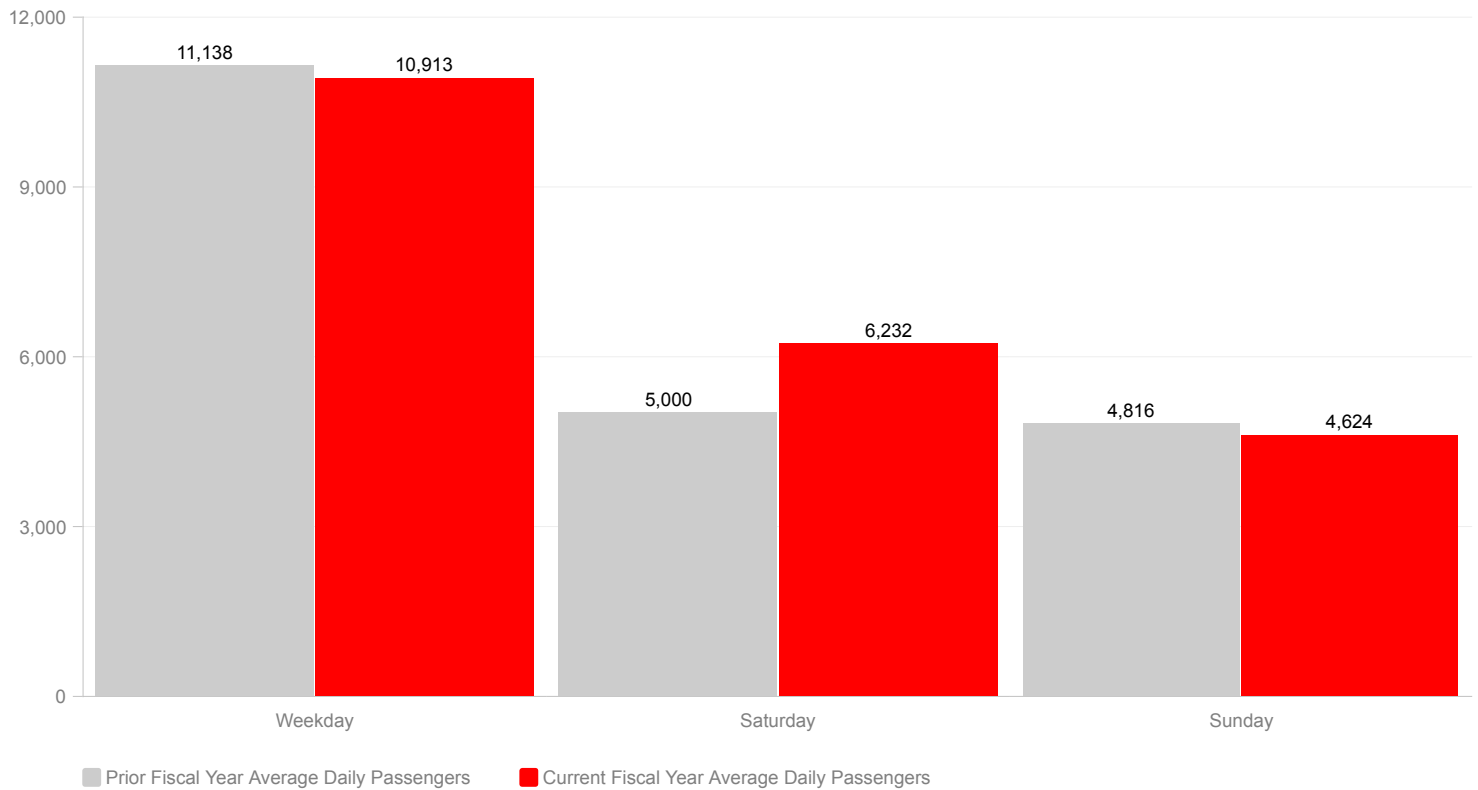


Monthly Statistics

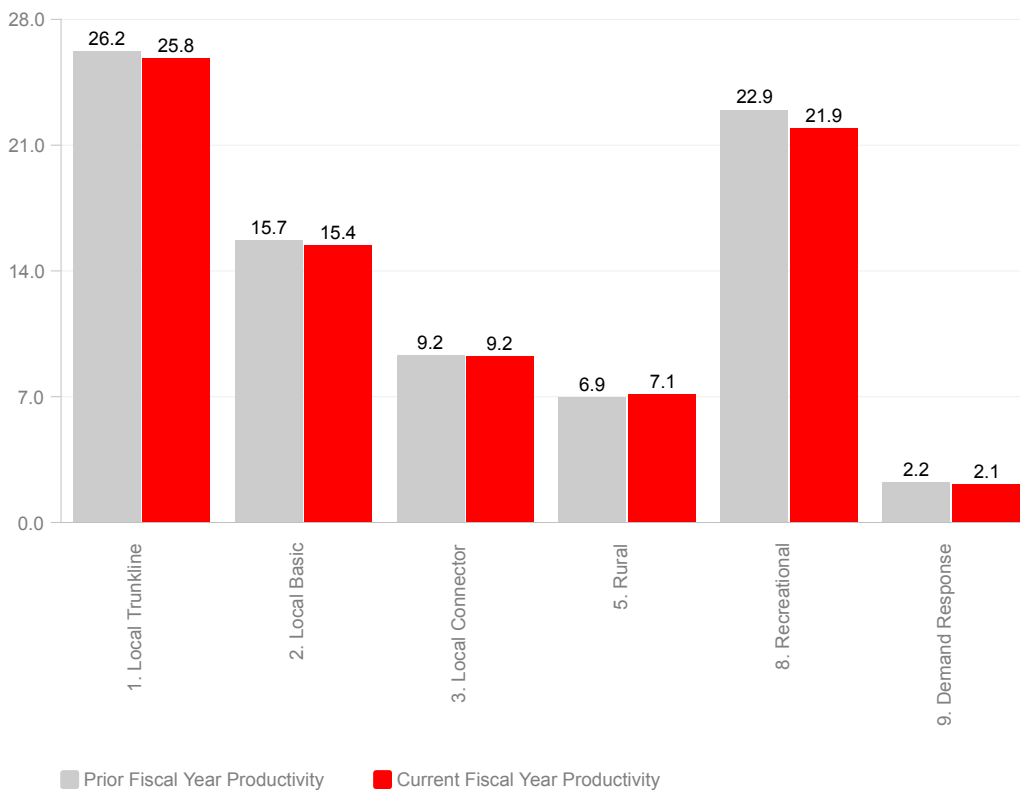
MONTH

November

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

1. Local Trunkline:
Routes 35, 36, 71X
2. Local Basic:
Routes 17, 22, 23, 23X, 29, 49
3. Local Connector:
Routes 219, 228, 233, 245, 251, 257
5. Rural:
Routes 61, 68
8. Recreational:
Routes 66/66F
9. Demand Response:
Local Paratransit, Novato Dial-A-Ride,
Rural Dial-A-Ride



Month: November 2017

Category	Program							Total
	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide	
Commendation	2	1	0	0	9	1	0	13
Service Delivery Complaint	31	9	7	2	3	0	3	55
Accessibility	2	3	0	0	0	0	0	5
Driver Conduct Complaint	12	1	1	0	1	0	2	17
Driving Complaint	8	1	1	0	2	0	1	13
Early Trip	4	0	1	0	0	0	0	5
Equipment Issue	0	0	0	0	0	0	0	0
Farebox	0	0	0	0	0	0	0	0
Late Trip	0	3	2	1	0	0	0	6
Missed Connection	0	0	0	0	0	0	0	0
Missed Trip	0	0	0	0	0	0	0	0
No-Show	2	1	0	0	0	0	0	3
Off-Route	0	0	0	0	0	0	0	0
Pass-Up Complaint	3	0	2	1	0	0	0	6
Service Structure Complaint	2	1	2	0	2	1	2	10
Bus Stop Improvement Request	0	0	0	0	0	0	0	0
Fares	0	0	0	0	0	0	0	0
Other Complaint	1	0	1	0	1	0	0	3
Scheduling Complaint	1	1	1	0	1	1	0	5
Service Improvement Suggestion	0	0	0	0	0	0	2	2
Safety Complaint	0	0	0	0	0	0	0	0

Total Service Hours	8,907	3,465	1,432	512	5,055	-	19,371	19,371
Commendations per 1,000 Hours	0.2	0.3	0.0	-	1.8	-	0.0	0.7
Complaints per 1,000 Hours	3.7	2.9	6.3	-	1.0	-	0.3	3.4

Total Passengers	174,682	31,519	13,490	29,244	13,279	2,589	264,803	264,803
Commendations per 1,000 Passenger:	0.0	0.0	0.0	-	0.7	0.4	0.0	0.0
Complaints per 1,000 Passengers	0.2	0.3	0.7	-	0.4	0.4	0.0	0.2

FY 2017/18 Marin Access Outreach and Travel Training

Events Completed Year to Date: November 2017

Date	Event	Description	Audience
7/11/2017	Marin Mental Health Board Meeting	Staff presentation on Marin Access and Marin Transit.	10
7/12/2017	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	35
7/18/2017	Travel Navigator Satellite Hours in Marin City	"Office hours" during regularly scheduled social event.	12
7/20/2017	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	"Office hours" during a congregate lunch.	40
7/27/2017	Travel Navigator Satellite Hours at Margaret Todd Senior Center – Novato.	Office hours in main lobby.	40
8/9/2017	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	25
8/11/2017	Novato Vision Support Group Presentation	Group travel presentation.	12
8/17/2017	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	"Office hours" during a congregate lunch.	40
8/17/2017	Smith Ranch Homes Presentation	Group travel presentation.	28
8/31/2017	Marin General Hospital Braden Diabetes Center – Outpatient Resource Navigators	In-service presentation.	8
9/13/2017	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	30
9/20/2017	Travel Navigator Satellite Hours in Marin City – Senior Center	"Office hours" during regularly scheduled social event.	11
9/22/2017	Group Presentation at Age Friendly Fairfax Forum	Presentation and group discussion focusing on available programs and community needs.	14

FY 2017/18 Marin Access Outreach and Travel Training

9/28/2017	Travel Navigator Satellite Hours at Margaret Todd Senior Center – Novato.	Office hours in main lobby.	40
9/28/2017	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	"Office hours" during a congregate lunch.	30
10/11/2017	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	35
10/11/2017	Group Presentation at Novato Villages	Focus presentation on Senior Clipper Cards.	12
10/19/2017	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	"Office hours" during a congregate lunch.	32
10/25/2017	Marin Senior Information Fair	Annual senior information fair. Marin Access booth in the main hall with giveaways and information.	500+
11/8/2017	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	25
11/9/2017	In-service presentation to Kaiser San Rafael social workers.	Group presentation on Marin Transit and Marin Access services.	7
11/14/2017	Redwoods presentation.	Group presentation on Marin Transit and Marin Access services.	25
11/16/2017	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	"Office hours" during a congregate lunch.	20
11/16/2017	Drake Terrace presentation	Group presentation on Marin Transit and Marin Access services.	18
11/30/2017	Travel Navigator Satellite Hours at Margaret Todd Senior Center – Novato.	Office hours in main lobby.	25
11/30/2017	Grant Grover School	Group presentation focused on students with developmental disabilities	15

FY 2017/18 Marin Access Outreach and Travel Training

Upcoming Events

Date	Event	Description	Audience
12/13/2017	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	25
1/10/2018	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	"Office hours" during a congregate lunch.	40
1/18/2018	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	25
2/14/2018	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	25
2/15/2018	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	"Office hours" during a congregate lunch.	40
3/14/2018	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	25
3/15/2018	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	"Office hours" during a congregate lunch.	40
4/11/2018	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	25
4/19/2018	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	"Office hours" during a congregate lunch.	40

FY 2017/18 Marin Access Outreach and Travel Training

5/9/2018	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	25
5/17/2018	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	"Office hours" during a congregate lunch.	40
6/13/2018	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	25
6/21/2018	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	"Office hours" during a congregate lunch.	40



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February 26, 2018

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

SUBJECT: General Manager Report – Monthly 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: This is a recurring information item.

SUMMARY: The attached monthly report provides an overview of Marin Transit operations for the period ending December 31, 2017. The monthly reports summarize statistics on the performance of Marin Transit services, customer comments, and training activities under the District's Mobility Management program.

Ridership in December 2017 showed small growth compared to November 2016 (+2.9 %). Ridership on fixed-route services increased (+ 3.6%) compared to the same month last year and ridership on Marin Access services was nearly identical.

Additional detailed analyses of system performance and trends are provided in separate quarterly and annual reports, including route-level statistics and financials. These reports are available on the District's website at <http://marintransit.org/monitoringreports.html>.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,

Nancy Whelan
General Manager

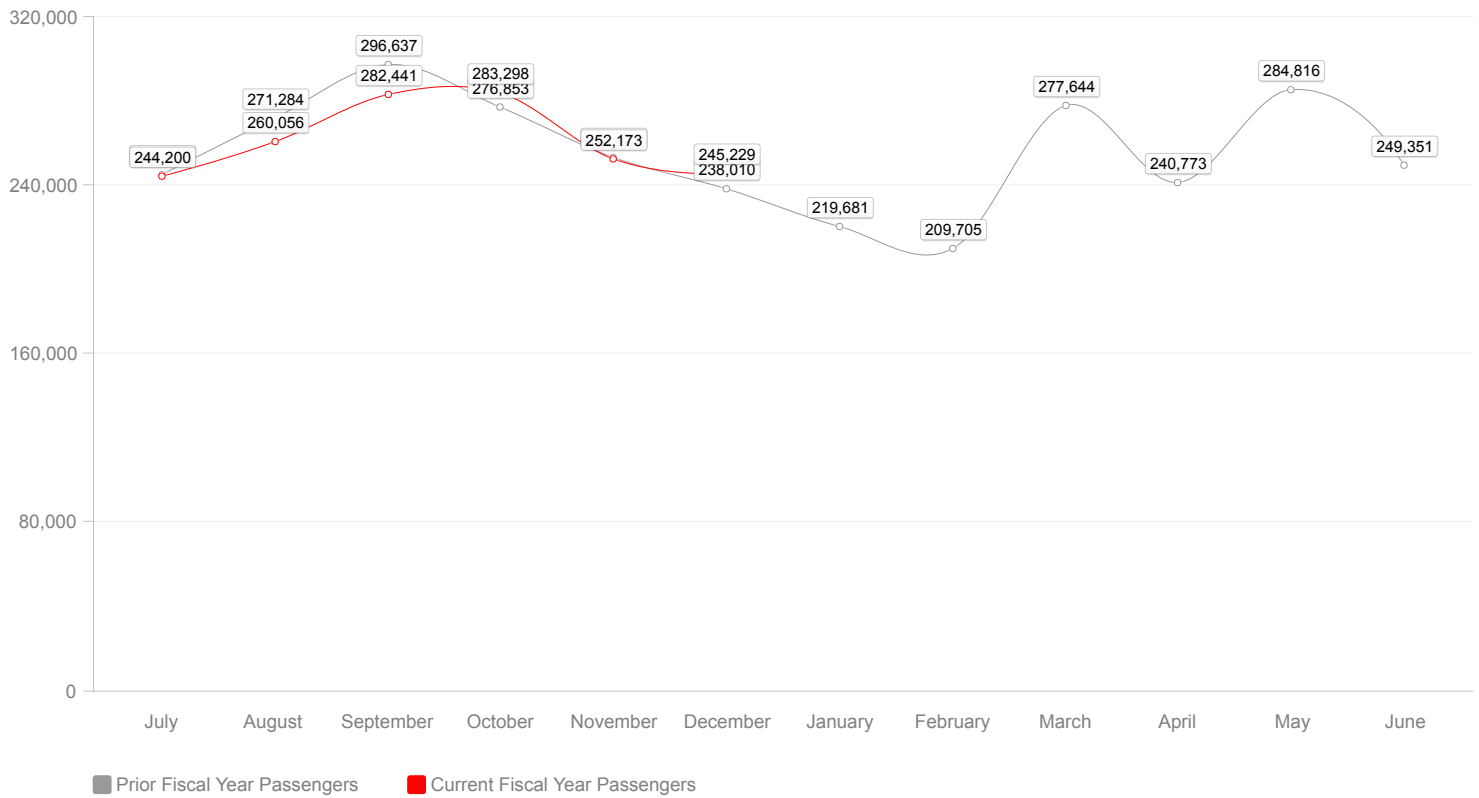
Attachments

FISCAL YEAR

2018

Year-to-Date Ridership Trends

Fixed-Route Passengers (incl. Yellow Bus) by Month



Demand Response Passengers by Month

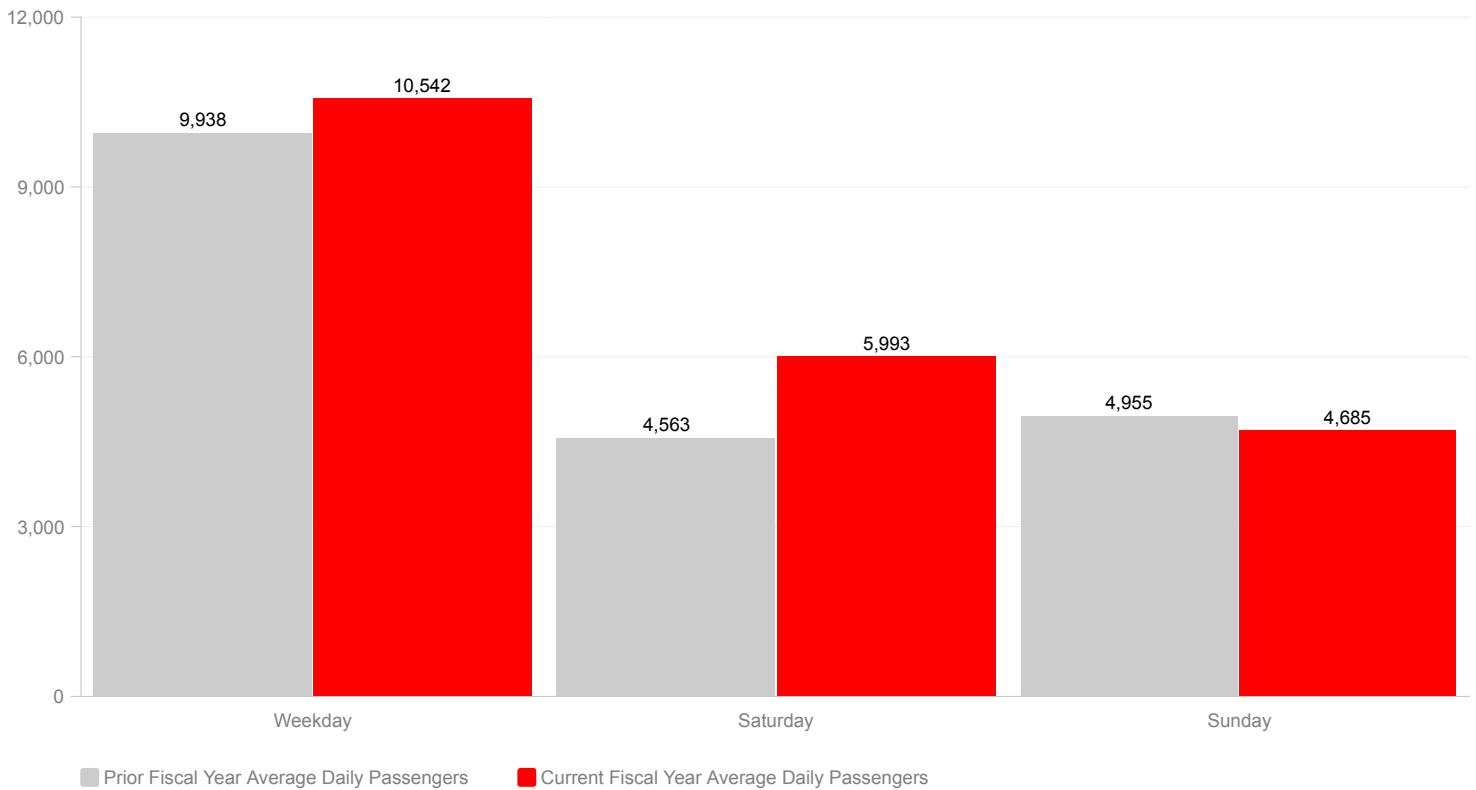


Monthly Statistics

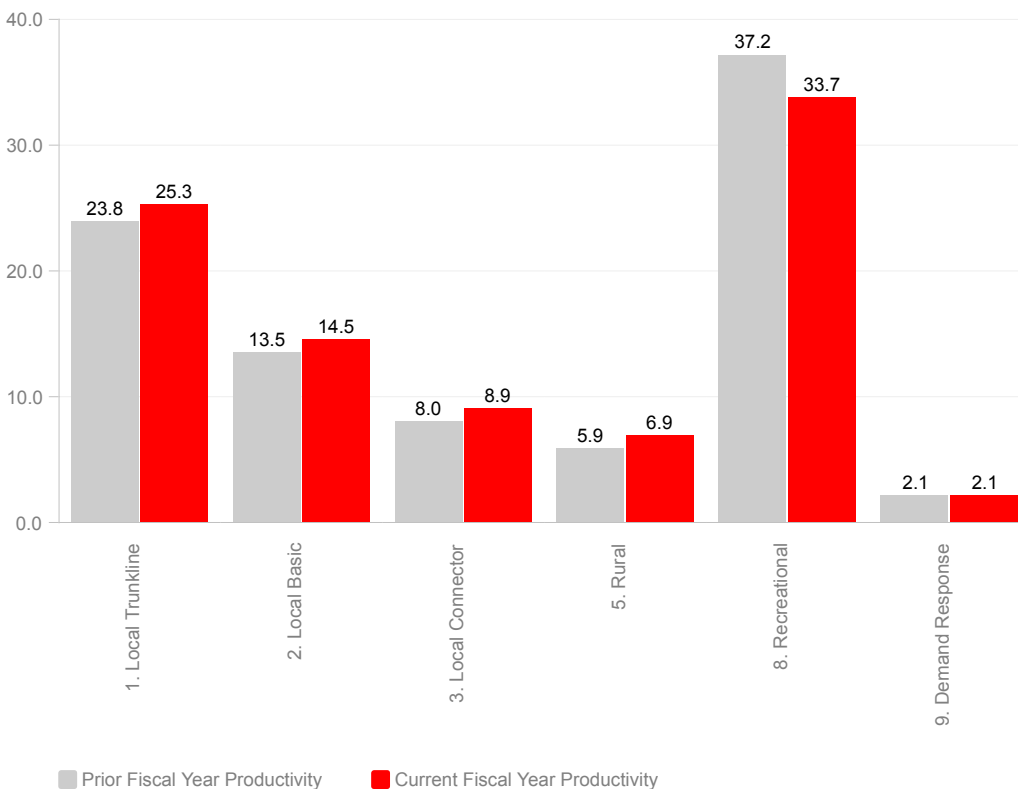
MONTH

December

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

1. Local Trunkline:
Routes 35, 36, 71X
2. Local Basic:
Routes 17, 22, 23, 23X, 29, 49
3. Local Connector:
Routes 219, 228, 233, 245, 251, 257
5. Rural:
Routes 61, 68
8. Recreational:
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9. Demand Response:
Local Paratransit, Novato Dial-A-Ride,
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Month: December 2017

Category	Program							Total
	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide	
Commendation	2	0	0	0	8	2	0	12
Service Delivery Complaint	28	7	3	1	2	0	0	41
Accessibility	1	0	0	0	0	0	0	1
Driver Conduct Complaint	7	3	0	0	0	0	0	10
Driving Complaint	9	0	0	0	1	0	0	10
Early Trip	0	1	0	1	0	0	0	2
Equipment Issue	0	0	1	0	0	0	0	1
Farebox	0	0	0	0	0	0	0	0
Late Trip	0	0	0	0	1	0	0	1
Missed Connection	0	0	0	0	0	0	0	0
Missed Trip	0	0	0	0	0	0	0	0
No-Show	1	2	2	0	0	0	0	5
Off-Route	1	0	0	0	0	0	0	1
Pass-Up Complaint	9	1	0	0	0	0	0	10
Service Structure Complaint	2	0	0	0	2	0	0	4
Bus Stop Improvement Request	0	0	0	0	0	0	0	0
Fares	0	0	0	0	0	0	0	0
Other Complaint	0	0	0	0	0	0	0	0
Scheduling Complaint	2	0	0	0	2	0	0	4
Service Improvement Suggestion	0	0	0	0	0	0	0	0
Safety Complaint	0	0	0	0	0	0	0	0

Total Service Hours	9,110	3,548	1,436	587	4,657	-	20,967	20,967
Commendations per 1,000 Hours	0.2	0.0	0.0	-	1.7	-	0.0	0.6
Complaints per 1,000 Hours	3.3	2.0	2.1	-	0.9	-	0.0	2.1

Total Passengers	171,643	31,746	14,994	26,846	9,681	2,390	257,300	257,300
Commendations per 1,000 Passenger:	0.0	0.0	0.0	-	0.8	0.8	0.0	0.0
Complaints per 1,000 Passengers	0.2	0.2	0.2	-	0.4	0.0	0.0	0.2

FY 2017/18 Marin Access Outreach and Travel Training

Events Completed Year to Date: December 2017

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FY 2017/18 Marin Access Outreach and Travel Training

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11/30/2017	Travel Navigator Satellite Hours at Margaret Todd Senior Center – Novato.	Office hours in main lobby.	25
11/30/2017	Grant Grover School	Group presentation focused on students with developmental disabilities	15

FY 2017/18 Marin Access Outreach and Travel Training

12/13/2017	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	40
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Upcoming Events

Date	Event	Description	Audience
1/10/2018	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	"Office hours" during a congregate lunch.	40
1/18/2018	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	25
2/14/2018	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	"Office hours" during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	25
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FY 2017/18 Marin Access Outreach and Travel Training

4/19/2018	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	“Office hours” during a congregate lunch.	40
5/9/2018	Travel Navigator Satellite Hours at Pickleweed (Albert J. Boro Community Center)	“Office hours” during regularly scheduled multicultural senior event. Individual counseling and group Q&A available in English, Spanish, and Vietnamese.	25
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6/21/2018	Travel Navigator Satellite Hours at West Marin Senior Services – Point Reyes.	“Office hours” during a congregate lunch.	40

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Held Monday, December 18 2017 at 10:00 A.M.

Roll Call

Present: President Rice, Vice President Stephanie Moulton-Peters, Director Sears, Director Rodoni, Director Colin

Absent: Second Vice President Connolly, Director Arnold

President Rice opened the meeting at 10:01 am.

1. [Open Time for Public Expression \(limited to three minutes per speaker on items not on the Transit District's agenda\)](#)

No one came forward to speak.

2. [Board of Directors' Matters](#)

President Rice asked if any member of the Board wished to speak.

Seeing none she called for the General Manager's report.

3. [General Manager's Report](#)

General Manager Nancy Whelan reported that the District received ten hybrid buses purchased from Gillig Manufacturing. She stated that these vehicles are replacing ten diesel buses and increase the total number of hybrid vehicles in the District's fleet to 28. Ms. Whelan reported that the deadline for Operation and Maintenance of Fixed Route Transit Service proposals is extended to January 12, 2018. Staff anticipates bringing a recommendation for contract award at the February 26, 2018 Board meeting. Ms. Whelan provided an overview on changes to the 2018 Board meeting calendar. She concluded her report with an update on ridership numbers for October 2018.

President Rice asked if there is a target or milestone set in terms of "greening" the District's fleet and if there is a statewide standard. President Rice recommended staff analyze and compare carbon emissions as the fleet transitions to new types of vehicles.

[b. Monthly Monitoring Report for August](#)

{ Director Arnold and Second Vice President Connolly present at 10:09 am }

4. [Consent Calendar](#)

President Rice asked Ms. Whelan to elaborate on Item 4b. Ms. Whelan spoke of the difficulty the District faces in securing sufficient bus parking space for all programs. She reported that the lease agreement presented for approval is for a small parcel of shared space that is not feasible for yellow bus parking and will be used for paratransit vehicles.

[a. Minutes for November 20, 2017](#)

[b. License Agreement with San Rafael Land Company, LLC for Transit Vehicle Parking](#)

[c. Revised 2018 Board of Directors Meeting Calendar](#)

Recommended Action: Approve.

M/s: Director Sears - Director Rodoni

Ayes: President Rice, Vice President Moulton-Peters, Second Vice President Connolly, Director Rodoni, Director Arnold, Director Colin

Noes: None

Absent: None

5. [Revised 2018-2027 Short Range Transit Plan Update Staff Report](#)

Director of Planning and Operations Robert Betts presented the updated draft for final Board adoption. Mr. Betts reported that the plan now reflects the Metropolitan Transportation Commission(MTC) requests to reflect loss of service and service changes that are predicted to occur if the Measure A tax is not renewed. Director Sears asked if staff can resubmit the plan to MTC if revenue certainty improves. Mr. Betts responded yes.

Recommended Action: Adopt updated 2018-2027 Short Range Transit Plan.

M/s: Vice President Moulton-Peters – Director Sears

Ayes: President Rice, Vice President Moulton-Peters, Second Vice President Connolly, Director Rodoni, Director Arnold, Director Colin

Noes: None

Absent: None

6. [Purchase Agreement with Creative Bus Sales, Inc. for Two 35-foot XHF Buses and One Shuttle Vehicle for an amount not to exceed \\$925,000 Staff Report](#)

Capital Analyst Anna Penoyar described the benefit of the cooperative purchase agreement, and outlined the vehicle types and purposes. The addition of the cutaway shuttle vehicle will enable the District to operate Stagecoach service to be operated with all District-owned vehicles. The two XHF vehicles will be used in supplemental school service to help alleviate overcrowding and in the Muir Wood shuttle or Stagecoach service. General Manager Nancy Whelan added that the purchase is for expansion vehicles and not replacement vehicles and is not eligible for federal monies. Ms. Whelan stated that Senate Bill 1 (SB1) funds available to the District on a formula basis will be used for the purchase.

Director Sears asked if the goal is to reduce carbon emissions, why the District is purchasing diesel vehicles, and whether there a strategy to get out of the cycle of adding diesel vehicles to the fleet. Ms. Penoyar responded that diesel technology continues to improve and at this time there is no alternative, lower-emission vehicle being manufactured that can operate in the Stagecoach program service area. Ms. Whelan added that staff will come back to the Board with more information on the benefits of renewable diesel fuel now being used at a later meeting. President Rice recommended that staff conduct an analysis of greenhouse/climate impact for an action taken such as vehicle purchases.

Recommended Action: Authorize General Manager to complete the purchase of two 35-foot XHF buses and one Shuttle vehicle, and approve associated Budget Amendment (#18-03).

M/s: Director Sears – Director Rodoni

Ayes: President Rice, Vice President Moulton-Peters, Second Vice President Connolly, Director Rodoni, Director Arnold, Director Colin

Noes: None

Absent: None

7. [New Lease Agreement for Marin Transit Office Space Staff Report](#)

General Manager Nancy Whelan described current administrative office space limitations. She outlined the proposed expansion of approximately 900 additional square feet. Ms. Whelan remarked that the new lease agreement will add 25 percent more space and cost to the lease term. Director Lucan suggested inquiring if there is an opportunity for reduced rent cost by paying larger installments in place of a monthly payment.

Recommended Action: Authorize General Manager to execute a five-year lease expansion and extension with Gabrielsen Family Limited Partnership II for 711 Grand Avenue, Suite 110 in San Rafael and approve the associated Budget Adjustment (#2018-04).

M/s: Second Vice President Connolly – Vice President Moulton-Peters

Ayes: President Rice, Vice President Moulton-Peters, Second Vice President Connolly, Director Rodoni, Director Arnold, Director Colin

Noes: None

Absent: None

8. [Cooperative Agreement with the National Park Service for the Muir Woods Shuttle Service Staff Report](#)

Director of Operations and Planning Robert Betts reported that the National Park Service (NPS) has contracted with a concessionaire to manage a reservation system for Muir Woods visitors. Mr. Betts provided an overview of changes and adjustments to the Muir Woods shuttle service to be implemented in the new agreement with the NPS. These changes include year-round weekend and holiday service. Mr. Betts stated that the financial obligation will remain the same and the NPS is assuming all costs for the additional service.

Director Sears asked if there is a marketing roll-out planned to promote the added weekend service. Mr. Betts responded that the NPS is promoting the reservation system and service changes on a new website. Director Colin remarked on the great partnership between the District and the NPS, and asked about data sharing and web traffic analytics.

Recommended Action: Authorize General Manager to sign a cooperative agreement with the U.S. Department of the Interior National Park Service for Operation of the Muir Woods Shuttle through January 19, 2023.

M/s: Director Sears – Director Rodoni

Ayes: President Rice, Vice President Moulton-Peters, Second Vice President Connolly, Director Rodoni, Director Arnold, Director Colin

Noes: None

Absent: None

Adjourn

SINE DIE

PRESIDENT

ATTEST:

CLERK



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February 26, 2018

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

SUBJECT: Update on Fiscal Year 2017/18 Contracting Opportunities and Awards

board of directors

Dear Board Members:

katie rice
president
supervisor district 2

RECOMMENDATION: Information only.

stephanie moulton-peters
vice president
city of mill valley

SUMMARY:

At your July 24, 2017 Board of Directors meeting, staff provided a summary of anticipated contracting opportunities for FY2017/18. This report provides an update on contracts that have been awarded this fiscal year to date and upcoming solicitations.

damon connolly
2nd vice president
supervisor district 1

FY2017/18 New Contract Awards

Since the beginning of this fiscal year, your Board has taken action to award 18 contracts for a total of \$4.6 million (Attachment A). The largest Board-awarded contracts were to increase driver wages on paratransit and fixed route operations contracts, purchase two 30ft vehicles for school and rural service, and extend the General Manager's contract. In addition to Board-awarded contracts, all District agreements are listed in Attachment A. There were 28 additional contracts, MOUs, and agreements, including 16 additional expense contracts totaling \$217,000.

judy arnold
director
supervisor district 5

FY2017/18 Contracting Opportunities

Marin Transit staff have been working on many large procurements in FY2017/18. Table 1 shows the status of significant contract solicitations for this fiscal year.

kate colin
director
city of san rafael

dennis rodoni
director
supervisor district 4

Marin Transit's major contracting opportunity this fiscal year is the Operations and Maintenance of Fixed Route Services. Marin Transit is in an active procurement for these services. The procurement includes more than 50 percent of Marin Transit's fixed route operations and is anticipated to be valued at \$8-9 million per year.

kathrin sears
director
supervisor district 3

Marin Transit also has an active procurement for yellow bus operations that can be used both by Marin Transit and by other Marin County jurisdictions.

Marin Transit has awarded four contracts for vehicles. Depending on the timing of the federal authorization of FY2017/18 funds, Marin Transit may also contract for the purchase of three additional vehicles (one shuttle and four XHF).

Marin Transit is actively seeking a site for an operations and maintenance facility. The timeline of related design and construction contract opportunities will depend on the purchase of right-of-way for this facility.

Table 1: Status of FY2017/18 Contracting Opportunities

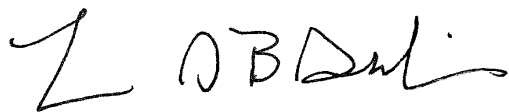
Product or Service	Type of Procurement	Procurement Method	Anticipated Release Date	Contract Value over or under \$1 Million
Three Paratransit Vehicles	Vehicles and Equipment	Piggyback	Awarded	Under
Two Accessible Vans	Vehicles and Equipment	Piggyback	Awarded	Under
One Shuttle Vehicle	Vehicles and Equipment	Piggyback	Awarded	Under
Two XHF Vehicles	Vehicles and Equipment	Piggyback	Awarded	Under
Staff Vehicles	Vehicles and Equipment	RFQ	In process	Under
One Shuttle Vehicle	Vehicles and Equipment	Piggyback	Spring/Summer 2018	Under
Four XHF Vehicles	Vehicles and Equipment	Piggyback	Spring/Summer 2018	Over
Radio Communications Needs Assessment	Professional Services	RFP	Awarded	Under
Independent Year End Audits	Professional Services	RFP	In process	Under
Salary Survey	Professional Services	RFP	In process	Under
Operations and Maintenance of Fixed Routes Services (1 or more contracts) for: <ul style="list-style-type: none"> ▪ Muir Woods Shuttle ▪ Supplemental Schools ▪ Shuttles ▪ General Fixed Route 	Operations	RFP	In process	Over
Travel Navigator and Catch A Ride	Operations	RFP	In process	Under
Yellow Bus Service	Operations	RFP	In process	Over
Bus Stop Improvements	Construction	RFP	In process	Under

	Management			
Bus Stop Improvements	Construction	IFB	Summer 2018	Over
Operations and Maintenance Facility	ROW	Appraisal/ Negotiation	Ongoing	Over
Yellow Bus Parking	Capital Lease /ROW	Appraisal/ Negotiation	Unknown	Over

FISCAL/STAFFING IMPACT:

There are no fiscal impacts associated with this information item.

Respectfully submitted,



Lauren Gradia
Director of Finance and Capital Programs

Attachment

Attachment A
FY2017/18 New Contract Awards >\$25,000

Contract #	Contract Title	Date of Award	Contractor	Board Awards	Other Awards (Under \$25,000 & Revenue)
171801	Transit Operations Agreement Amendment 7 to Contract #111233	11/202017	MV Transportation	\$235,000	
171802	Internet and Phone Service	6/14/2017	Sonic		Under \$25,000
171803	Engineering and Construction Management – Redwood and Grant: Amendment 7	6/302017	Mark Thomas	\$68,087 ¹	
171804	Yellow Bus Parking at Los Gamos	7/24/2017	County of Marin	\$27,936	
171805	Spare MDTs	7/7/2017	Syncromatics		\$11,799
171806	Farebox Training	7/7/2017	GFI Genfare		\$7,500
171807	FY18 Maintenance & Support Agreement	7/10/2017	TransTrack	\$37,598	
171808	Professional Services-HR Support	7/12/2017	Matsumoto		\$25,000
171809	COM Card Agreement 2nd Amendment	11/15/2017	College of Marin		revenue
171810	Strategic Planning Consulting-2nd Amendment	7/21/2017	Negotiations Intl		time only
171811	MOU License Agreement for Pohono Park N Ride	8/2/2017	County of Marin		MOU
171812	FY18 Measure A Funding Agreement	7/1/2017	TAM		(17,674,005)
171813	FY18 Measure B Funding	7/1/2017	TAM		(1,045,000)

Attachment A
FY2017/18 New Contract Awards >\$25,000

	Agreement				
171814	State & Federal Grants Assistance	7/31/2017	NWC Partners Inc		\$25,000
171815	Incubator-Senior Technology Training	8/21/2017	Technology 4 Life		\$7,100
171816	Data Management FY18 Maintenance	8/21/2017	Syncromatics	\$76,139 ²	
171817	General Manager Contract	8/21/2017	Nancy Whelan	\$1,500,000 ³	
171818	Radio Needs Assessment	9/18/2017	DELTAWRX	\$47,400	
171819	Not Issued				
171820	Purchase of two accessible vans	8/21/2017	Creative Bus Sales	\$102,780	
171821	Transit Operating Services RFP & Contract Consulting	8/1/2017	David Rzepinski		\$24,962
171822	Amendment 1 Clipper MOU	4/17/2017	MTC		N/A
171823	Paratransit/Van On Board Cameras	9/21/2017	Seon	\$136,371	
171825	On Site Tech Support	10/2/2017	Syncromatics		\$18,667
171826	Outreach Services - Amendment 1	10/11/2017	Artemia		\$5,065
171827	Copier lease (48 months)	10/16/2017	Discovery Office - Wells Fargo	\$28,560	
171828	FY17 5311 Funding	10/26/2017	Caltrans		(206,437)
171829	Paratransit Agreement – 1st Amendment	11/20/2017	WSW	\$995,245	
171830	Transit Operations 3rd Amendment	11/20/2017	Marin Airporter	\$67,200	
171831	IT Consulting Amendment 2	11/20/2017	SPTJ Consulting	\$141,309	
171832	FY18 Transfer Tickets	10/4/2017	EDM		\$4,015
171833	Engineering and Construction Management Redwood and Grant Amendment 8	11/20/2017	Mark Thomas	\$90,000	
171834	Measure A Passthrough Funds-Ferry Feeder	10/26/2017	TAM		(85,000)

Attachment A
FY2017/18 New Contract Awards >\$25,000

171835	Paratransit Amendment 1	11/20/2017	GGT		
171836	Portable Restrooms for Muir Woods Holiday	11/14/2017	MV Refuse		\$1,317
171837	Pilot App for On Demand Services	11/20/2017	NoMad Transit LLC		\$0
171838	Electric Vehicle Inspections	11/15/2017	Vehicle Technical Consultants		\$7,200
171839	Audit Vault	11/14/2017	Genfare		\$12,635
171840	FY18 Maintenance on GGT Vehicles	11/29/2017	Syncromatics	\$28,314	
171841	Yellow Bus Subsidy	12/12/2017	County of Marin		(125,000)
171842	Purchase of 3 paratransit vehicles	8/21/2017	Creative Bus Sales	\$252,000	
171843	Planning Software	12/21/2017	Remix		\$20,750
171844	One Shuttle Vehicle	12/18/2017	Creative Bus Sales	\$130,000	
171845	Purchase 2 -XHF	12/18/2017	Creative Bus Sales	\$925,000	
171846	Cameras for 10 Hybrids	1/8/2018	Apollo Video Technology		\$23,321
171847	Downtown Novato Shelter Cleaning	1/11/2018	Downtown Streets Inc		\$3,019
Total Value				\$4,597,334	
Notes: 1. Contract signed by GM, under prior Board authorized amount. 2. Contract signed by GM under Board authorization from 4/18/2016 3. Estimated amount for a multi-year contract					



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February 26, 2018

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

**SUBJECT: Marin County Transit District Second Quarter
FY 2017/18 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 and approve associated budget amendments.

SUMMARY: The quarterly report is an opportunity for your Board to review the District's financial status and to provide fiscal and operational accountability. This report represents all financial transactions for the District through the second quarter of Fiscal Year 2017/18.

Unaudited revenues and expenditures are shown on a full accrual basis consistent with Generally Accepted Accounting Principles (GAAP) for special districts. All known revenues and expenditures for the period are reported even if they have not been received or are awaiting payment. This includes recorded estimates for property tax and other significant transactions.

Second quarter operations expenses and revenues were consistent with the Board-adopted budget.

Operating Expenses

FY 2017/18 operating expenditures through the second quarter (Attachment A, Page 1) are \$14,315,602, which is 48 percent of the annual budget of \$29,952,222. With these expenditures, Marin Transit successfully delivered the transit services listed in Table 1.

Operating Revenue

Marin Transit's FY 2017/18 operating revenues through the second quarter (Attachment A, Page 1) are \$16,150,652 or 49 percent of the annual budget of \$32,874,780.

Table 1: FY 2017/18 Year to Date (YTD) thru Second Quarter Service Operations

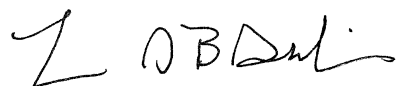
Service	Annual Estimated Revenue Hours	YTD thru Q2 Actual Revenue Hours	% of Annual
Regular Local and Trunk Line	115,700	54,990	48%
Community Shuttles	43,500	21,360	49%
Local Supplemental School1	7,100	2,773	39%
Muir Woods Shuttle	4,950	3,161	64%
Novato Dial-A-Ride	2,400	1,019	42%
West Marin Stagecoach Service	16,500	8,179	50%
Rural Dial A Ride	375	162	43%
Local Paratransit Service	62,455	28,699	46%
Regional Paratransit Service	10,560	4,312	41%
Yellow School Bus Service	6 buses	-	-
Service	Annual Estimated Trips	YTD thru Q2 Actual Trips	% of Annual
Catch A Ride	28,000	7,468	27%
Volunteer Driver	14,000	9,889	71%
Notes: 1) Includes College of Marin service			

Capital Budget

Through the second quarter, Marin Transit's expenditures in the Capital Budget (Attachment A, Page 1) were \$2,730,450 or 13 percent of the \$20.4 million budget. Capital revenues tie closely to expenditures as they tend to be on a reimbursement basis. Marin Transit took delivery of ten 40ft hybrid transit buses in the second quarter. This \$7.6 million expenditure will be made in the third quarter. Attachment C provides a Capital Report for all major Marin Transit capital projects for the current period.

FISCAL/STAFFING IMPACT: This item includes the adoption of one administrative budget amendment (Attachment B) to increase the budget for the Bus Stop Improvement Project by \$17,000 to enable the District to expend remaining state grant funds (2018-06).

Respectfully submitted,



Lauren Gradia
Director of Finance and Capital Projects

Attachment A: FY2017/18 Second Quarter Financial Report

Attachment B: FY2017/18 Budget Amendments

Attachment C: Capital Project Report

Marin Transit
 FY2017/18 Q2 Budget Report
 From 7/1/2017 Through 12/31/2017

Summary

	<u>FY2016/17 Actual</u>	<u>Total Budget - Original</u>	<u>Total Budget - Revised</u>	<u>Current Period Actual</u>	<u>Percent Total Budget Used</u>
Revenue					
Capital	6,712,602	19,765,564	20,380,419	2,730,450	13.40%
Vehicle Operations	38,255,506	32,874,780	32,874,780	16,150,652	49.13%
Total Revenue	<u>44,968,108</u>	<u>52,640,344</u>	<u>53,255,199</u>	<u>18,881,102</u>	<u>35.45%</u>
Expenditures					
Capital	6,738,076	19,797,188	20,411,953	2,730,450	13.38%
Vehicle Operations	33,843,981	29,939,722	29,952,222	14,315,602	47.79%
Total Expenditures	<u>40,582,058</u>	<u>49,736,910</u>	<u>50,364,175</u>	<u>17,046,052</u>	<u>33.85%</u>
Net Revenue Over Expenditures	<u>4,386,050</u>	<u>2,903,433</u>	<u>2,891,024</u>	<u>1,835,050</u>	<u>63.47%</u>

Marin Transit
FY2017/18 Q2 Budget Report
From 7/1/2017 Through 12/31/2017

Operations Summary: Admin, Local, Yellow, Rural, Marin Access

	FY2016/17 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Fare Revenue	4,931,631	4,276,928	4,276,928	2,018,173	47.19%
Advertising & Other Revenue	504,182	400,200	400,200	212,784	53.17%
Reimbursements (GGBHTD, WSW)	2,314,034	2,102,476	2,102,476	951,154	45.24%
Interest	51,968	55,000	55,000	24,822	45.13%
Measure A	15,479,082	13,342,614	13,342,614	6,417,487	48.10%
Measure A Interest	85,000	85,000	85,000	0	0.00%
Measure B	839,597	1,045,000	1,045,000	419,927	40.18%
Property Taxes	5,026,765	4,180,831	4,180,831	2,060,550	49.29%
Development Fees	62,964	52,032	52,032	26,205	50.36%
State Transit Assistance (STA)	1,882,894	1,274,981	1,274,981	642,610	50.40%
Transit Development Act (TDA)	5,594,093	4,453,555	4,453,555	2,307,153	51.80%
Other State	19,273	148,114	148,114	71,432	48.23%
FTA Funds	1,385,529	1,366,509	1,366,509	927,106	67.84%
National Park Service	161,576	91,540	91,540	95,912	104.78%
Transfer to Capital Budget	(73,692)	0	0	(24,663)	-
Total Revenue	<u>38,264,894</u>	<u>32,874,780</u>	<u>32,874,780</u>	<u>16,150,652</u>	<u>49.13%</u>
Salaries and Benefits	2,623,080	2,411,546	2,411,546	1,067,749	44.28%
Professional Service	443,886	523,363	523,363	320,832	61.30%
Professional Service - Legal	46,535	100,000	100,000	46,929	46.93%
Security and Maintenance	333,002	286,326	286,326	125,582	43.86%
Customer Service	690,930	604,384	604,384	262,897	43.50%
Indirect County Overhead	2,009	2,500	2,500	335	13.40%
Mobility Management Support Programs	6,781	59,548	59,548	4,355	7.31%
Office Supplies	274,008	193,520	193,520	125,576	64.89%
General Insurance	50,184	29,000	29,000	27,860	96.07%
Contract Service Operation	26,942,118	23,306,597	23,306,597	11,246,825	48.26%
Membership & Prof Development	29,938	60,000	60,000	6,907	11.51%
Mileage and Travel	21,227	23,000	23,000	10,182	44.27%
Marketing	148,961	231,157	231,157	58,981	25.52%
Communication	227,243	178,400	178,400	143,390	80.38%
Fuel	2,321,690	2,126,218	2,126,218	1,025,188	48.22%
Misc Services	4,897	0	0	321	-
Vehicle and Vehicle Parking Leases	26,311	23,625	23,625	9,312	39.42%
Office - Rental and Overhead	121,015	100,940	113,440	49,055	43.24%
Partner Agency Pass Through	85,000	85,000	85,000	0	0.00%
Transfer to Capital Budget	(542,676)	(405,401)	(405,401)	(216,672)	53.45%
Total Expenses	<u>33,856,139</u>	<u>29,939,722</u>	<u>29,952,223</u>	<u>14,315,602</u>	<u>47.79%</u>
Net Revenue Over Expenditures	<u>4,408,755</u>	<u>2,935,057</u>	<u>2,922,557</u>	<u>1,835,050</u>	<u>62.79%</u>

Marin Transit
FY2017/18 Q2 Budget Report
From 7/1/2017 Through 12/31/2017

Detail: Administration

		FY2016/17 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Interest	4070400	51,968	55,000	55,000	24,822	45.13%
Development Fees	4079950	17,940	15,634	15,634	10,104	64.63%
Residual ABX 126	4079954	40,024	36,398	36,398	11,101	30.50%
PropTax-CurrntSecured	4080101	3,577,553	3,759,249	3,759,249	1,879,625	50.00%
County Fee-SV2557Admin Basic Tax	4080102	(57,683)	(60,856)	(60,856)	(29,812)	48.99%
Property Tax-Unitary	4080103	33,188	32,057	32,057	0	0.00%
PropTax-CurrntUnSecur	4080104	72,363	67,380	67,380	4,679	6.94%
Educ Rev Augm Fund-Redist	4080105	365,940	280,915	280,915	179,028	63.73%
PropTax-Supp CY SECR	4080106	87,685	97,091	97,091	21,715	22.37%
PropTax-Supp Unsecured	4080107	1,149	1,000	1,000	664	66.40%
PropTax-Redemption	4080108	3,561	1,500	1,500	962	64.13%
Property Tax-Prior Unsecured	4080109	2,776	2,494	2,494	3,691	148.00%
Other State	4119940	840	300	300	334	111.33%
Total Revenue		<u>4,197,304</u>	<u>4,288,162</u>	<u>4,288,162</u>	<u>2,106,913</u>	49.13%
Transfers						
Property Tax Transfer	4700001	(73,692)	(1,047,312)	(1,047,312)	(24,663)	2.35%
Total Transfers		(73,692)	(1,047,312)	(1,047,312)	(24,663)	2.35%
Net Revenue		<u>4,123,612</u>	<u>3,240,851</u>	<u>3,240,850</u>	<u>2,082,250</u>	<u>64.25%</u>
Expense						
Salaries	5010200	1,307,083	1,769,932	1,769,932	785,192	44.36%
Employee Benefits	5020000	768,995	641,614	641,614	282,557	44.04%
Consultant Services	5030301	63,753	125,000	125,000	80,128	64.10%
Prof Svcs - Legal	5030304	27,403	100,000	100,000	46,929	46.93%
Prof Svcs - Accounting and Audit	5030305	38,315	31,827	31,827	81	0.25%
Office Supplies	5049901	10,630	13,000	13,000	4,792	36.86%
Small Furn/Equip	5049902	7,876	12,730	12,730	3,498	27.48%
Software	5049903	48,981	61,267	61,267	42,550	69.45%
Copier Suppl & Srvc	5049904	8,333	9,500	9,500	4,439	46.73%
Postage	5049905	2,492	3,000	3,000	0	0.00%
Computers	5049906	12,787	15,000	15,000	12,699	84.66%
Communication - Phone	5050201	23,854	29,000	29,000	13,628	46.99%
Insurance - Gen Liability	5060301	22,324	29,000	29,000	27,860	96.07%
Membership & Prof Development	5090101	25,322	60,000	60,000	6,907	11.51%
Mileage and Travel	5090202	15,883	23,000	23,000	10,182	44.27%
Marketing	5090801	5,441	12,360	12,360	4,005	32.40%
County Fee - Special District	5100401	2,009	2,500	2,500	335	13.40%
Office Rental	5121200	<u>96,668</u>	<u>100,940</u>	<u>113,440</u>	<u>49,055</u>	<u>43.24%</u>
Total Expense		2,488,150	3,039,670	3,052,170	1,374,837	45.04%
Transfers						
Salary/Benefit Transfers	5100100	(1,934,963)	(2,181,125)	(2,181,125)	(966,850)	44.33%
Transfer Overhead	5100101	(410,212)	(552,750)	(552,750)	(160,787)	29.09%
Total Transfers		(2,345,175)	(2,733,874)	(2,733,874)	(1,127,637)	19.31%
Total Expense		<u>142,974</u>	<u>305,796</u>	<u>318,296</u>	<u>247,200</u>	<u>77.66%</u>
Net Revenue Over Expenditures		<u>3,980,638</u>	<u>2,935,055</u>	<u>2,922,554</u>	<u>1,835,050</u>	<u>62.79%</u>

Marin Transit
FY2017/18 Q2 Budget Report
From 7/1/2017 Through 12/31/2017

Detail: Local Service

		FY17 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Special Fares - Paid By Another Agency	4020000	269,244	277,276	277,276	135,275	48.79%
Advertising Revenue	4060301	245,018	238,400	238,400	140,604	58.98%
Lease of Property	4070301	152,772	161,800	161,800	72,180	44.61%
Donations	4070500	0	0	0	5,000	-
Fee For Service	4090101	1,635	0	0	1,679	-
Measure A Sales Tax	4092001	8,716,638	10,079,224	10,079,224	4,974,836	49.36%
Measure A Sales tax - Interest	4092003	85,000	85,000	85,000	0	0.00%
State Transit Assistance	4110101	1,021,043	1,214,815	1,214,815	612,408	50.41%
Transit Development Act (TDA)	4110102	4,440,516	4,453,555	4,453,555	2,307,153	51.80%
State Transit Assistance - Lifeline	4110103	502,218	0	0	0	-
State- Low Carbon Transit Operations	4119904	0	128,676	128,676	68,257	53.05%
Program						
Fed-FTA 5307 Urbanized Area Formula	4139910	0	222,210	222,210	128,171	57.68%
Fed- FTA 5307 STP	4139912	123,080	0	0		-
National Park Service	4139951	87,654	91,540	91,540	95,912	104.78%
Fare Revenue	4140100	<u>2,773,985</u>	<u>3,031,479</u>	<u>3,031,479</u>	<u>1,441,962</u>	<u>47.57%</u>
Total Revenue		<u>18,418,804</u>	<u>19,983,975</u>	<u>19,983,975</u>	<u>9,983,437</u>	<u>49.96%</u>
Transfers						
Property Tax Transfer	4700001	0	250,000	250,000	0	0.00%
Program Revenue Transfer	4700002	<u>77,810</u>	<u>100,000</u>	<u>100,000</u>	<u>0</u>	<u>0.00%</u>
Total Transfers		77,810	350,000	350,000	0	0.00%
Net Revenue		<u>18,496,614</u>	<u>20,333,975</u>	<u>20,333,975</u>	<u>9,983,437</u>	<u>49.10%</u>
Expense						
Salaries and Benefits	5010200	6,216	0	0	0	0.00%
Consultant Services	5030301	144,334	200,000	200,000	163,671	81.84%
Fare Processing Charges	5030310	37,694	37,922	37,922	23,359	61.60%
Customer Service	5030320	279,495	284,384	284,384	134,044	47.13%
Custodial Service	5030602	13,588	14,602	14,602	9,991	68.42%
Security Services	5030701	253,525	270,224	270,224	114,986	42.55%
Fuel	5040101	1,246,749	1,406,954	1,406,954	710,644	50.51%
Software	5049903	23,750	22,000	22,000	0	0.00%
Communication-AVL	5050205	57,071	78,094	78,094	69,257	88.68%
Communication-Data	5050206	2,799	2,731	2,731	1,295	47.42%
Purchased Transportation - In Report	5080101	15,336,943	16,371,183	16,371,183	8,066,912	49.28%
Marketing	5090801	69,781	90,500	90,500	41,915	46.31%
Expense Transfer - GGT Pass Through	5100404	85,000	85,000	85,000	0	0.00%
Signs	5122010	<u>4,897</u>	<u>0</u>	<u>0</u>	<u>321</u>	<u>-</u>
Total Expense		<u>17,561,842</u>	<u>18,863,594</u>	<u>18,863,594</u>	<u>9,336,395</u>	<u>49.49%</u>
Transfers						
Cost Center Salary/Benefit Transfers	5100100	998,502	1,165,498	1,165,498	554,783	47.60%
Cost Center Transfer Overhead	5100101	211,683	304,881	304,881	92,260	30.26%
Total Transfers		1,210,185	1,470,379	1,470,379	647,043	44.01%
Total Expense		<u>18,772,027</u>	<u>20,333,973</u>	<u>20,333,973</u>	<u>9,983,438</u>	<u>49.10%</u>

Marin Transit
FY2017/18 Q2 Budget Report
From 7/1/2017 Through 12/31/2017

Detail: Yellow Bus Service

		<u>FY17 Actual</u>	<u>Total Budget - Original</u>	<u>Total Budget - Revised</u>	<u>Current Period Actual</u>	<u>Percent Total Budget Used</u>
Revenue						
Yellow Bus Fares - Paid by other Agency	4030000	145,000	145,000	145,000	62,500	43.10%
Fee For Service	4090101	81,419	119,200	119,200	45,528	38.19%
Measure A Sales Tax	4092001	307,397	175,042	175,042	107,015	61.14%
Fare Revenue - Yellow Bus	4140105	<u>328,066</u>	<u>407,400</u>	<u>407,400</u>	<u>169,258</u>	<u>41.55%</u>
Total Revenue		861,882	846,642	846,642	384,301	45.39%
Net Revenue		<u>861,882</u>	<u>846,642</u>	<u>846,642</u>	<u>384,301</u>	<u>45.39%</u>
Expense						
Fare Processing Charges	5030310	8,108	12,222	12,222	9,219	75.43%
Custodial Service	5030602	1,236	1,500	1,500	605	40.33%
Software	5049903	215	0	0	140	-
Communication-AVL	5050205	2,630	12,000	12,000	13,180	109.83%
Communication-Data	5050206	8,697	9,000	9,000	4,188	46.53%
Yellow Bus School Service	5080103	593,822	624,456	624,456	269,436	43.15%
Marketing	5090801	1,945	2,000	2,000	1,192	59.60%
Leases and Rentals	5120401	<u>23,983</u>	<u>23,625</u>	<u>23,625</u>	<u>9,312</u>	<u>39.42%</u>
Total Expense		640,636	684,803	684,803	307,272	44.87%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	182,547	131,744	131,744	66,046	50.13%
Cost Center Transfer Overhead	5100101	<u>38,700</u>	<u>30,095</u>	<u>30,095</u>	<u>10,983</u>	<u>36.49%</u>
Total Transfers		221,246	161,839	161,839	77,029	47.60%
Total Expense		<u>861,882</u>	<u>846,642</u>	<u>846,642</u>	<u>384,301</u>	<u>45.39%</u>

Marin Transit
FY2017/18 Q2 Budget Report
From 7/1/2017 Through 12/31/2017

Detail: Rural Service

		<u>FY17 Actual</u>	<u>Total Budget - Original</u>	<u>Total Budget - Revised</u>	<u>Current Period Actual</u>	<u>Percent Total Budget Used</u>
Revenue						
Measure A Sales Tax	4092001	1,061,315	1,133,976	1,133,976	577,638	50.94%
Fed-FTA 5311 Rural	4139920	206,437	193,063	193,063	97,699	25.00%
National Park Service	4139951	1,355	0	0	0	0.00%
Fare Revenue	4140100	<u>121,370</u>	<u>123,264</u>	<u>123,264</u>	<u>61,403</u>	<u>28.05%</u>
Total Revenue		1,390,476	1,450,303	1,450,303	736,741	50.80%
Transfers						
Property Tax Transfer	4700001	<u>0</u>	<u>25,457</u>	<u>25,457</u>	<u>0</u>	<u>0.00%</u>
Total Transfers		0	25,457	25,457	0	0.00%
Net Revenue		<u>1,390,476</u>	<u>1,475,760</u>	<u>1,475,760</u>	<u>736,741</u>	<u>49.92%</u>
Expense						
Consultant Services	5030301	3,697	16,391	16,391	17,168	104.74%
Fuel	5040101	155,735	185,034	185,034	90,328	48.82%
Communication-AVL	5050205	12,743	14,027	14,027	15,936	113.61%
Communication-Data	5050206	831	1,000	1,000	416	41.60%
Purchased Transportation - In Report	5080101	1,096,113	1,090,787	1,090,787	567,788	52.05%
Purchased Transportation - Regional	5080102	1,355	0	0	0	0.00%
Marketing	5090801	<u>15,565</u>	<u>31,236</u>	<u>31,236</u>	<u>6,262</u>	<u>20.05%</u>
Total Expense		1,286,039	1,338,475	1,338,475	697,898	52.14%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	86,169	107,973	107,973	33,304	30.84%
Cost Center Transfer Overhead	5100101	<u>18,268</u>	<u>29,312</u>	<u>29,312</u>	<u>5,539</u>	<u>18.90%</u>
Total Transfers		104,437	137,285	137,285	38,843	28.29%
Total Expense		<u>1,390,476</u>	<u>1,475,760</u>	<u>1,475,760</u>	<u>736,741</u>	<u>49.92%</u>

Marin Transit
FY2017/18 Q2 Budget Report
From 7/1/2017 Through 12/31/2017

Detail: Marin Access

			FY17 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue							
Measure A Sales Tax	4092001		2,180,396	1,954,372	1,954,372	757,998	38.78%
Measure B	4099950		627,198	1,045,000	1,045,000	419,927	40.18%
State Transit Assistance -Population Based	4110101		53,429	60,166	60,166	30,202	50.20%
State Prop Tx Relief HOPTR	4119910		18,953	19,138	19,138	2,841	14.84%
Fed-FTA 5307 Urbanized Area Formula	4139910		627,012	701,236	701,236	701,236	100.00%
Fed-FTA 5310 Mobility	4139915		49,157	250,000	250,000	0	0.00%
Fed-FTA 5317 New Freedom	4139941		59,661	0	0	0	-
Fare Revenue	4140100		304,867	292,509	292,509	147,775	50.52%
Misc.-Reimbursement	4601001		8,841	0	0	4,190	-
GGBHTD Payment for Local Paratransit	4601003		1,010,628	1,114,848	1,114,848	506,009	45.39%
GGBHTD Payment for Regional Paratransit	4601004		<u>734,514</u>	<u>868,428</u>	<u>868,428</u>	<u>393,748</u>	<u>45.34%</u>
Total Revenue			5,674,656	6,305,698	6,305,698	2,963,926	47.00%
Transfers							
Property Tax Transfer	4700001		0	771,855	771,855	0	0.00%
Program Revenue Transfer	4700002		<u>(77,810)</u>	<u>(100,000)</u>	<u>(100,000)</u>	<u>0</u>	<u>0.00%</u>
Total Transfers			<u>(77,810)</u>	671,855	671,855	0	0.00%
Net Revenue			<u>5,596,846</u>	<u>6,977,552</u>	<u>6,977,552</u>	<u>2,963,926</u>	<u>42.48%</u>
Expense							
Consultant Services	5030301		29,947	100,000	100,000	27,206	20.69%
Customer Service	5030320		279,713	320,000	320,000	128,853	20.21%
Fuel	5040101		416,456	534,230	534,230	224,217	20.98%
Software	5049903		55,717	57,022	57,022	57,460	95.00%
Communication- Mobile Data Terminal	5050203		4,685	4,750	4,750	2,413	25.16%
Communication-MERA Radio	5050204		18,824	19,765	19,765	19,178	0.00%
Communication-Data	5050206		7,800	8,033	8,033	3,900	24.27%
Purchased Transportation - In Report	5080101		3,659,036	4,384,838	4,384,838	1,959,808	21.91%
Purchased Transportation - Regional	5080102		730,612	835,334	835,334	382,880	22.34%
Marketing	5090801		22,091	95,061	95,061	5,607	0.72%
Misc-Exp Transit User Training	5098001		4,770	9,548	9,548	2,105	5.88%
<u>Gap Grant</u>	<u>5098002</u>		<u>0</u>	<u>50,000</u>	<u>50,000</u>	<u>2,250</u>	<u>2.90%</u>
Total Expense			5,229,651	6,418,581	6,418,581	2,815,877	43.87%
Transfers							
Cost Center Salary/Benefit Transfers	5100100		302,966	454,283	454,283	126,939	27.94%
Cost Center Transfer Overhead	5100101		<u>64,229</u>	<u>104,687</u>	<u>104,687</u>	<u>21,110</u>	<u>20.16%</u>
Total Transfers			367,194	558,970	558,970	148,049	26.49%
Total Expense			<u>5,596,846</u>	<u>6,977,551</u>	<u>6,977,551</u>	<u>2,963,926</u>	<u>42.48%</u>

Marin Transit
FY2017/18 Q2 Budget Report
From 7/1/2017 Through 12/31/2017

Detail:Capital Budget

		Total Project Budget	FY2017/18 Budget Revised	Current Period Actual	Total Project Expense
EV	Purchase Two Electric Vehicles (Replacements)	1,662,022	1,626,292	2,315	38,045
LY	Purchase Ten 40ft Vehicles (Replacements)	7,710,000	7,692,803	4,361	21,558
PA	Purchase Three Paratransit Vehicles	267,000	267,000	1,006	1,006
PB	Purchase Two Accessible Vans	102,780	102,780	800	800
NR	Non Revenue Van	40,750	40,750		
SA	Purchase One Shuttle Vehicle	130,000	130,000		
XA	Purchase Two 35ft XHF Vehicles	925,000	10,000		
Subtotal Vehicles		10,837,552	9,869,625	8,482	61,409
BI	Bus Stop Improvements SGR (BI)	2,025,045	631,367	64,158	1,457,836
BS	Bus Stop Assessment Update	100,000	89,982	57,461	67,479
NC	Downtown Novato Hub (NH) Construction	4,790,000	2,129,675	2,037,064	4,697,389
BW	Muir Woods Infrastructure Improvements	638,000	531,753	3,104	109,351
TR	San Rafael Transit Center	100,000	100,000		-
Subtotal Bus Stop Improvements		7,653,045	3,482,777	2,161,787	6,332,055
FC	Facility Preliminary Design & Env	174,486	78,660	13,119	108,945
FR	Facility ROW Purchase & Capital Improvements	5,500,000	5,500,000		
Subtotal Facility		5,674,486	5,578,660	13,119	108,945
OA	On Board Equipment - 2016	210,000	160,908	80,566	129,658
OB	On Board Equipment - 2015	432,451	65,784	65,784	432,451
TB	Mobility Technology Backbone	375,000	335,253	109,411	149,158
ME	MERA	29,000	29,000	25,054	25,054
RD	Radio Communication Upgrade	348,000	71,917	20,186	23,269
Subtotal Technology Projects		1,394,451	662,862	301,001	759,590
GG	Golden Gate Capital Costs (GG)		20,000	9,597	4,799
BM	Bus Stop Maintenance (BM)		100,000	11,647	6,007
VR	Major Vehicle Repairs (VR)		300,000	40,853	28,488
IF	Infrastructure Support (IF)		385,000	183,963	96,111
Subtotal Ongoing Capital Expenses		-	805,000	246,060	135,405
Total Expenditures		25,559,534	20,398,924	2,730,449	7,397,404

**Attachment B: FY2017/18 Q2
Budget Amendments**

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
2018-01	11/20/2017	Roll forward of unspent FY2017 Capital Project budgets; and update all Prior Years and Total Budgets	Capital	Capital	EV	5230101 Vehicles	1,622,022	4,270	1,626,292
					LY	5230101 Bus Stops	7,695,047	(2,244)	7,692,803
					BI	5230101 Bus Stops	600,000	31,796"	631,351
					BS	5230101 Bus Stops	80,000	9,982	89,982
					NC	5230104 Facility and Stops	1,637,663	402,012	2,039,675
					BW	5230104 Facility and Stops	512,729	19,024	531,753
					FC	5230104 Facility and Stops	102,881	(24,221) ¹	87,195
					OA	5230102 Equipment	164,956	(4,048)	160,908
					OB	5230102 Equipment	105,861	(40,076)	65,785
					TB	5230102 Equipment	356,500	(21,247)	335,253
					RD	5230102 Equipment	75,000	(3,083)	71,917
2018-02	11/20/2017	Increase costs for construction manager due to the project timeline extension.	Capital	Capital	NC	5230104 Facility and Stops	2,039,675	90,000	2,129,675
2018-03	12/18/2017	Add projects for vehicle purchase to FY2018 budget	Capital	Capital	XA	5230101 Vehicles	0	10,000	10,000
					SA	5230101 Vehicles	0	130,000	130,000
2018-04	12/18/2017	Office Lease	Operations	Admin	NA	5121201 Office Rental	100,940	12,500	113,440
2018-05	12/18/2017	Paratransit Property lease	Capital lease	Capital	IF	5120301 Vehicle Parking Lease	\$0	\$12,600	\$12,600
2018-06	pending	Increase Budget for Bus Stop Improvement Project to spend remaining grant funds	Capital	Capital	BS	Total Budget	2,025,045	16,888	2,041,933
2018-07	Pending	Increase Budget for capital project to purchase accessible vans to purchase 2 additional vans	Capital	Capital	PB	523010 Vehicles	\$102,780	\$142,220	\$245,000
Notes: 1) Revised based on audit									

Capital Projects Report through December 2017

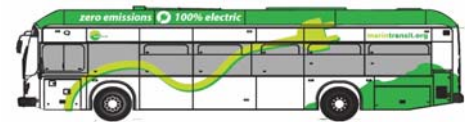
This capital project report provides detail through the Second Quarter of FY2017/18. Project descriptions and status are given for all major capital projects. Projects are grouped according to project type as shown below.

	Total Project Budgets	Total Expended FY2018	Total Project Expenditures
Vehicles	\$10,837,552	\$8,482	\$61,409
Bus Stop Improvements	\$7,653,046	\$2,161,787	\$6,332,055
Facility	\$5,674,418	\$13,119	\$108,945
Technology Projects	\$1,396,898	\$301,001	\$759,590
Ongoing Capital Expenses	\$805,000	\$246,060	\$135,405 (annual)
	\$26,366,914	\$2,730,449	\$7,397,404

Purchase Two Electric Vehicles Total Project Budget \$1,662,022

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. The vehicles are in production, but delivery has been delayed to spring 2018.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to Date</u>	<u>Percent Complete</u>	<u>Anticipated Completion Date</u>
EV	\$1,662,022	\$38,045	2%	Jun-18

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

Concept: Purchase ten 40ft Hybrid Vehicles

Funding: \$6,322,200 Federal Section 5307
 \$1,387,800 Measure A



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

Status: Board authorized purchase in March 2016. Vehicles were delivered in December 2017. Equipment like Clipper, and surveillance cameras are being installed.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to Date</u>	<u>Percent Complete</u>	<u>Anticipated Completion Date</u>
LY	\$7,710,000	\$21,558	95%	Mar-18

VEHICLES

VEHICLES

VEHICLES

Purchase Three Paratransit Vehicles**Total Project Budget****\$267,000**Concept: Purchase three Paratransit cutaway vehiclesFunding: \$218,940 Federal Section 5307
\$48,060 Measure ADescription: Replace three paratransit vehicles that are beyond their useful life.Status: Board authorized purchase of the vehicles in August 2017. The purchase order was submitted in December 2017 for a March 2018 Delivery.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
PA	\$267,000	\$1,006	5%	Mar-18

VEHICLES

Purchase Two Accessible Vans**Total Project Budget****\$102,780**Concept: Purchase two Accessible vansFunding: \$84,280 Federal Section 5307
\$18,500 Measure ADescription: Purchase two accessible vans to replace two paratransit vehicles beyond their useful life. These vehicles will be used for same-day accessible trips.Status: Board authorized purchase of the vehicles in August 2017. Staff is recommending a change of vehicle type to accommodate more passengers. This will be presented to the board in February, for a vehicle delivery in April.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
PB	\$102,780	\$800	5%	Jan-18

VEHICLES

Purchase Non Revenue Van**Total Project Budget****\$40,750**Concept: Purchase Non Revenue VanFunding: \$32,600 Federal Share of FTA Disposed Vehicles
\$8,150 Measure ADescription: Purchase vehicle for Marin Transit Staff use.Status: Staff is researching options for a vehicle for staff use that features additional cargo space to purchase via a state contract process or from a dealership. The vehicle will be used to support service monitoring, bus stop maintenance, marketing, capital projects, and transporting staff.

<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
NR	\$40,750	\$0	10%	Jul-18

VEHICLES

Purchase One Shuttle**Total Project Budget****\$130,000**Concept: Purchase One ShuttleFunding: \$104,000 Federal Section 5307
\$26,000 Measure ADescription: Purchase one shuttle to replace a contractor-owned vehicle beyond its useful lifeStatus: Board authorized purchase of the vehicle in December 2017. Vehicle delivery is anticipated in June of 2018.

		<u>Expended to</u>		<u>Anticipated</u>
<u>Project ID</u>	<u>Budget</u>	<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
SA	\$130,000	\$0	0%	Jul-18

VEHICLES

Purchase Two 35ft XHF Vehicles**Total Project Budget****\$925,000**Concept: Purchase two 35ft XHF vehiclesFunding: \$740,000 Federal Section 5307
\$185,000 Measure ADescription: Purchase of two expansion 35-foot XHFsStatus: The Board authorized the purchase of this vehicle in December 2017. The vehicles will be used for school service and Muir Woods shuttle. Vehicle delivery is anticipated in October of 2018.

		<u>Expended to</u>		<u>Anticipated</u>
<u>Project ID</u>	<u>Budget</u>	<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
XA	\$925,000	\$0	0%	Nov-18

Bus Stop Improvements (State of Good Repair)**Total Project Budget \$2,025,045**Concept: Improve bus stops in Marin CountyFunding: \$1,600,000 Federal Section 5309

\$400,000 PTMISEA

\$25,045 Measure A

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 completing plans and specifications for 11 additional stop improvements. Staff developed and released a Request for Proposals for a Construction



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Phase 3</u>	
		<u>Date</u>		<u>Anticipated</u>	<u>Completion</u>
			<u>Percent Complete</u>		<u>Date</u>
BI	\$2,025,045	\$1,457,836	72%		Jun-18

**Downtown Novato Bus Stop Improvements- Construction****Total Project Budget****\$4,790,000**Concept: Construct Downtown Novato Bus Stop Improvement ProjectFunding: \$1,980,716 PTMISEA

\$989,000 ATP Grant

\$389,284 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: In November 2016 construction contracts were awarded to Thompson Builders Corporation and the Conservation Corps North Bay. Construction started in January 2017 with tree removal, demolition and transition of bus services from the median to Redwood Blvd curbsides. Construction was mostly complete by September including facility shelter, display cabinets and landscaping. Bus services were move back into the median. The contractor finished outstanding tasks and the City of Novato will issue a final Occupancy Permit upon receipt of as-built drawings.



<u>Project ID</u>	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>	
		<u>Date</u>		<u>Completion</u>	
			<u>Percent Complete</u>		<u>Date</u>
NC	\$4,790,000	\$4,697,389	99%		Feb-18

BUS STOP IMPROVEMENTS

Muir Woods Infrastructure Improvements **Total Project Budget** **\$638,000**Concept: Improve boarding locations and purchase signage for the Muir Woods ShuttleFunding: \$638,000 Federal Transit In the ParksDescription: 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. Vehicle delivery is anticipated in July 2018. 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 Completion</u>	
		<u>Date</u>	<u>Percent Complete</u>	<u>Date</u>	
BW	\$638,000	\$109,351	17%	Aug-18	

BUS STOP IMPROVEMENTS

Bus Stop Conditions Update **Total Project Budget** **\$100,000**Concept: Update District Bus Stop InventoryFunding: \$100,000 Measure ADescription: 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. The inventory took place during the summer of 2017 and is now 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>	
BS	\$100,000	\$67,479	100%	Dec-17	

ADMIN AND OPERATIONS FACILITY

Maintenance Facility - Project Development **Total Project Budget** **\$174,418**Concept: Develop a maintenance facilityFunding: \$52,169 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, feasibility and a preliminary space needs analysis. In August 2017, the board reviewed a report on Evaluating Costs and Benefits of a Operations and Maintenance Facility that analyzed the need, functions, goals, and objectives of developing a facility. Mark Thomas & Co is

<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>	
FC	\$174,418	\$108,945	62%	NA	

ADMIN AND OPERATIONS FACILITY

Maintenance Facility - ROW Purchase & Capital Improvements	Total Project Budget	\$5,500,000
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Concept: Develop a maintenance facility
Funding: \$1,100,000 Measure A
 \$4,400,000 FTA 5307
Description: Purchase land for a new facility.
Status: Marin Transit is actively searching for and evaluating available land to purchase in the county.

Project ID	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
FC	\$5,500,000	\$0	5%	NA

TECHNOLOGY PROJECTS

TECHNOLOGY PROJECTS	Total Project Budget	\$1,046,989
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Concept: District technology projects
Funding: \$300,000 Federal Job Access Funds (JARC)
 \$514,391 Federal Section 5307
 \$232,598 Measure A

<u>Projects:</u>		<u>Total Project</u>	<u>Expended to</u>
		<u>Cost</u>	<u>Date</u>
OA	On Board Equipment 2016	\$210,000	\$129,658
OB	Associated On-Board Equipment-2015	\$432,989	\$432,451
TB	Mobility Technology Backbone	\$375,000	\$149,158
ME	AMERA	\$29,000	\$25,054



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

Status: Marin Transit board approved the installation of security cameras on Paratransit vehicles in August 2017. Installation was complete in November 2017.

Radio Communication Upgrades - Needs Assessment	Total Project Budget	\$348,000
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Concept: Conduct a current Radio Communications Needs Assessment

Funding: \$62,640 Measure A
 \$285,360 FTA 5307

Description: Evaluate current radio communications practices and determine areas for improvement with action plan.

Status: Marin Transit board approved a contract with DeltaWRX in September 2017 to complete a radio assessment at each of Marin Transit's contractors. Assessment should be complete in February 2018. A second phase will be initiated to fulfill consultant recommendations

Project ID	<u>Budget</u>	<u>Expended to</u>		<u>Anticipated</u>
		<u>Date</u>	<u>Percent Complete</u>	<u>Completion</u>
RD	\$348,000	\$23,269	7%	Feb-18

Ongoing Capital Expenses	Annual Budget	\$805,000
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ONGOING CAPITAL EXPENSES

Concept: Ongoing capital expenses

Funding: \$805,000 Measure A

<u>Projects:</u>		Total Project Budgets	<u>Annual Budget</u>	<u>Expended in FY2018</u>
GG	Golden Gate Capital Costs	\$20,000	\$20,000	\$4,799
BM	Bus Stop Maintenance	\$100,000	\$100,000	\$6,007
VR	Major Vehicle Repairs	\$300,000	\$300,000	\$28,488
IF	Infrastructure Support	\$385,000	\$385,000	\$96,111

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.



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February 26, 2018

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

board of directors

SUBJECT: Marin Transit Quarterly Performance Report for the Second Quarter of FY 2017/18

katie rice
president
supervisor district 2

Dear Board Members:

RECOMMENDATION: Accept report.

stephanie moulton-peters
vice president
city of mill valley

SUMMARY:

As part of the District's service monitoring process, staff has prepared a quarterly performance report alongside the quarterly financial report. Attached is the report for the second quarter of FY 2017/18.

damon connolly
2nd vice president
supervisor district 1

The quarterly report provides route-level statistics and performance measures with financial data and an in-depth analysis of trends. The report discusses of any relevant external factors such as service changes.

judy arnold
director
supervisor district 5

Additional detailed analyses of system performance and trends are provided in an annual system performance report. In addition to the monthly reports, this report is available on the District's website at <http://marintransit.org/monitoringreports.html>.

kate colin
director
city of san rafael

FISCAL/STAFFING IMPACT: None associated with this report.

dennis rodoni
director
supervisor district 4

Respectfully submitted,

kathrin sears
director
supervisor district 3

Robert Betts
Director of Operations & Planning
Attachments

Quarterly Performance Report for FY 2017/18 Q1

The Quarterly Performance Report provides detailed route-level statistics, analyzes trends, and evaluates performance measures established under Measure A. This report summarizes the operational performance of Marin Transit services for the second quarter of FY 2017/18 from October 1, 2017 through December 31, 2017.

Report Format

The data presented in this report is generated directly from TransTrack, Marin Transit's data management system. TransTrack enables Marin Transit to consolidate and analyze all operational data from the District's transit programs and contractors as one system. In December 2016, the District upgraded the system to provide a new tool to create custom reports including this Quarterly Performance Report. The new report captures all costs associated with service operations and is not limited to contractor costs. This reporting format most accurately represents the District's actual costs of providing service.

Route performance is presented relative to typology-based targets. The targets were most recently updated in the FY 2016-2025 Short Range Transit Plan, and adopted by the Board in July 2015. These typology-based targets aim to match routes and service levels to the markets they are intended to serve. All performance and financial data is consistent with the District's reporting for the National Transit Database.

Performance Goals

Performance goals at the route level are measured in both productivity (unlinked passengers per hour and per trip) and cost-effectiveness (subsidy per unlinked passenger trip). These measures follow the fixed-route service typologies updated in the FY 2016-2025 Short Range Transit Plan. Table 1 below summarizes route level performance goals by typology. Note that there are currently no productivity or cost-effectiveness goals identified for the Yellow Bus or Partnership service typologies.

Table 1: Productivity and Subsidy Goals by Service Typology

Service Typology	Routes	Unlinked Passenger Trips per Hour (at or above)	Subsidy per Passenger Trip (at or below)
Local Trunkline	35, 36, 71	25	\$3.00
Regular Local	17, 22, 23, 23X, 29, 49	20	\$5.00
Local Connector	219, 228, 233, 245, 251, 257	8	\$8.00
Supplemental	113, 115, 117, 119, 125, 139, 145, 151, 154	20 per trip	\$3.00
Rural	61, 68	4	\$12.00
Recreational	66 (Muir Woods Shuttle)	25	\$3.00
Demand Response	Local DAR, Novato DAR, Dillon Beach/Tomaes DAR, Point Reyes DAR	2	\$30.00

Performance Summary

In the second quarter of FY 2017/18, Marin Transit carried a total of 819,408 passengers systemwide. This represents an increase of approximately 1.7% compared to the first quarter of the previous fiscal year. On fixed-route transit services, including Yellow School Bus, Marin Transit carried 780,324 riders. This is a 1.6% increase from the last fiscal year. Marin Access

services carried 39,084 trips on demand response and mobility management programs, an increase of 2.6% compared to last fiscal year. The tables at the end of this report provide a breakdown of all route-level statistics.

Local Trunkline (Routes 35, 36, and 71x)

In the second quarter of FY 2017/18, Local Trunkline services carried 287,887 passengers. This is a 2.8% increase over the first quarter of the previous fiscal year. One of the three Local Trunkline routes, Routes 35 and 36 met the productivity target of 25 passengers per hour. None of the routes met the subsidy target of \$3.00 per passenger.

Local Basic (Routes 17, 22, 23, 23x, 29 and 49)

Local Basic services carried a total of 250,812 passengers during the first quarter of this fiscal year, a 1.4% increase from the prior year. None of the six routes met the productivity target of 20 passengers per hour. Only one route, Route 49, met the subsidy target of \$5.00 per passenger.

Local Connector (Routes 219, 228, 233, 245, 251, and 257)

During the second quarter of the fiscal year, Local Connector services carried 98,333 total passengers. This is 3.7% higher than the previous year. Five of the six routes met the productivity target of 8 passengers per hour: Routes 219, 233, 245, 251, and 257. Only Route 245 met the subsidy target of \$8.00 per passenger.

Supplemental (Routes 113, 115, 117, 119, 125, 139, 145, 151, and 154)

Supplemental school services carried a total of 52,951 passengers during the first quarter of FY 2017/18. This is 4.7% fewer passengers than the previous year. Six of the nine routes met both the productivity target of 20 passengers per trip and subsidy target of \$5.00 per passenger: Routes 113, 117, 119, 145, 151, and 154.

Rural (West Marin Stagecoach Routes 61 and 68)

In the second quarter of the fiscal year, the two Stagecoach routes carried 27,167 passengers total. This is about a 9.6% increase over the prior year. Both routes met the productivity goal of 4 passengers per hour and just Route 68 met the subsidy goal of \$12.00 per passenger.

Partnership Services (Route 122 – College of Marin Express)

Express Route 122 service to College of Marin resumed for the Fall 2017 semester on August 21, 2017. During the second quarter of the year, the service carried a total of 7,315 passengers or 10.3% more than the prior year. There are no performance targets established for Partnership services.

Yellow Bus

Ross Valley School District yellow bus service carried 38,436 passengers during the second quarter of FY 2017/18 for a decrease of about 5.8% compared to the prior year. There are no performance targets established for Yellow Bus services.

Recreational (Route 66-Muir Woods Shuttle)

During the second quarter of FY 2017/18, the service carried a total of 17,330 passengers, a decrease of 2.7% over last year. The service did not meet its productivity target of 25 passengers per hour and its subsidy target of \$3.00 per passenger.

Marin Access

Mobility Management programs offered by Marin Access include demand response services, Catch-A-Ride, and Volunteer Driver programs.

In the second quarter of FY 2017/18, local paratransit carried 30,270 passengers. The service productivity average of 2.1 passengers per hour met the 2.0 standard. The number of passengers represents a 2.9% increase in ridership compared to the prior fiscal year. The service did not meet the subsidy target of \$30.00 per passenger.

The Novato Dial-a-Ride service carried 1,061 passengers, and met its productivity standard at 2.0 passengers per hour. Ridership was 6.2% higher than in the previous fiscal year. The service did not meet the subsidy target of \$30.00 per passenger.

The Dillon Beach/Tomales Dial-a-Ride provides curb-to-curb pick-up and drop-off between Dillon Beach, Tomales, and Petaluma, and operates on Wednesdays only. During the second quarter of the fiscal year, the service carried 150 passengers, a 12.8% increase over last year, and met its productivity target with 2.3 passengers per hour. The service also met the subsidy target of \$30.00 per passenger.

In July 2016, Marin Transit added a new general public dial-a-ride service between Point Reyes Station and Novato. The service runs once per month on the second Monday. In the second quarter of the fiscal year, the service carried 46 passengers, significantly more than the 12 carried during the second quarter last year, and met its productivity target with 2.9 passengers per hour. The service also met the subsidy target of \$30.00 per passenger.

The Volunteer Driver Program completed 3,816 trips in the second quarter of FY 2017/18. This represents a 2.8% decrease compared to the previous fiscal year.

The Catch-a-Ride program provided 3,741 one-way trips. This is an increase of 2.6% compared to the prior year.

Ridership Trends

The small increase in ridership is slightly counter to the trends among bus transit agencies throughout the country and in the Bay Area. According to the National Transit Database, bus ridership declined 3.3% nationwide during the second quarter of FY 2017/18 compared to the prior year.

There are several factors that can impact ridership such as the number of weekdays in a month and the weather. Table 2 below compares these factors, and qualitatively evaluates their potential impact on ridership.

In October 2017, the North Bay experienced one of the worst natural disasters in its history when fires swept through parts of Sonoma, Napa, Lake and Mendocino Counties. Marin County was fortunate to not directly encounter any major fires though did feel the impact of these fires. Although many contracted operations staff live in these adjacent Counties, the District missed very little service due to driver shortage. Smoke impacts for up to a week limited outdoor exposure, and in some cases, led to closed schools and cancelled community events. This related to a significant spike in cancelled supplemental school service for October compared to the previous year.

Other factors that may have helped increase ridership include one more weekday, three more days of Muir Woods service, lower rainfall, and higher gas prices (+15%) compared to last year. However, fewer transfers and a lower unemployment rate possibly offset some factors that increased ridership.

Table 2: Factors Impacting Ridership Comparison

Factor		FY 2016/17 Q1	FY 2017/18 Q1	Impact
Calendar	School Days	55	56	▲
	Weekdays	62	62	--
	Weekends & Holidays	30	30	--
	Muir Woods Shuttle	19	22	▲▲
Transfers Ratio (ratio of unlinked to linked trips)		1.31	1.30	▼
Service Disruptions	Canceled service (trips)	48	83	▼▼
	Major detour/closure (days)	0	0	--
Rainfall (inches)		11.36	4.63	▲
Gas Prices		\$2.79	\$3.21	▲
Unemployment Rate		3.3%	2.4%	▼

Compared to the prior year, demand for Marin Access mobility management programs increased an overall 2.6% during the second quarter of FY 2017/18. These increases are comparable to growth experienced historically though are counter to declining ridership experienced in the last year. Staff will continue to monitor usage of these services.

Fixed-Route

Fixed-Route Passenger Statistics by Route

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
1. Local Trunkline	35	167,972	▼0.8%	5,776	▲0.2%	29.1	▼0.3
	36	90,713	▲11.2%	3,436	▲1.0%	26.4	▲2.4
	71	29,202	▲0.7%	1,835	▼3.8%	15.9	▲0.7
	Rollup	287,887	▲2.8%	11,047	▼0.3%	26.1	▲0.8
2. Local Basic	17	65,069	▲2.3%	3,728	▲1.3%	17.5	▲0.2
	22	51,436	▼5.1%	4,475	▼0.1%	11.5	▼0.6
	23	49,116	▼2.8%	2,782	▼0.0%	17.7	▼0.5
	23X	13,558	▲10.7%	846	-	16.0	▲1.5
	29	10,017	▲3.5%	817	▼13.2%	12.3	▲2.0
	49	61,709	▲8.2%	3,711	▲2.2%	16.6	▲0.9
	Rollup	250,905	▲1.5%	16,360	▼0.0%	15.3	▲0.2
3. Local Connector	219	13,114	▲6.0%	1,623	▲3.0%	8.1	▲0.2
	228	19,589	▲11.0%	2,549	▼0.0%	7.7	▲0.8
	233	10,980	▲1.7%	1,093	▼0.0%	10.0	▲0.2
	245	12,763	▼2.6%	1,095	▼0.0%	11.7	▼0.3
	251	25,365	▲6.7%	2,416	▼0.1%	10.5	▲0.7
	257	16,522	▼3.5%	1,880	▲0.0%	8.8	▼0.3
	Rollup	98,333	▲3.7%	10,655	▲0.4%	9.2	▲0.3
4. Supplemental	113	5,363	▼1.6%	103	▲4.4%	52.1	▼3.2
	115	2,570	▼36.1%	101	▼44.8%	25.4	▲3.5
	117	7,422	▼29.6%	139	▼29.2%	53.3	▼0.3
	119	10,264	▲12.8%	175	▲53.5%	58.6	▼21.1
	125	3,668	▼15.5%	179	▼0.9%	20.5	▼3.5
	139	1,328	▼39.6%	94	▲23.6%	14.1	▼14.7
	145	5,475	▲11.4%	75	▲29.7%	72.8	▼12.0
	151	13,330	▲19.8%	231	▲35.1%	57.7	▼7.4
	154	3,531	▼8.7%	104	▲0.9%	33.9	▼3.6
	Rollup	52,951	▼4.7%	1,203	▲1.7%	44.0	▼3.0
5. Rural	61	6,581	▲11.9%	1,196	▼1.7%	5.5	▲0.7
	68	20,586	▲8.9%	2,687	▼0.1%	7.7	▲0.6
	Rollup	27,167	▲9.6%	3,883	▼0.6%	7.0	▲0.7
6. Partnership Services	122	7,315	▲10.3%	637	▲16.7%	11.5	▼0.7
	Rollup	7,315	▲10.3%	637	▲16.7%	11.5	▼0.7
7. Yellow Bus	Hdn Valley	2,310	▼12.6%	53	▲1.9%	43.6	▼7.2
	White Hill	36,502	▼4.3%	314	▲1.9%	116.3	▼7.6
	Rollup	38,812	▼4.9%	367	▲1.9%	105.8	▼7.5
8. Recreational	66	17,330	▼2.7%	730	▲6.5%	23.7	▼2.2
	Rollup	17,330	▼2.7%	730	▲6.5%	23.7	▼2.2
Rollup		780,700	▲1.7%	44,880	▲0.3%	17.4	▲0.2

* Change compared to same quarter of prior year

Fixed-Route

Fixed-Route Financial Statistics by Route

Typology	Route	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
1. Local Trunkline	35	\$857,003	▲7.5%	\$174,875	▼3.2%	\$4.06	▲\$0.42	20.4%	▼2.3%
	36	\$505,556	▲8.2%	\$90,803	▲3.2%	\$4.57	▼\$0.08	18.0%	▼0.9%
	71	\$281,546	▲3.1%	\$38,454	▼0.4%	\$8.32	▲\$0.24	13.7%	▼0.5%
	Rollup	\$1,644,104	▲6.9%	\$304,131	▼1.0%	\$4.65	▲\$0.26	18.5%	▼1.5%
2. Local Basic	17	\$553,840	▲8.6%	\$76,406	▼5.0%	\$7.34	▲\$0.58	13.8%	▼2.0%
	22	\$444,041	▲10.4%	\$63,673	▼0.9%	\$7.39	▲\$1.16	14.3%	▼1.6%
	23	\$398,641	▲6.7%	\$56,980	▼8.1%	\$6.96	▲\$0.79	14.3%	▼2.3%
	23X	\$122,483	▲7.0%	\$15,147	▲12.8%	\$7.92	▼\$0.33	12.4%	▲0.6%
	29	\$118,505	▼7.0%	\$11,214	▼4.5%	\$10.71	▼\$1.25	9.5%	▲0.3%
	49	\$359,615	▲9.3%	\$64,598	▼3.3%	\$4.78	▲\$0.18	18.0%	▼2.3%
	Rollup	\$1,997,125	▲7.6%	\$288,018	▼3.6%	\$6.81	▲\$0.51	14.4%	▼1.7%
3. Local Connector	219	\$160,326	▲14.1%	\$16,618	▲8.1%	\$10.96	▲\$0.84	10.4%	▼0.6%
	228	\$244,650	▲10.1%	\$25,476	▼0.9%	\$11.19	▲\$0.05	10.4%	▼1.2%
	233	\$106,577	▲10.1%	\$11,828	▼8.6%	\$8.63	▲\$0.87	11.1%	▼2.3%
	245	\$105,072	▲10.0%	\$13,781	▼6.1%	\$7.15	▲\$0.98	13.1%	▼2.3%
	251	\$238,120	▲10.0%	\$23,370	▼6.3%	\$8.47	▲\$0.41	9.8%	▼1.7%
	257	\$182,978	▲10.3%	\$18,973	▼6.3%	\$9.93	▲\$1.42	10.4%	▼1.8%
	Rollup	\$1,037,722	▲10.7%	\$110,047	▼3.4%	\$9.43	▲\$0.75	10.6%	▼1.5%
4. Supplemental	113	\$14,994	▲34.6%	\$3,343	▼13.3%	\$2.17	▲\$0.84	22.3%	▼12.3%
	115	\$14,633	▼31.9%	\$1,305	▼51.0%	\$5.19	▲\$0.51	8.9%	▼3.5%
	117	\$19,909	▼5.1%	\$3,846	▼22.2%	\$2.16	▲\$0.64	19.3%	▼4.2%
	119	\$27,000	▲79.2%	\$7,155	▲19.3%	\$1.93	▲\$0.94	26.5%	▼13.3%
	125	\$23,625	▲31.3%	\$3,201	▼13.0%	\$5.57	▲\$2.27	13.5%	▼6.9%
	139	\$12,685	▲50.8%	\$1,304	▼43.5%	\$8.57	▲\$5.79	10.3%	▼17.2%
	145	\$10,594	▲61.3%	\$2,163	▼2.7%	\$1.54	▲\$0.66	20.4%	▼13.4%
	151	\$30,343	▲74.1%	\$7,004	▲34.4%	\$1.75	▲\$0.65	23.1%	▼6.8%
	154	\$13,001	▲34.0%	\$1,834	▼27.3%	\$3.16	▲\$1.31	14.1%	▼11.9%
	Rollup	\$166,786	▲29.5%	\$31,155	▼6.7%	\$2.56	▲\$0.84	18.7%	▼7.3%
5. Rural	61	\$112,191	▲3.4%	\$7,162	▲11.9%	\$15.96	▼\$1.40	6.4%	▲0.5%
	68	\$256,224	▲3.9%	\$21,135	▲7.7%	\$11.42	▼\$0.58	8.2%	▲0.3%
	Rollup	\$368,415	▲3.8%	\$28,296	▲8.7%	\$12.52	▼\$0.75	7.7%	▲0.3%
6. Partnership Services	122	\$78,030	▲56.6%	\$37,547	▼7.8%	\$5.53	▲\$4.16	48.1%	▼33.6%
	Rollup	\$78,030	▲56.6%	\$37,547	▼7.8%	\$5.53	▲\$4.16	48.1%	▼33.6%
7. Yellow Bus	Hdn Valley	\$33,372	▲0.4%	\$8,829	▲0.4%	\$10.63	▲\$1.38	26.5%	▼0.0%
	White Hill	\$197,561	▲0.4%	\$140,089	▲10.5%	\$1.57	▼\$0.26	70.9%	▲6.5%
	Rollup	\$230,933	▲0.4%	\$148,918	▲9.9%	\$2.11	▼\$0.20	64.5%	▲5.6%
8. Recreational	66	\$98,002	▲33.0%	\$36,225	▼1.3%	\$3.56	▲\$1.49	37.0%	▼12.8%
	Rollup	\$98,002	▲33.0%	\$36,225	▼1.3%	\$3.56	▲\$1.49	37.0%	▼12.8%
Rollup		\$5,621,117	▲8.7%	\$984,338	▼0.8%	\$5.94	▲\$0.50	17.5%	▼1.7%

* Change compared to same quarter of prior year

Marin Access

Marin Access Passenger Statistics by Service

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
9. Demand Response	Dillon DAR	150	▲12.8%	65	-	2.3	▲0.3
	Local Para	30,273	▲2.9%	14,506	▲8.6%	2.1	▼0.1
	Novato DAR	1,061	▲6.2%	539	▲16.8%	2.0	▼0.2
	PtReyesDAR	46	▲283.3%	16	-	2.9	▲2.2
	Rollup	31,530	▲3.2%	15,126	▲8.8%	2.1	▼0.1
Catch-A-Ride	CAR_Gen	1,689	▲0.9%	0			
	CAR_LowInc	2,091	▲7.2%	0			
	Rollup	3,780	▲4.3%	0			
Volunteer Driver	VolDrvr	2,637	▼3.5%	3,151	▲11.4%	0.8	▼0.1
	VolDrvrWM	1,179	▼1.3%	1,706	▼2.4%	0.7	▲0.0
	Rollup	3,816	▼2.8%	4,857	▲6.1%	0.8	▼0.1
Rollup		39,126	▲2.7%	19,983	▲8.1%	2.0	▼0.1

Marin Access Financial Statistics by Service

Typology	Route	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
9. Demand Response	Dillon DAR	\$4,346	▲93.0%	\$208	▼8.5%	\$27.58	▲\$12.36	4.8%	▼5.3%
	Local Para	\$1,163,991	▲3.0%	\$57,048	▲1.7%	\$36.57	▲\$0.04	4.9%	▼0.1%
	Novato DAR	\$45,623	▲24.4%	\$2,092	▼11.8%	\$41.03	▲\$6.69	4.6%	▼1.9%
	PtReyesDAR	\$1,058	▲93.9%	\$62	▲177.9%	\$21.65	▼\$22.01	5.9%	▲1.8%
	Rollup	\$1,215,019	▲3.9%	\$59,410	▲1.2%	\$36.65	▲\$0.29	4.9%	▼0.1%
Catch-A-Ride	CAR_Gen	\$39,522	▼4.1%	\$4,008	▼2.8%	\$21.03	▼\$1.12	10.1%	▲0.1%
	CAR_LowInc	\$48,347	▲7.3%	\$4,970	▲3.6%	\$20.74	▲\$0.11	10.3%	▼0.4%
	Rollup	\$87,869	▲1.9%	\$8,979	▲0.6%	\$20.87	▼\$0.47	10.2%	▼0.1%
Volunteer Driver	VolDrvr	\$20,994	▲38.0%	\$0		\$7.96	▲\$2.39	0.0%	-
	VolDrvrWM	\$15,576	▲22.7%	\$0		\$13.21	▲\$2.58	0.0%	-
	Rollup	\$36,570	▲31.0%	\$0		\$9.58	▲\$2.47	0.0%	-
Rollup		\$1,339,458	▲4.3%	\$68,389	▲1.1%	\$32.49	▲\$0.56	5.1%	▼0.2%

* Change compared to same quarter of prior year

Systemwide Total

Systemwide Passenger Statistics Summary

	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
Values	819,826	▲1.7%	64,863	▲2.6%	12.6	▼0.1

Systemwide Financial Statistics Summary

	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
Values	\$6,960,576	▲7.9%	\$1,052,726	▼0.7%	\$7.21	▲\$0.51	15.1%	▼1.3%

* Change compared to same quarter of prior year



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February 26, 2018

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

**SUBJECT: Authorizing Resolution and Project List for
California's State of Good Repair Program**

board of directors

Dear Board Members:

katie rice
president
supervisor district 2

RECOMMENDATION: Adopt Resolution #2018-01 Authorizing the Execution of the Certifications and Assurances for the California State of Good Repair Program and approve the District's SGR project list.

stephanie moulton-peters
vice president
city of mill valley

SUMMARY:

Staff requests that your Board adopt Resolution #2018-01 (Attachment A) authorizing the General Manager to execute the Certification and Assurances for California's State of Good Repair (SGR) Program. Staff also requests that your Board approve a project list for SGR allocation requests.

damon connolly
2nd vice president
supervisor district 1

judy arnold
director
supervisor district 5

The SGR Program is funded with a portion of a new California Transportation Improvement Fee on vehicle registrations that was created under State Senate Bill (SB) 1. The SB 1 SGR program will provide approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation, and capital projects. These funds will be allocated under the State Transit Assistance (STA) Program formula to eligible agencies pursuant to Public Utilities Code (PUC) section 99312.1. Accordingly, half of the funds will be allocated based on population and half according to transit operator revenues.

kate colin
director
city of san rafael

dennis rodoni
director
supervisor district 4

For FY2017/18, the State Controller has indicated that \$205,113 will be available to Marin Transit according to our revenue share. The Metropolitan Transportation Commission will consider a proposal in the coming months to program the population-based funds for our region toward the purchase of electric vehicles.

kathrin sears
director
supervisor district 3

Estimates for the next year of funding (FY2018/19) are expected to be available in February 2018.

PROJECT LIST:

Marin Transit staff recommends programming the initial SB 1 vehicle registration fee funds towards vehicle purchases that are required to ensure the state of good repair of the District's revenue vehicle fleet. The recommended project list for the initial two years of funding is shown in Table 1. The funding needs on this project list exceed the currently available funds and give staff the ability to program both FY2017/18 and FY2018/19 funding.

The first project is the purchase of a shuttle vehicle, approved by your Board on December 18, 2018. The vehicle will replace an aging contractor-owned vehicle. At the December meeting, staff advised your Board that the District would use available SB1 funds for this purchase.

The second project is an upcoming vehicle replacement from the District's Short Range Transit Plan (SRTP). Additional local or state funding is needed to upgrade rural cutaway vehicles to 30ft, narrow diesel vehicles. The new vehicle type is more expensive than cutaway vehicles but will last 3-5 years longer and have a significantly better performance and reliability on challenging rural roads.

Table 1: Marin Transit SGR Project List

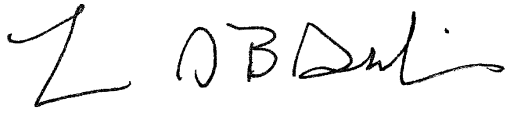
Project Title	Project Description	SGR Funds or Local funds	Federal Funds	Total
Purchase One Shuttle Vehicle	Purchase a cutaway vehicle need to meet existing service levels (currently operated with a retired contractor-owned vehicle)	\$130,000	\$0	\$130,000
Replace four (4) Rural vehicles	Replace four (4) cut-away 7-year cutaway vehicles used on rural service with 30ft narrow diesel vehicles (10 - 12 year life)	\$1,094,880	\$505,120	\$1,600,000
Total		\$1,224,880	\$505,120	\$1,730,000

Funding	SGR Funds or Local funds
FY2017/18 SB1 State of Good Repair	\$205,113
Future Funds or other Local & State Funds	\$1,019,767
Total State and Local Funds	\$1,224,880

FISCAL IMPACT: With this action, Marin Transit will have the requisite Board approvals to apply for SB1 SGR funding, including the \$205,116 in FY2017/18 funding. The project list for the funding is consistent with prior Board approvals and the District's 10-year capital plan.

Your Board's approval of the SGR list does not authorize procurement of the four rural vehicles. Staff will return to your Board with specific funding identified and request authorization to purchase the four rural vehicles on the SGR list.

Respectfully submitted,

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

Lauren Gradia
Director of Finance and Capital Programs

Attachment A - Resolution 2018-01

Attachment A**RESOLUTION #2018-01**

**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

WHEREAS, the *Marin County Transit District* (Marin Transit) is an eligible project sponsor and may receive State Transit Assistance funding from the State of Good Repair Account (SGR) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, the guidelines require that each potential recipient must submit a signed, dated, and Board Approved Certifications and Assurances Document;

WHEREAS, the *Marin County Transit District* wishes to delegate authorization to execute these documents and any amendments thereto to the *General Manager*.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Marin County that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document, as identified in Exhibit A and applicable statutes, regulations and guidelines for all SGR funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the *General Manager* be authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.

APPROVED AND PASSED this February 26, 2018

President

ATTEST:

Nancy Whelan, General Manager

Attachment A: Exhibit A

State Transit Assistance State of Good Repair Program

Recipient Certifications and Assurances

Recipient: *Marin County Transit District*.

Effective Date: *January 31, 2018*.

In order to receive State of Good Repair Program (SGR) funds from the California Department of Transportation (Department), recipients must agree to following terms and conditions:

A. General

- (1) The recipient agrees to abide by the State of Good Repair Guidelines as may be updated from time to time.
- (2) The potential recipient must submit to the Department a State of Good Repair Program Project List annually, listing all projects proposed to be funded by the SGR program. The project list should include the estimated SGR share assigned to each project along with the total estimated cost of each project.
- (3) The recipient must submit a signed Authorized Agent form designating the representative who can submit documents on behalf of the recipient and a copy of the board resolution authorizing the agent.

B. Project Administration

- (1) The recipient certifies that required environmental documentation will be completed prior to expending SGR funds. The recipient assures that each project approved for SGR funding comply with Public Resources Code § 21100 and § 21150.
- (2) The recipient certifies that SGR funds will be used for transit purposes and SGR funded projects will be completed and remain in operation for the estimated useful lives of the assets or improvements.
- (3) The recipient certifies that it has the legal, financial, and technical capacity to deliver the projects, including the safety and security aspects of each project.
- (4) The recipient certifies that there is no pending litigation, dispute, or negative audit findings related to any SGR project at the time an SGR project is submitted in the annual list.

- (5) Recipient agrees to notify the Department immediately if litigation is filed or disputes arise after submission of the annual project list and to notify the Department of any negative audit findings related to any project using SGR funds.
- (6) The recipient must maintain satisfactory continuing control over the use of project equipment and/or facilities and will adequately maintain project equipment and/or facilities for the estimated useful life of each project.
- (7) Any and all interest the recipient earns on SGR funds must be reported to the Department and may only be used on approved SGR projects or returned to the Department.
- (8) The recipient must notify the Department of any proposed changes to an approved project list by submitting an amended project list.
- (9) Funds will be expended in a timely manner.

C. Reporting

- (1) Per Public Utilities Code § 99312.1 (e) and (f), the recipient must submit the following SGR reports:
 - a. Annual Expenditure Reports within six months of the close of the fiscal year (by December 31st) of each year.
 - b. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of SGR funds. A copy of the audit report must be submitted to the Department within six months of the close of each fiscal year in which SGR funds have been received or expended.

D. Cost Principles

- (1) The recipient agrees to comply with Title 2 of the Code of Federal Regulations Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The recipient agrees, and will assure that its contractors and subcontractors will be obligated to agree, that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items and (b) those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (3) Any project cost for which the recipient has received payment that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, are subject to repayment by the

recipient to the State of California (State). Should the recipient fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the recipient from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

- (1) The recipient agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the recipient, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of the recipient, its contractors and subcontractors connected with SGR funding shall be maintained for a minimum of three (3) years from the date of final payment and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the recipient, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the recipient pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the recipient's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the recipient's contracts with third parties pursuant to Government Code § 8546.7, the recipient, its contractors and subcontractors and the Department shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the recipient shall furnish copies thereof if requested.
- (3) The recipient, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

- (1) Recipient acknowledges that if a project list is not submitted timely, the recipient forfeits its apportionment for that fiscal year.
- (2) Recipients with delinquent expenditure reports may risk future eligibility for future SGR funding.
- (3) Recipient acknowledges that the Department shall have the right to perform an audit and/or request detailed project information of the recipient's SGR funded projects at the Department's discretion from SGR award through 3 years after the completion and final billing of any SGR funded project. Recipient agrees to provide any requested project information.

I certify all of these conditions will be met.

MARIN COUNTY TRANSIT DISTRICT

BY:

President

Board of Directors



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marintransit.org

February 26, 2018

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

SUBJECT: Resolution 2018-02 Low Carbon Transit Operations Program

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: Approve resolution for application to Caltrans for Senate Bill 862 program funds.

SUMMARY: Staff requests that your Board approve the attached resolution for FY 2017/18 Low Carbon Transit Operations Program (LCTOP) funds (#2018-02). This program is one of several established under Senate Bill (SB) 862, approved in 2014. SB 862 is commonly referred to as the Cap and Trade bill. LCTOP provides assistance for transit agencies to reduce their greenhouse gas emissions and improve mobility, with emphasis on disadvantaged communities. Under the current fiscal year guidelines, Marin Transit will request population-based funds that have been directly allocated to the District, along with its share of revenue-based funds from those allocated to Golden Gate Bridge Highway & Transportation District (GGBHTD).

The LCTOP funds programmed in FY 2017/18 are \$324,324. The District will use these funds in FY 2017/18 to continue to support the fixed route service changes and increases that began in June 2016. Specifically, these funds will provide 3,400 additional hours for express service on the Route 23 (as the Route 23x), increasing the route's service hours by 24 percent.

FISCAL/STAFFING IMPACT: The total estimated cost for the Route 23x is \$500,000 for one year. This allocation of LCTOP funding will fund 65 percent of the route expenses in FY 2018/19.

Respectfully submitted,

Lauren Gradia
Director of Finance and Capital Programs

Attachment

RESOLUTION #2018-02**AUTHORIZATION FOR THE EXECUTION OF THE
THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) PROJECT:**

Fixed Route Expansion (Route 23x)
\$189,443 Population-Based Funds and \$134,881 Revenue-Based Funds

WHEREAS, the Marin County Transit District (the District) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the District wishes to implement the LCTOP project(s) listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY 2017-18 LCTOP funds:

*Project Name: **Fixed Route Expansion (Route 23x)***

*Amount of LCTOP funds requested: **\$324,324***

*Short description of project: **Continue new service on Route 23 to provide express service through high ridership areas and attract new riders.***

*Contributing Sponsors (if applicable): **Metropolitan Transportation Commission (MTC) for population-based funds only.***

APPROVED AND PASSED this 26th day of February 2018

Agency Board Designee:

BY: _____



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fax: 415.226.0856
marintransit.org

February 26, 2018

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

SUBJECT: Agreement for Construction Management Services with Park Engineering for the State of Good Repair Bus Stop Improvements Project

board of directors

Dear Board Members:

katie rice
president
supervisor district 2

RECOMMENDATION: Authorize General Manager to execute an agreement with Park Engineering for Construction Management Services for the State of Good Repair Bus Stop Improvements Project for an amount not to exceed \$69,661.

stephanie moulton-peters
vice president
city of mill valley

SUMMARY: Staff recommends that your Board authorize the General Manager to enter into an agreement with Park Engineering to manage the construction of the federally-funded State of Good Repair Bus Stop Improvements project. The project will include: passenger amenities, Americans with Disabilities Act improvements, and sidewalk and pavement construction. The specific stop locations and improvements are shown in Attachment A.

damon connolly
2nd vice president
supervisor district 1

On December 28, 2017, Marin Transit issued a Request for Proposals (RFP) for Construction Management for the State of Good Repair Bus Stop Improvements Project. Project proposals were due January 16, 2018.

judy arnold
director
supervisor district 5

kate colin
director
city of san rafael

The requested consultant services include: assisting Marin Transit with bid preparation and construction review, coordinating with Marin Transit staff, budget controls, scheduling, administration, construction engineering and inspection, quality assurance, project records, and ensuring all traffic control plans are followed. The selected Construction Manager (CM) will be responsible for verifying that the construction complies with the design and manage encroachment permit requirements and other conditions for each jurisdiction. The CM will also perform all project closeout procedures, including coordinating final project inspection and completing all required closeout documentation.

dennis rodoni
director
supervisor district 4

kathrin sears
director
supervisor district 3

Marin Transit reviewed proposals from four highly qualified bidders. Staff ranked each of the bidders based on the criteria specified in the RFP. Park Engineering demonstrated they have the best

qualifications and have successfully managed the construction of FTA-funded bus stop improvement projects for other public transit agencies. Marin Transit is finalizing the contract scope with Park Engineering, and staff recommends authorizing the General Manager to execute the final contract to allow construction to begin as soon as possible.

FISCAL IMPACT: The Engineer's estimate for total construction cost for the first phase of the bus stop improvements is \$465,000. This Construction Management contract will not exceed \$69,661 or 15 percent of the estimated construction cost. These costs are budgeted in the State of Good Repair Bus Stop Improvements Capital Project and funded by 80 percent FTA Section 5309 grant funds and 20 percent State Proposition 1B (PTMISEA) funds.

Respectfully submitted,

A handwritten signature in black ink that reads "Adrienne Taylor". The script is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Adrienne Taylor
Capital Project Manager

Attachment

Attachment A

Stop Improvements Included in Bid Package

Stop ID	Stop Location	Jurisdiction	Improvements	Estimated Construction Cost
40280	Tamalpais Dr/Madera Blvd	Corte Madera	Replace bench, install new shelter and trash receptacle	\$18,700
40392	Lincoln Ave/Grand Ave	San Rafael	Replace bench and install new shelter	\$17,700
40490	Red Hill Ave/Sequoia Dr	San Anselmo	Construct pavement and sidewalk improvements; replace bench and add new shelter	\$71,100
40449	Medway Rd/E Francisco Blvd	San Rafael	Replace bench and install new shelter	\$17,700
40223	Tiburon Blvd/Greenwood Cove Rd	Caltrans	Construct pavement and sidewalk improvements; replace bench and add new shelter	\$134,500
41159	Mission Ave/Mary St	San Rafael	Construct pavement and sidewalk improvements	\$32,600
40572	Los Ranchitos Rd/Golden Hinde Blvd	San Rafael	Construct pavement and sidewalk improvements	\$29,800
40549	Manuel T Freitas Pkwy/Del Ganado Rd	San Rafael	Construct sidewalk improvements	\$25,700
40452	Canal St/Medway Rd	San Rafael	Construct sidewalk improvements; add new bench and shelter	\$30,600
40302	Magnolia Ave/Bon Air Rd	Larkspur	Construct pavement and sidewalk; and add new shelter, bench and trash receptacle	\$47,404
40467	Bellam Blvd/E Francisco Blvd	San Rafael	Construct sidewalk improvements and add new shelter, bench and trash receptacle	\$38,605



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February 26, 2018

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

SUBJECT: Amendment to Agreement with Clean Solution Services Inc. to add the maintenance of the Downtown Novato bus stop, for an amount not to exceed \$65,000.

board of directors

Dear Board Members:

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: Authorize General Manager to execute an amendment to the current agreement with Clean Solution Services Inc. for bus stop cleaning and repair services for bus stops throughout Marin County (#151650). This amendment will replace the current provision for garbage pickup at the two Redwood Blvd and Grant curbside stops with full maintenance of the Downtown Novato Facility.

SUMMARY: Staff recommends that your Board authorize the General Manager to execute an amendment to the current agreement #151650 with Clean Solution Services Inc. for bus stop maintenance. This amendment will cover the following services annually:

Weekly Duties

1. Power wash the bus platform
2. Clean the information glass panels
3. Clean the Frosted Art glass screens
4. Clean of benches and excursions
5. Empty all waste receptacles
6. Graffiti removal, as needed

Monthly Duties

1. Dust under-roof

Quarterly Duties

2. Gutter cleaning
3. Roof cleaning

In addition to these maintenance duties, Marin Transit has executed an agreement with Downtown Novato Streets Team to provide regular trash collection and clean-up at the facility to ensure the stop remains clean for patrons. The agreement with Downtown Novato

Streets Team is for six months for an amount not to exceed \$503.27 per month and was approved under the General Manager's contract authority.

Maintenance of bus stops shared with Golden Gate Transit is typically covered under the current intergovernmental agreement with Golden Gate Bridge Highway and Transportation District. The Redwood and Grant bus stop was constructed after the agreement was executed. Golden Gate has requested that an outside vendor complete the ongoing maintenance activities for the new facility. Costs to maintain the facility are anticipated to be split with Golden Gate Transit based on usage of the facility (amount of weekday service operated at the stop). This financial agreement will be developed outside the current intergovernmental agreement through a separate contract.

FISCAL/STAFFING IMPACT: The total cost for this maintenance contract amendment will not exceed \$65,000. Based on usage of the facility and sharing the maintenance costs associated with this agreement, staff estimates that Marin Transit's share of the annual cost will be \$41,234. The District will use its bus stop maintenance funds to pay its share.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Robert Betts', is positioned above the printed name.

Robert Betts
Director of Planning and Operations



711 grand ave, #110
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February 26, 2018

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

SUBJECT: Purchase Agreement with Hilltop Ford for a Transit Connect Passenger Wagon

Dear Board Members:

RECOMMENDATION: Authorize General Manager to complete the purchase of a Transit Connect Passenger Wagon for an amount not to exceed \$31,000.

SUMMARY:

Staff recommends that your Board authorize the General Manager to purchase a 2018 Transit Connect XLT Passenger Wagon from Hilltop Ford.

During the development of the Short Range Transit Plan, staff determined that Marin Transit needed to purchase a non-revenue van for staff use. Currently, staff relies on a 2002 Prius sedan purchased from the County of Marin in 2012. As staffing levels have increased and more staff rely on transit to get to work, a single vehicle no longer adequately accommodates staff activity. In addition, the Prius has proved to be impractical for moving groups of staff members or quantities of supplies and materials. An additional vehicle is needed to support service monitoring, bus stop maintenance, marketing, and capital projects, and transporting staff.

In evaluating the District's vehicle needs, Marin Transit staff reviewed vehicle options for the best match and determined that the Ford Transit Connect XLT Passenger Wagon would be suitable for Marin Transit's needs. The design functions like a utility van within a passenger-style wagon body. The three-row seating accommodates up to seven passengers and converts to a cargo style interior that is accessible from side and rear entries. The flexible style configuration provides ample room for a variety of transport needs.

Marin Transit aims to purchase alternative fuel vehicles, and plans to replace the aging Prius with an electric car. While gasoline-powered, the Transit Connect's economical four-cylinder engine, various safety features, and overall five-star crash safety rating from

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

the National Highway Traffic Safety Administration were the primary reasons for selecting this passenger wagon.

Staff requested quotes from four Ford dealerships on January 23, 2018 and received responses from two fleet managers by the February 5, 2018 deadline. Hilltop Ford's quote had the lowest pricing and the best delivery schedule (the vehicle is in stock). Hilltop Ford provided a thorough and detailed reply to Marin Transit's specifications, and the quote was substantially responsive to the requirements. The other quote received required a two to six month ordering process and did not clearly identify which vehicle specifications were included in the quote.

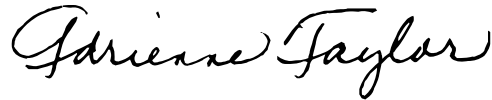
With your Board's approval, staff recommends that the District purchase the Transit Connect from Hilltop Ford for \$29,458.45. Additional details are provided as an attachment to this letter.

FISCAL/STAFFING IMPACT:

The total cost of the purchase order for the Ford Transit Connect vehicle will not exceed \$31,000. The current quote is for \$29,458.45 and may be adjusted to include protective floor mats.

The District's approved FY2017/19 budget includes this capital project. The project is funded 80 percent with federal funds and matched with Measure A local sales tax resources. The federal funds are the Federal Transit Administration's share of auction proceeds from retired vehicles.

Respectfully Submitted,

A handwritten signature in black ink that reads "Adrienne Taylor". The script is cursive and fluid, with the first name and last name clearly distinguishable.

Adrienne Taylor
Capital Program Manager

Attachment A - Vehicle Description

ATTACHMENT A: REPRESENTATIVE SAMPLE VEHICLE



- Dual Sliding Doors with Rear Liftgate
- 2.5L iVCT I-4 Gas Engine
- 6-Speed SelectShift® Automatic Transmission
- Exterior Frozen White Paint Type
- Interior Cloth – Medium Stone
- Reverse Sensing System
- Full Size Spare Tire
- Emergency Brake Assist
- Front Wheel Drive
- Length: 189.7 In
- Width: 72.2 In Height: 72.0 In
- Passenger Volume: 166 Cu Ft.
- Cargo Volume: 16.0 Cu Ft.



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February 26, 2018

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

**SUBJECT: Purchase Agreement with Creative Bus Sales, Inc.
for Four Accessible Vans for an amount not to exceed
\$229,998.**

board of directors

Dear Board Members:

katie rice
president
supervisor district 2

RECOMMENDATION: Authorize General Manager to complete the purchase of four accessible vans and approve Budget Amendment 2018-07.

stephanie moulton-peters
vice president
city of mill valley

SUMMARY: Staff recommends that your Board authorize the General Manager to purchase four accessible vans through an agreement with Creative Bus Sales. These vans will be used to support accessible same-day transportation services. Each vehicle can accommodate any of the following configurations: seven passengers; one wheelchair and five passengers; or two wheelchairs and three passengers. The floorplan is provided as an attachment to this letter, along with additional details on this vehicle type.

damon connolly
2nd vice president
supervisor district 1

judy arnold
director
supervisor district 5

At the November 20, 2017 meeting, your Board approved an agreement with VIA to provide the District with technology to support a future on-demand pilot project. Staff has developed a preliminary operating plan that outlines annual service hours and vehicle needs, based on planning work for this pilot project and discussions with VIA. The plan anticipates four vehicles will be needed to support peak pull-out for the service. Further details of the pilot project will be discussed at your upcoming meeting in April.

kate colin
director
city of san rafael

dennis rodoni
director
supervisor district 4

In August 2017, your Board approved a staff recommendation to purchase two accessible mini-vans to support expansion of same-day ADA services. These vehicles were to replace two paratransit cutaway vans operated and maintained by Whistlestop. Based on the anticipated needs of the pilot on-demand service, staff recommends purchasing two additional vehicles and combining this purchase with the previously authorized purchase of two mini-vans. The recommended four-vehicle purchase is for the slightly larger van type identified in this letter. This van can carry an additional wheelchair passenger and has two additional passenger seats

kathrin sears
director
supervisor district 3

compared to the mini-van. Like the mini-van, this vehicle can be operated by drivers with a Class C driver's license. All four vehicles are programmed for use in Marin Transit's new pilot on-demand service. However, the vehicles are also suitable for traditional paratransit services if the on-demand pilot is not successful.

The District will procure these vehicles through a cooperative vehicle purchasing agreement developed by the Morongo Basin Transit Authority (MBTA) and CalACT. The purchasing agreement enables transit agencies to purchase vehicles from different vendors and manufacturers while avoiding the administrative burden of issuing a bid package. This arrangement reduces costs and the time required to purchase smaller quantities of vehicles, while still complying with federal statutes and regulations applicable to all third-party contracts.

The new vehicles were selected from the list of pre-approved vehicles covered by the cooperative agreement.

FISCAL/STAFFING IMPACT:

Two of the four vehicles are replacements for existing paratransit vehicles. The project (PB-Purchase 2 Accessible Vanes) has a budget of \$102,780, is funded with 82 percent Federal Transit Administration Section 5307 funds and matched with local Measure A sales tax revenues.

Budget amendment 2018-07 modifies the project name and increases the project budget by \$142,220 for a total project budget of \$245,000. The additional funds are for the purchase of two additional vehicles and for associated costs for the new vehicle type.

The additional two vehicles are considered as expansion vehicles to Marin Transit's fleet and will not receive FTA funding under the Metropolitan Transportation Commission's Regional Transit Capital Priorities program. Marin Transit will use Measure B funds for the additional project costs. This funding is available under the current annual allocation for innovative transit service for seniors. Staff originally anticipated using these funds for the Catch A Ride program, which has seen declines due to the limited availability of taxis. The District intends to help fill this service gap with the new on-demand pilot.

The purchase order with Creative Bus Sales will not exceed \$229,998. The remaining amount is budgeted for vehicle decals, equipment installation, and staff time.

Respectfully Submitted,



Anna Penoyar
Capital Analyst

Attachment A: Vehicle Descriptions and floor plan

4 - Transit Works - Ford Transit Medium Roof



Vehicle Facts

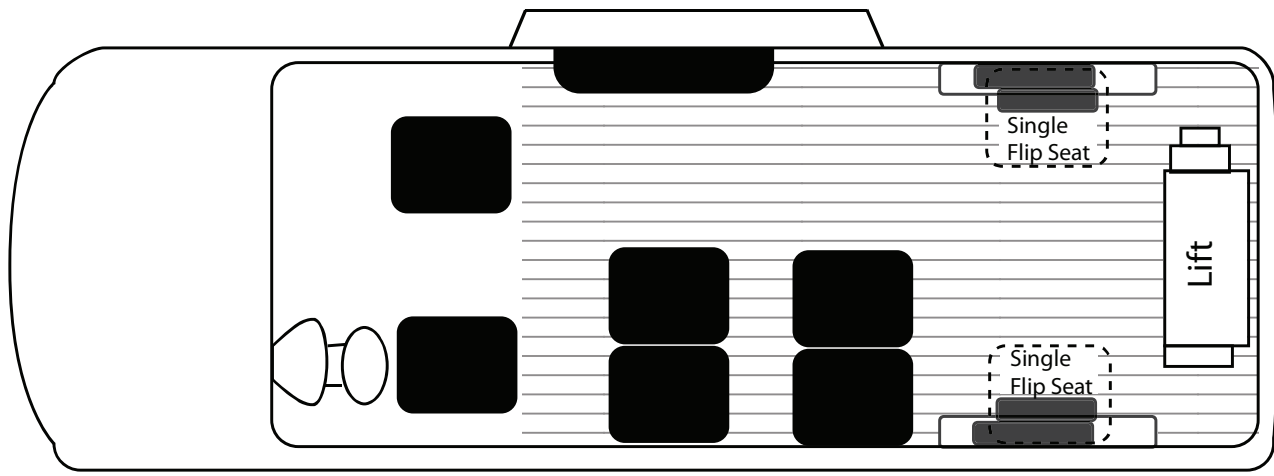
Useful Life: 5 years
Engine: Gasoline
Passenger Seating: 7 seats
Wheelchair Postions: 2
Surveillance Cameras: Seon Explorer TX6, (2) Color Cameras
Wheelchair Ramp: Braun


Project Timeline

- **February 2017:** Board Approval
- **February 2017:** Receive CalACT Letter of Assignment, place order
- **March 2017:** Estimated Vehicle Delivery



Seating Layout - Ford Transit Van



 = **SmartFloor** - Allows for a flexible seating arrangement wheelchair tie-downs in more locations and movement of seats/seating configuration.

TransitWorks SmartFloor





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February 26, 2018

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

SUBJECT: The Greening of Marin Transit's Fleet

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: Information only

SUMMARY:

Marin Transit's Short Range Transit Plan (S RTP) states that the District is committed to reducing emissions and to the use alternative fuels. Marin Transit purchased its first hybrid electric buses in 2010. Forty percent of Marin Transit's fixed route fleet consists of 28 hybrid-electric buses. When preparing to purchase vehicles, Marin Transit continues to evaluate the capability of new and emerging technologies. In December 2016, your Board approved the purchase of two zero-emission battery electric buses as a pilot project. These vehicles are in production, and staff anticipates their delivery in the first half of 2018.

Public transportation displaces emissions from personal vehicles, reduces congestion, and can have a net positive effect on lowering greenhouse gas emissions. Public transit is a leader in adopting new vehicle technologies, and the California Air Resource Board (CARB) is developing rules to require every transit vehicle to have zero tailpipe emissions by the year 2040. In 2017, Marin Transit's fixed route fleet produced an estimated 1,622 tons of CO₂ annually from tailpipe emissions, but displaced an estimated 1,652 tons from private autos. This was calculated using engine emissions standards for Heavy Duty Vehicles and Emission factor tables from the California Air Resources Board and information. The displaced emissions were calculated using the American Public Transportation Association's (APTA) recommended practice for quantifying transit sustainability metrics and assumes that one third of passenger miles traveled would have been completed in a single occupancy vehicle.

In addition to the District's investments in hybrid electric technology, 82 percent of Marin Transit's diesel fleet, including hybrid diesel-electric, uses renewable diesel (RD99). This form of diesel can reduce carbon dioxide (CO₂) emissions by 65 to 90 percent according to Golden Gate Petroleum. Marin Transit will continue to

monitor emerging technologies and evaluate alternative fuel technologies for all future vehicle purchases. The District's next major vehicle procurement will replace ten articulated diesel buses in FY 2019/20.

This report provides information to assist your Board with evaluating the District's progress on implementing alternative fuel technologies, including:

- The air quality benefits of public transit;
- A recent draft California Air Resources Board rule to require agencies to adopt electric vehicles;
- Current zero-emission technologies and their use in public transit;
- Marin Transit's current investments in alternative fuels; and
- Opportunities for additional investments in alternative fuels within Marin Transit's fleet replacement plan.

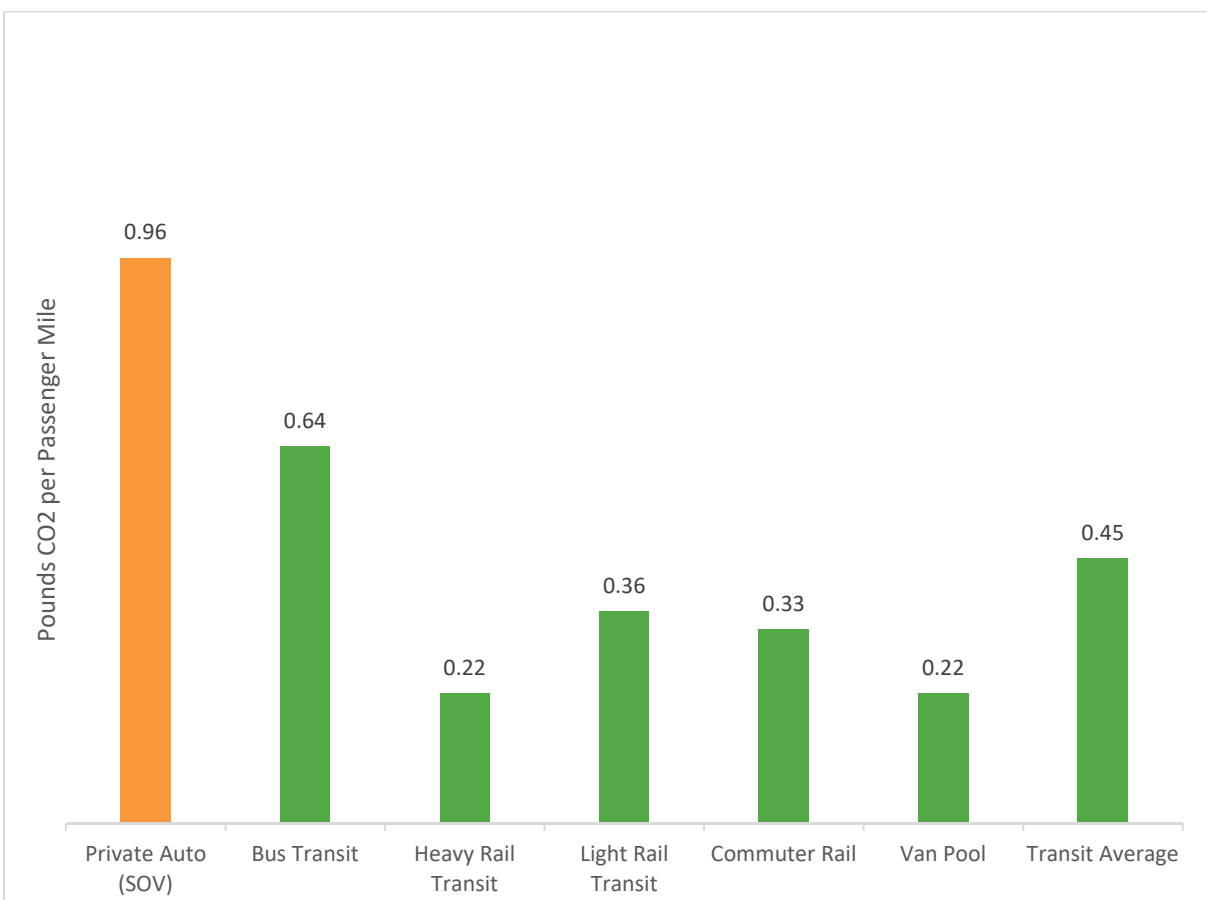
Public Transportation Emissions at a Glance

Transportation overall accounts for nearly 30 percent of GHGs in the U.S., with just one percent from public transit. More than half of transportation emissions come from personal automobiles.

In calculating public transit emissions, modelers generally consider "displaced emissions" that result from bus passengers who are not driving their own cars. Also, more people riding public transit reduces congestion and reduces automobile idling, thereby increasing the fuel efficiency of other vehicles on the road.

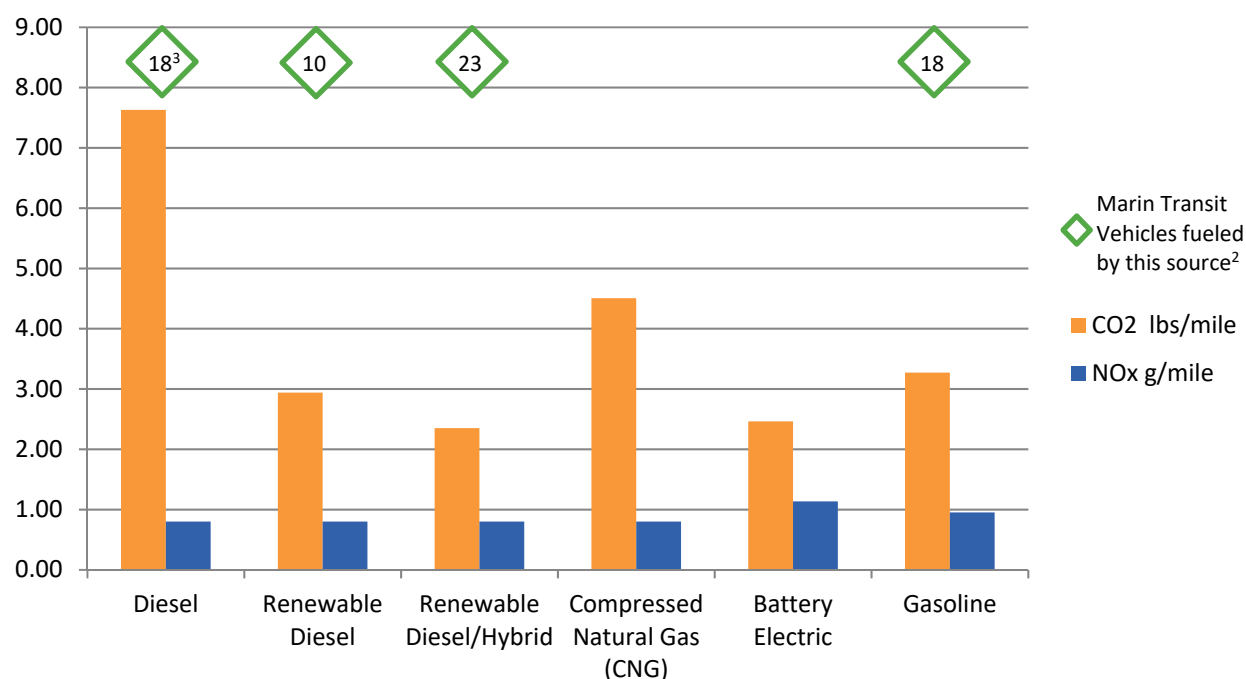
Figure 1 is a Federal Transit Administration chart of the estimated pounds per mile of CO₂ for different modes of transportation. The estimate for bus transit assumes 10 passengers per vehicle, and more people riding together increases the CO₂ efficiency per person.

Figure 1 - Estimated CO₂ Emissions per Passenger Mile for Transit and Private Autos



Source: "Public Transportation's Role in Responding to Climate Change." U.S. Department of Transportation, Federal Transit Administration, 2010.
<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PublicTransportationsRoleInRespondingToClimateChange2010.pdf>. Accessed 3 Jan. 2018.

The term Zero Emission Buses (ZEB) usually refers to zero-tailpipe emissions vehicles. These vehicles can still have indirect emissions based on how their fuel is produced. For example, electricity to power a bus may be generated from fossil fuels such as coal, natural gas, or petroleum. The following is a chart of emissions for different fuels types.

Figure 2 – Estimated GHG Emissions of Fuel Types**Notes:**

- (1) Calculated using data from US Energy Information Administration(USEIA)
- (2) Only fixed route vehicles included
- (3) Includes 5 Hybrids that currently run on Diesel and are planned to be fueled with renewable diesel in the future

CARB's Draft Innovative Clean Transit Rule

In late 2017, CARB released a draft Innovative Clean Transit Rule that states that all public transit fleets will consist of zero-emission vehicles by 2040. The draft rule would require a percentage of all new transit vehicle purchases to have zero tailpipe emissions. Smaller agencies, such as Marin Transit, will be required to make 50 percent of new vehicle purchases be zero emission buses (ZEB) beginning in 2023. ZEBs purchased before 2023 will be credited toward the goal and will be eligible for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) voucher to reduce purchase cost. ZEBs purchased to meet compliance requirements during or after 2023 would not be eligible for the voucher or funding from CARB to help reduce the cost of the advanced technology. The initial public comment deadline on the draft rule was January 12, 2018. CARB is preparing an Environmental Analysis of potentially significant adverse and indirect impacts from actions stemming from the proposed rule and convened a Transit agency subcommittee workgroup meeting in January. The Air Resources Board will hold statewide workshops on the draft regulation in the Spring and hold a hearing to consider the regulation in June 2018.

Table 1 provides an example of how the proposed Innovative Clean Transit Rule will impact Marin Transit's vehicle replacements.

Table 1 – Impact of draft Innovative Clean Transit Rule on Marin Transit

Year	Percentage of Purchase Required to be ZEB	Marin Transit Vehicle purchases	
		Planned # of Replacements	# ZEB Purchases Required
2023	50% of Purchase	9	5
2024		3	2
2025		-	-
2026	75% of Purchase	7	5
2027		-	0
2028		11	8
2029	100% of Purchase	10	10

All transit buses must go through federal Altoona testing for structural safety before they can be purchased with federal dollars. CARB proposes to exempt transit vehicles types that do not have a federally-approved ZEB option from the requirement until there is an option available. Currently, there is no eligible zero-emission cutaway vehicle. Until such a vehicle is approved, Marin Transit shuttle and paratransit vehicle replacements will be exempt from this requirement.

Transit agencies have expressed concerns about the draft rule regarding the availability of funding to cover the higher cost of these vehicles and the required infrastructure improvements required to deploy zero-emission technologies.

Zero-Emission Vehicle Technology

There are two main technologies of zero tailpipe emission vehicles that are prominent in the transit industry: Fuel Cell Electric Buses (FCEB), and Battery Electric Buses (BEB).

Fuel Cell Electric

FCEBs can work well in daily transit operations. They are capable of replacing traditional diesel buses on a one for one basis due to the number of miles (range) they can travel in a day. Instead of gasoline or diesel, these buses use hydrogen fuel. They are significantly more expensive - over a million dollars per bus or almost three times the cost of a diesel bus - and the fuel can be three times as expensive as diesel. FCEBs require agencies to install special hydrogen fueling stations.

Agencies often need to upgrade their maintenance and storage facilities because hydrogen is highly combustible. The vehicle's hydrogen fuel storage is on the roof to minimize leaks. As a result, maintenance facilities often need to be retrofitted with higher ceilings to provide for safe clearance.

Alameda-Contra Costa Transit District (AC Transit) led a demonstration of this technology in partnership with four large Bay Area transit agencies, including Golden Gate Transit. Through this project, Golden Gate has operated FCEBs on Marin Transit local routes. Seeking to reduce the cost of the fuel, AC Transit has built a facility to generate hydrogen for their buses.

Battery Electric

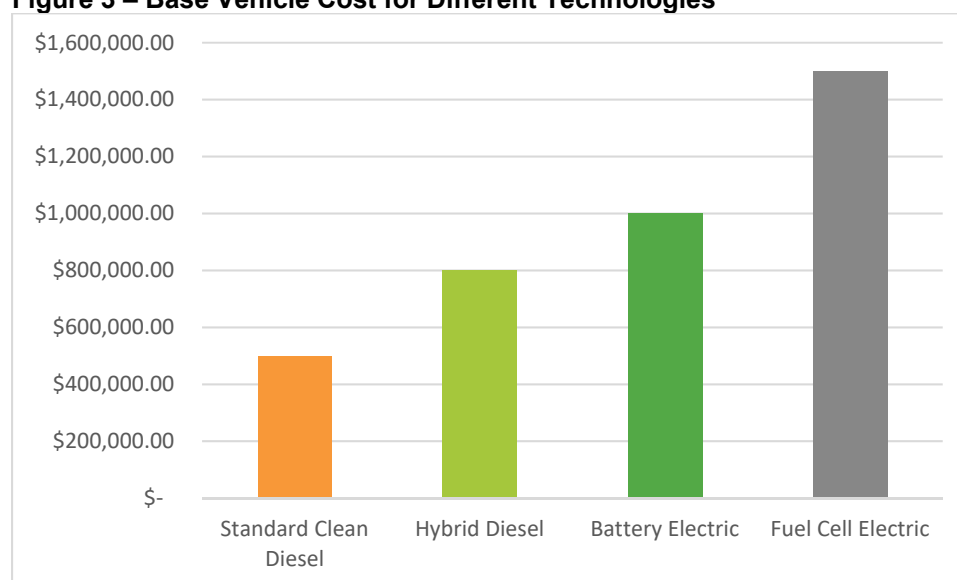
Most transit agencies, including Marin Transit, are investing in Battery Electric Buses (BEBs). BEBs have batteries that are charged via the electric grid either overnight or while on-route. The benefits and disadvantages to each charging method are described in Attachment A. On-route charging enables a bus to operate more miles in a day because the bus is charging throughout its run. As electricity is in high demand during the day, electricity pricing structures

makes these quick charges in the middle of the day extremely expensive. The industry has gravitated towards the slow-charging, overnight option due to this cost premium and the infrastructure required to install quick-charge stations. The overnight option takes advantage of lower electricity rates and utilizes more affordable infrastructure that can be secured within a gated facility.

As technology improves, the price of a BEB is decreasing, and the distance that a BEB can travel on a single charge is increasing. However, it is still not feasible for a BEB to replace the daily operation of a diesel bus. Temperature, grade of route, speed, and passenger load all affect the performance. Marin Transit's purchase of two all-electric buses will inform staff about the technology, its capabilities, and the actual cost to operate them.

The most significant uncertainty in deploying BEBs is the cost of electricity. Rate structures change, and there is no good model to predict future costs. Organizations such as the California Transit Association are working with utility companies to create Electric Vehicle Rates for Transportation Agencies. Many vehicle manufacturers are beginning to develop products to capture and store energy through solar and on-site batteries. Golden Gate Transit will install solar panels in their parking lot over the next few years. Marin Transit is also considering the infrastructure required to support electric buses in a future Operations and Maintenance facility.

Figure 3 – Base Vehicle Cost for Different Technologies



1. Infrastructure improvements only assume installation of fueling equipment, and do not include other facility updates that significantly increase the cost.

Clean Diesel

Diesel technology has improved significantly in recent years. Today's diesel fuel contains 97 percent less sulfur than before 2006, and this substantially decreases soot in the air. Advanced engine technologies make diesel a more fuel-efficient option than other fuel types, and this is the reason buses and large trucks run on diesel and not gasoline. New technologies have further increased this efficiency, and diesel engines have become cleaner and more powerful. Emissions controls have improved with better filters and technologies such as recirculating exhaust gas back into the engine. This technology reduces the amount of oxygen entering the engine and lowers the combustion temperature. As a result, less nitrogen oxide (NOx) is

created. These improvements mean that today's diesel-powered vehicles have reduced the particulate emissions to nearly zero parts per million. Diesel particulate emissions have been identified as a human health risk.

Renewable Diesel Fuel (RD99, NexGen Diesel)

Renewable diesel, or RD99, is made from vegetable oils, animal fats, and other organic waste through a hydrogenation process. It is chemically indistinguishable from petroleum diesel, and can be used in regular diesel engines without modifications. Unlike biodiesel, renewable diesel does not need to be mixed with petroleum diesel. RD99 burns cleaner than petroleum diesel because it contains no aromatics, oxygen, or sulfur and significantly reduces emissions. For example, CO₂ emissions are reduced by 65-90 percent.

The County of Marin switched to using renewable diesel in 2016 as did Golden Gate Transit. Currently, 83 percent of Marin Transit's diesel fleet is fueled with renewable diesel at one of these locations. The District is working to bring renewable diesel to one additional fueling location.

Marin Transit Fleet

Marin Transit uses a variety of vehicle types specific to the services that they provide. Paratransit vehicles are the smallest, with the shortest lifespan. Cutaway shuttles provide service on the local routes where ridership levels do not require a larger vehicle. XHF buses are used for the Stagecoach, Muir Woods Shuttle, and Supplemental School service. Articulated buses run on Marin Transit's highest ridership routes, and the 28 hybrid buses are used for the remaining local service routes. Each vehicle type is described in Table 2 below.

Initially, the most promising technological advances have been limited to traditional 35-40ft transit vehicles. As the most common transit bus size, their higher purchase prices and widespread use increases the commercial viability of new technologies.

New technologies for other less traditional vehicle types are advancing at a slower pace. Marin Transit operates specialized vehicles for which alternative fuel technologies are not available. These include narrow XHF buses that meet rural roadway topography and size restrictions and paratransit and community shuttles that are smaller, less expensive cutaways (Table 2). Markets for new alternative fuel vehicles types are developing more slowly due the combination of smaller markets, lower vehicle purchase prices, and shorter vehicle lifespans.

Historically, federal funding pays for 82 percent of Marin Transit's vehicle replacements and requires that all vehicles have completed Altoona testing. Most vehicle types do not have an approved zero-emission equivalent.

Figure 4

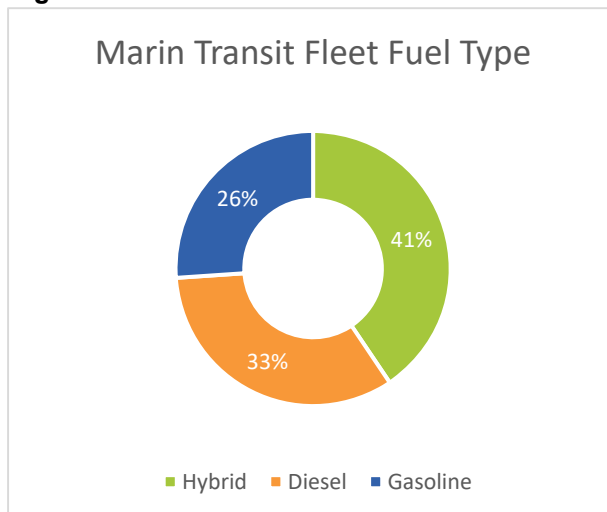


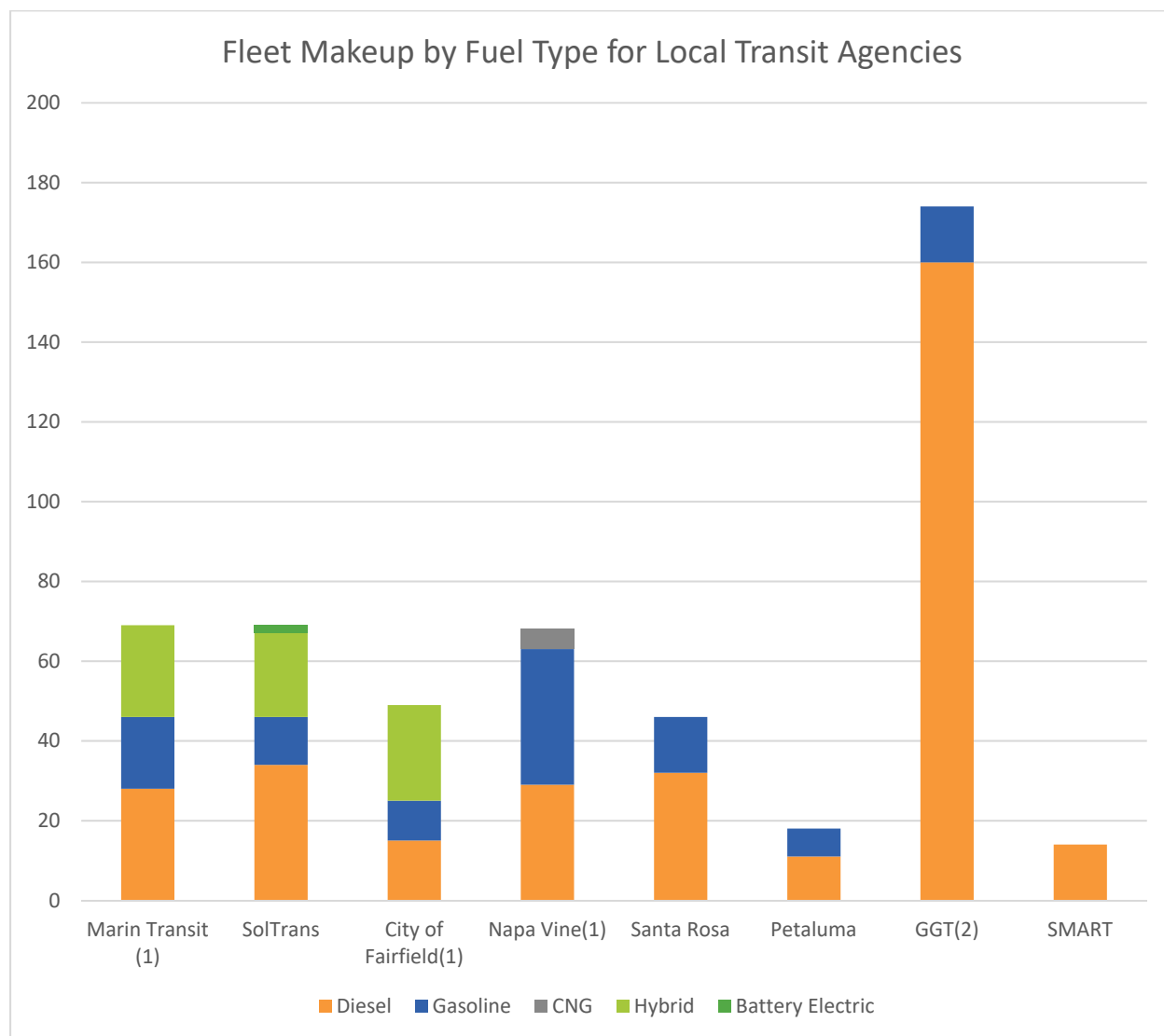
Table 2 – Marin Transit Fleet By Fuel Type and Available Alternatives

Vehicle Type	# in MT Fleet	Fuel Type	Approved Zero Emission Equivalent?	Vehicle Life (yrs.)	Notes
30ft, 35ft, 40ft Low Floor Bus	28	Renewable Diesel (Hybrid)	Yes (FCEB and BEB)	12	All District-owned Vehicles are Hybrid Buses
60ft Articulated Bus	10	Renewable Diesel	Yes (BEB)	12	Upcoming replacement in FY2019/20
30ft / 35ft XHF (narrow) Bus	13	Diesel ¹	No	12	Narrow buses needed for rural roads, challenging topography - a unique vehicle type not available with alternative fuel
Shuttles / Stagecoach Cutaways	18	Gasoline	No	7	Manufacturers have not identified a cost-effective means to build this size vehicle due to low vehicle cost and short lifespan
Paratransit Cutaways	32	Gasoline	No	5	Manufacturers have not identified a cost-effective means to build this size vehicle due to low vehicle cost and short lifespan

Notes:

(1) Working with final contractor to move to renewable diesel July 1, 2018

Due to its commitment to alternative fuel technologies, Marin Transit has a more diverse fleet than many other Bay Area transit agencies. Figure 5 shows the fleet makeup of several nearby transit agencies by fuel type. Marin Transit was an early adopter of hybrid electric buses and acquired its first New Flyer Hybrid buses in 2010. This was a year before SolTrans purchased hybrids and five years before Fairfield-Suisun Transit purchased hybrids. Golden Gate Transit operates 17 of Marin Transit's current fleet of hybrid buses and will take delivery of 67 hybrid buses for their regional service in 2019. Marin Transit was one of the first agencies in the Bay Area to order Battery Electric Buses once staff determined the technology was advanced enough for testing.

Figure 5**Notes:**

- (1) Has placed an order for Battery Electric Vehicles
- (2) Has placed an order for Hybrid Buses
- (3) Data collected from 2016 Agency Short Range Transit Plans

Upcoming Vehicle Replacements

The District's next vehicle replacement project will consist of four vehicles to be operated on Stagecoach routes. Staff will bring a recommendation for this procurement to your Board at the April or May meeting. Marin Transit will replace the ten articulated buses in FY2019/20, and will evaluate available fuel options including all-electric and hybrid technology.

Marin Transit evaluates alternative fuel types for each vehicle purchase based on the following criteria: Cost of vehicle and infrastructure; Operating costs; Vehicle range; Fit with service type; and Whether peer agencies have tested that vehicle type. Table 3 is from the Short Range Transit Plan's Capital Plan and identifies the District's vehicle replacements over the next ten years.

Table 3 – Marin Transit Fleet Replacement Needs

Fiscal Year (In service)	Replacements	Total Cost	Local Share	Vehicle Type	Seating Capacity	Service Type ⁽¹⁾
FY 2017/18	10	\$7,710,000	\$1,387,800	40ft hybrid	39	LB
	2	\$1,662,000	\$332,404	35ft Electric	32	LB
FY 2018/19	1	\$125,000	\$22,500	24ft	20	SH
	4	\$1,600,000	\$1,094,880	29ft XHF (upgrade)	22	SG
FY 2019/20	10	\$8,940,000	\$1,609,200	60ft	63	LB
FY 2020/21	8	\$1,032,000	\$185,760	24ft	20	SH
	2	\$850,000	\$153,000	35ft XHF	37	MW
FY 2022/23	7	\$5,584,578	\$1,005,224	35ft hybrid	32	LB
	2	\$874,182	\$599,281	29ft XHF (upgrade)	22	SG
FY2024/25	3	\$1,393,227	\$250,781	35ft XHF	37	MW
2025/26	2	\$299,093	\$53,837	24ft	20	SH
	5	\$2,391,706	\$430,507	35ft XHF	37	MW
FY 2026/27	-	-	-	-	-	-

Notes:

(1) Service Types: LB – Big Bus, SH – Shuttle, SG – Rural Stagecoach, MW – Seasonal Muir Woods and School

Barriers to Implementing Zero-Emission Vehicle Technology

The lack of a Marin Transit-owned operations and maintenance and/or parking facility is a significant challenge to the ability to invest further in Zero Emission Buses. Both ZEB charging technologies require infrastructure improvements. While the District has willing and capable partners and contractors, Marin Transit cannot justify significant investment in capital improvements on properties it does not own or lease.

While most transit agencies are investing in Battery Electric Buses, the pricing structure for electricity remains a concern for them. Transit agencies are subject to the same electricity pricing rates as any other customer, including peak pricing and demand charges.

Peak pricing is charged based on time of day or season when the power grid is most strained and can be two to three times the base power rate. Demand charges are also placed on top of regular usage charges usually during peak periods and are five to ten dollars for each kilowatt of energy pulled during a period - usually over an hour. A bus charger pulling 80 kilowatts of power over four hours during a peak period could incur demand charges of up to \$3,600. This amount is in addition to the base electric rate and results in a significantly higher price than the cost of diesel or gasoline. This is made even more complicated because buses are not charged in isolation. They are on the same electric account as the whole facility on which they are placed. These types of utility charges are designed to reduce strain on the grid yet make it difficult for transit agencies to predict the true cost of operating all-electric vehicles.

The District is purchasing only two vehicles at this time to ensure that costs and impacts are fully understood before deploying additional vehicles. Southern California Edison is working with transit agencies in its service area to develop an Electric Bus rate. While this may help mitigate the cost risk, they are the only energy company in California to offer this. The California Transit Association (CTA) Zero Emission Bus Working Group has been urging energy companies across the state to help reduce this barrier and develop new rates for battery-electric buses.

The second implementation barrier is that long range BEBs do not yet have the capacity to replace a diesel vehicle one for one. There are many factors that impact the range of a BEB, including weight, inclines, and use of heat or air-conditioning. An empty BEB that can travel 145 miles on a full charge on flat road on a 70-degree day will not be able to travel the same distance filled with passengers, on an incline, on a day where heat or air conditioning is needed. The District needs to better understand how the technology will work on our roads and in our climate.

Fortunately, battery ranges are increasing. When the District submitted the purchase order for the two BYD Electric buses, 145 miles was a top range for a BEB. Our longest block of work for a bus in local service is currently 285 miles. Recently, electric bus companies have advertised ranges of up to 426 miles for 35 and 40-foot buses under ideal conditions. As technology improves and prices decrease, this technology will be deployed on smaller vehicles.

The third barrier is that reliance on FTA Section 5307 funds restricts the District's options for replacing vehicles. In addition to Altoona testing, Marin Transit is required to buy vehicles that are made in America with components that are made in America. This eliminates many European and Asian vendors that sell BEBs that may be suitable for our services.

Finally, capital costs for infrastructure needed to operate BEBs are potentially significant and represent another barrier to converting to a BEB fleet. New sources of funding and incentives are emerging, but funding is scarce relative to costs. Capital costs may decline with technology advancements over time; however, in the near term the infrastructure costs for currently available charging options appear to be substantial.

Respectfully submitted,



Anna Penoyar
Capital Analyst

Attachment A – Battery Electric Bus Charging Technology Comparison

Fast Charging



Advantages

- Battery can be fully recharged in 5 minutes
- Buses can be used for longer periods of time with constant charging en-route

Challenges

- Buses have shorter ranges (~50 miles)
- High voltage charging, resulting in demand charges and high electricity costs
- Additional infrastructure needs to be installed on a route

Slow Charging



Advantages

- Buses have a longer ranges (>100 miles)
- Charging can be planned for off-peak times when electricity pricing is lower
- Less electricity is pulled at one time, reducing electricity charges

Challenges

- Limited to how long a bus can run on one charge



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February 26, 2018

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

SUBJECT: Local Fixed Route Performance Summary and Monitoring Discussion

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: Provide feedback to staff on how to proceed with future service monitoring efforts and potential service changes.

INTRODUCTION: Marin Transit implemented a major service change in June 2016 and continues to monitoring the performance of these services. Staff has evaluated their performance using the District's existing metrics and targets. Overtime, staff has determined that the Board should have a broader discussion on District performance targets and whether current standards truly represent the desired outcome. This letter provides background on Marin Transit's performance monitoring program and a high-level summary of route performance since the 2016 service changes. It also provides your Board with three opportunities to consider regarding a monitoring program that will better reflect desired goals and outcomes.

BACKGROUND: Marin Transit conducts ongoing monitoring of its services to ensure they are productive and efficient and that financial resources are distributed appropriately based on District goals. The Short Range Transit Plan (S RTP) is the guiding framework that outlines quantitative and qualitative targets for service. Chapter 2: Goals, Targets, and Performance includes 16 goals divided into four areas of operation (Systemwide, corridor-level, route-level, and District) to assess performance and determine if the services reflect the overall goals of the Measure A Expenditure Plan for transit.

Marin Transit originally developed District goals and targets in the first Short Range Transit Plan, released in 2006. Staff has continued to update these goals and targets to recognize changing conditions in the transit environment, while maintaining consistency with the overarching goals of Measure A. The most significant changes to the targets and performance monitoring plan occurred in 2012 when the District introduced the concept of fixed route "typologies" of

services. Staff identified these typologies as the District diversified its fixed route services to respond to community needs.

Corridor- and route-level goals provide performance targets that are directly applicable to the fixed route service. Corridor-level targets focus on the service delivery characteristics, such as service frequency and span of service, and take into account all transit service provided in a certain corridor. There are four corridors where service frequency targets are every 15 minutes daily, and six corridors where frequency targets are every 30 minutes weekdays only. Similarly, span of service targets in the four high frequency corridors is 14 hours daily and 12 hours weekday / 8 hours weekend in the six other corridors. The table below shows targets for each priority transit corridor in the county.

Corridor	Avg. Frequency (peak / off-peak / weekend)	Span of Service (weekday / weekend)
Local Trunkline Targets		
Novato – San Rafael – Marin City <i>via Hwy 101</i>	15 min / 15 min / 15 min	14 hrs / 14 hrs
Canal – San Rafael		
San Rafael – San Anselmo		
San Rafael – Civic Center – Northgate		
Local Basic Targets		
Sausalito – Marin City	30 min / 30 min / NA	12 hrs / 8 hrs
San Rafael – College of Marin <i>via Sir Francis Drake</i>		
Mill Valley <i>via Miller Ave and East Blithedale</i>		
Corte Madera – Larkspur <i>via Tamalpais/Magnolia</i>		
San Anselmo – Fairfax <i>via Sir Francis Drake</i>		
Hamilton – Downtown Novato <i>via South Novato Blvd</i>		

Route-level targets focus on how each route performs independently, using metrics such as ridership and cost. Fixed route services are divided into six typologies based on the markets they are intended to service. Route level targets are measured in both productivity (passengers per revenue hour) and subsidy (subsidy per passenger). The table below shows these targets for the three local fixed route service typologies.

Typology	Routes	Productivity Target (minimum)	Subsidy Target (maximum)
Local Trunkline	35, 36, 71	25 passengers/ REVENUE HOUR	\$3.00/passenger
Local Basic	17, 22, 23, 23X, 29, 49	20 passengers/ REVENUE HOUR	\$5.00/passenger
Local Connector	219, 228, 233, 245, 251, 257	8 passengers/ REVENUE HOUR	\$8.00/passenger

SUMMARY: Marin Transit has a regular reporting process that staff uses to continuously monitor performance and provide your Board and the public with information to better understand performance. Each month, staff meet internally to review and validate the data and discuss trends or areas of underperformance. This information is summarized monthly in your Board packet, and focuses on overall system ridership trends, average weekday and weekend ridership, and productivity (passengers per revenue hour).

In addition to the monthly reporting, staff develops quarterly and annual reports for your Board and posts them on the District's website. Quarterly reports examines route level details and financial information including operating costs, passenger revenue, subsidy per passenger, and farebox recovery. The annual report provides additional detail and analysis at the route level, including a five-year trend analysis on key performance and financial indicators.

All data used in these reports is generated from the District's integrated data management system, TransTrack. This system pulls information from various sources. These include onboard fare collection system, customer service reports, maintenance reports, and the District's financial accounting software. Staff monitor and maintain these data connections and ensure data integrity.

In addition to data reported from TransTrack, the District conducts supplemental data collection projects to better understand how the various services are used and customer satisfaction. These efforts are also reported, and staff uses them in developing the District's 10-year Short Range Transit Plan and to guide ongoing service changes and improvements.

The District has recently completed three of these supplemental data collection efforts. The first is an onboard fixed route passenger survey, in partnership with the Metropolitan Transportation Commission (MTC) in Spring 2017. This 28-question survey was completed by over 1,200 individual riders on the fixed route bus system. These survey results provide passenger demographic information (age, gender, household size, access to vehicles, income, etc.), origin and destination information, trip purpose, and satisfaction. Staff conduct a similar effort each year with our Marin Access riders through a mailed survey.

The District's other significant data collection effort was in the Fall of 2017, and consisted of sampling all fixed route trips (excluding Muir Woods) to understand stop-level passenger boardings and alightings. This survey also provided schedule adherence information to understand on-time performance of the service. The resulting information is the most refined ridership data, and will enable staff to better understand how ridership is distributed in the trips and if specific runtimes need to be adjusted on schedules.

RESULTS AND DISCUSSION: In June 2016, the District expanded fixed route service by nearly 20 percent. This expansion was coupled with significant changes to the routings, frequency, and span of service of individual routes. Staff developed these changes based on achieving the following goals: provide more direction connections (reduce transfers); add service frequency along the major corridors; add express services; and improve service efficiency. Although not a stated goal, the changes also significantly increased service levels for riders during the weekend and late-night hours.

The results of these changes have been mixed. As documented in the 2016/17 annual performance report, the added service did not appear to generate any net gains in ridership. However, the District did not experience the steep declines in ridership as the industry as whole or our peer operators in the North Bay and throughout the Bay Area. The annual report also

noted that total transfer activity was reduced, and overall customer satisfaction significantly increased.

While the District has made very minor route and schedule adjustments since the 2016 major service change, staff has largely waited for the services to develop ridership and monitored the routes accordingly. The service has had time to mature now, and staff has analyzed the results from the recent supplemental data collection efforts. As a result, staff recommends that your Board provide additional direction on the District's monitoring and service delivery program.

Table 1 below shows the results of route level productivity (passengers per revenue hour) for a 16-month period following the service changes. Productivity is further broken down by weekday and weekend/holiday to show areas of deficiency by day of the week.

Table 1: Productivity Targets and Performance (July 2016-October 2017)

Route	Productivity (Passengers Per Revenue Hour)			
	Target	Overall	Weekdays	Weekends / Holidays
Trunkline				
35	25	28.8	29.3	27.7
36		25.2	28.1	17.7
71x		15.8	15.8	no service
Basic				
17	20	16.9	16.9	17.0
22		12.2	12.9	9.5
23		18.2	18.1	18.4
23x		14.5	14.5	no service
29		11.0	11.0	no service
49		16.4	17.8	11.4
Connector				
219	8	8.0	8.2	7.1
228		7.2	8.1	5.1
233		9.8	10.7	6.9
245		11.5	14.0	6.0
251		10.0	11.4	6.8
257		9.0	9.0	no service

Red indicates route is not meeting its overall target

Routes that demonstrate significant deficiencies in meeting their current productivity targets include: Route 22, 23x, 29, 49, 71x, and 228. Four of these six routes are classified as basic routes and are intended to meet a 20 passenger per hour standard.

Table 2 below show the results of the cost-effectiveness performance (subsidy per passenger) for routes over the past 16 months. Cost effectiveness is further broken down by weekday and weekend/holiday to show areas of deficiency by day of the week. Of the 15 local routes shown, only 13 met their performance target over the 16-month timeframe since the service change. Routes that significantly missed their target include Routes 23x, 29, 71x, and 228, especially on weekends.

Table 2: Cost Effectiveness Performance and Targets (July 2016-October 2017)

Route	Cost Effectiveness (Subsidy Per Passenger)			
	Target	Overall	Weekdays	Weekends / Holidays
Trunkline				
35	< \$3.00	\$3.86	\$3.79	\$4.06
36		\$4.55	\$4.00	\$6.98
71x		\$7.96	\$7.96	no service
Basic				
17	< \$5.00	\$7.21	\$7.22	\$7.17
22		\$6.42	\$6.02	\$8.93
23		\$6.39	\$6.43	\$6.35
23x		\$8.45	\$8.45	no service
29		\$11.43	\$11.43	no service
49		\$4.20	\$3.77	\$6.58
Connector				
219	< \$8.00	\$10.54	\$10.15	\$12.29
228		\$11.25	\$9.92	\$17.35
233		\$8.34	\$7.52	\$12.56
245		\$6.86	\$5.52	\$14.05
251		\$8.39	\$7.30	\$12.81
257		\$9.20	\$9.20	no service

Red indicates route is not meeting its overall target

Staff is seeking your Board's direction on how to improve our monitoring and performance based on the performance targets and results summarized above, and acknowledging underperforming route performance based on these targets. Options to consider include one or more of the following activities:

- Evaluating potential adjustments to the current targets to better reflect current market conditions;
- Adjusting service levels to remove unproductive service, and/or
- Adjusting fare policies to generate additional revenue.

A brief discussion of each is presented below:

Consider Adjustments to Current Targets (Productivity and Cost Effectiveness)

As mentioned earlier in this report, staff originally developed the targets following the passage of Measure A in Marin Transit's 2006 SRTP. Staff made slight updates to these targets when they introduced the service typologies in the 2012 SRTP. While the District has been able to control costs and grow ridership since 2006, the structure and type of services the District offers today are significantly different than those operated in 2006. Coverage has significantly expanded to areas north of Central San Rafael, and span of service has increased on nearly all routes to include more evening and weekend hours.

The District has also been fortunate to be able to nearly double service levels over this ten-year period. This added service has resulted in more span and coverage and more service

frequency, making the system more convenient for riders. Transit ridership has not kept pace with the growth in transit service levels due to limited population and employment growth within the county and very few competitive advantages of transit compared to auto travel. This has resulted in declines in productivity and increasing subsidy rates.

It is unreasonable to assume that ridership of fixed route bus services will grow proportionally to service increases until incentives are in place that make transit more attractive or Marin County experiences more pronounced growth in population or employment. In the meantime, staff recommends that your Board consider minor adjustments to the productivity and cost-effectiveness targets to make them more meaningful.

Financial conditions have also changed significantly since 2006. The original SRTP target for systemwide fixed route subsidy per passenger was a maximum of \$5.00. Current targets range from \$3.00 per passenger for high capacity services to \$5.00 per passenger for basic services to \$8.00 per passenger for connector shuttle services. Based on the Bureau of Labor Statistics, prices in 2018 are 23 percent higher than they were in 2006 so we would expect to pay 23 percent more in all areas of expenses including contract operations. Since the District has elected to not increase fares, keeping and achieving the same subsidy targets is unreasonable to assume.

Consider Adjustments to Current Service Levels

As mentioned, the District recently completed supplemental data collection exercises to better understand ridership patterns and needs. Staff has completed a trip-level analysis to further determine underperforming routes and specific trips or segments within the route. Although service cuts are challenging to undertake no matter how many riders are impacted, very low performing trips and segments should be considered for discontinuation to allow improvement in performance key metrics including productivity and cost effectiveness.

Consider Adjustments to Fare Policy

The District is committed to maintaining an affordable service and has not increased its base fare since 2004. However, during this time the costs associated with operating service have increased while service offerings have expanded. In considering changes to fare policies to increase revenues, policies should target opportunities to encourage more riders to the system. The goal of these incentives will be to increase productivity while reducing subsidy levels. Examples of fare policy changes to achieve these goals include: exploring EcoPass partnership with employers, premium pricing premium services, and simplifying fare policies and fare collection to increase ridership and decrease operating costs.

Questions for Discussion

The Board may wish to consider the following questions in its discussion of performance monitoring.

1. Should current productivity and cost effectiveness performance targets be adjusted to meet market conditions?
2. Given that there is no impending financial shortfall, should currently under-performing services be reduced to help improve productivity and cost effectiveness?
3. Should fixed route service be reallocated to focus on the most productive markets?
4. Should fares be raised to increase fare revenue and improve cost effectiveness?
5. Should additional fare incentives (e.g., fare reductions for frequent riders) be offered to increase ridership and productivity?

FISCAL/STAFFING IMPACT: There is no direct financial impact associated with this item. Actions taken as a result of Board direction may decrease operating costs or increase revenues in support of reducing per passenger subsidy and increasing productivity. Depending upon their magnitude, staff will either bring these actions to your Board for approval at a future meeting or incorporate them into the District's annual budgeting.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Robert Betts', written in a cursive style.

Robert Betts
Director of Operations and Planning



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February 26, 2018

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

SUBJECT: Marin Transit 2018 Legislative Program

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: Adopt Marin Transit legislative and policy program for 2018.

SUMMARY: Staff requests that your Board approve a 2018 Legislative Program for Marin Transit. The proposed program identifies:

- Marin Transit's legislative program purpose;
- Current legislative and funding priorities;
- Strategies to communicate and support the Legislative Program, including engaging policymakers and participating in coalition-led advocacy; and
- An agenda for related activities at the federal and State level.

Staff will monitor proposed legislation that affects Marin Transit and update the Board on the status of key bills of significance to the District. Based on staff analysis of a bill's potential impact on the District, staff may request that the Board establish a position supporting or opposing proposed legislation. If time is of the essence, the General Manager may seek the Marin Transit Board President's concurrence on letters of support or opposition to legislation in lieu of Board action on the District's position.

FISCAL/STAFFING IMPACT: Board approval of the proposed 2018 Legislative Program will enable staff to anticipate and respond promptly to upcoming legislation and policy proposals that may impact Marin Transit.

Respectfully submitted,

Amy Van Doren
Director of Policy and Legislative Programs

Attachment

2018 Marin Transit Legislative Program

The 2018 Marin Transit Legislative Program will guide Marin Transit's advocacy efforts at the local, State, and federal level over the course of the upcoming legislative sessions. The program is broad enough to cover the variety of pertinent legislative issues and concerns that may be considered, and flexible enough to enable Marin Transit to effectively respond to unanticipated developments. The Legislative Program is a strategic document that provides general direction on proposed policies, regulations and funding proposals relevant to the District.

Program Purpose

1. Develop legislative priorities for Marin Transit;
2. Outline an annual Marin Transit legislative agenda based on current and potential legislation that may impact Marin Transit; and
3. Provide broad authority for staff to pursue this legislative agenda.

Guided by the priorities identified in the annual Program, staff will monitor proposed legislation that affects Marin Transit and update the Board on the status of key bills of significance to the District. Based on staff analysis of a bill's potential impact on the District, staff may request that the Board establish a position supporting or opposing proposed legislation. If time is of the essence, the General Manager may seek the Marin Transit Board President's concurrence on letters of support or opposition to legislation in lieu of Board action on the District's position.

Staff will continue to collaborate with the California Transit Association and the California Association for Coordinated Transportation (CalACT) to advance annual legislative priorities and establish positions on proposed policies and regulations. In addition, Marin Transit will continue to review and provide input into the annual legislative program for the County of Marin.

Marin Transit's Legislative Priorities

The District has developed the following legislative priorities, and will revisit them annually to ensure their continued relevance:

- Protect existing funding sources and current funding levels, at a minimum.
- Pursue actions that lead to increased funding levels for transit operating and capital assistance.
- Pursue or support laws and regulations that support public transit, and oppose those that will impede Marin Transit's ability to address the mobility needs of Marin residents and employees.
- Pursue legislation and regulations that support Marin Transit's interests in operating an energy-efficient and environmentally-conscious transit system.

- Pursue actions that protect and enhance accessibility to public transit especially for Marin County's seniors, children, persons with disabilities, low-income residents, and disadvantaged communities.

Legislative Agenda

The annual Marin Transit Legislative Program applies to State and federal issues organized into three categories. These include: Budget and Transportation Funding, Marin Transit Capital Projects, and Regulatory and Administrative Issues. Within these categories, Marin Transit will identify and support specific legislative initiatives or develop corresponding policy positions. Staff will monitor current and proposed regulations and legislation affecting the funding or delivery of Marin Transit's services and capital priorities.

1. 2018 Budget and Transportation Funding

- a. **Federal Transportation Funding:** Support efforts to ensure reliable ongoing funding and appropriations for federal transit formula grants and discretionary programs. Support transit capital funding as a part of the new infrastructure program.
- b. **Statewide Transportation Funding:** Support implementation of the 2017 California State Senate Bill 1, and identify program opportunities that will benefit Marin Transit's capital projects and ongoing operations. State agencies and departments are developing rules, guidelines, and procedures for allocating SB1 revenue.

Support efforts to identify additional long-term, sustainable funding sources for transit and transportation improvements to support the delivery of Marin Transit services.

- c. **Cap and Trade Funding:** Support opportunities to direct additional Cap and Trade funds towards provision of public transit. Monitor legislation to modify the programs, and support administrative or legislative efforts to streamline applications and simplify program administration.
- d. **Definition of Disadvantaged Communities:** Monitor legislation related to the definition of disadvantaged communities as it applies to Cap and Trade or other relevant state funding programs. Seek opportunities to broaden in statute the definition of a socioeconomically disadvantaged community. Monitor administrative efforts related to updating the State's current screening tool to include communities of concern in Marin County as supported by the Office of Environmental Health Hazard Assessment.
- e. **Ballot Measure for Regional Measure 3:** Support Regional Measure 3 (RM3) to increase bridge tolls in the San Francisco Bay Area, planned for the June 2018 ballot. If approved by the voters, these additional funds will finance regional congestion relief and mobility improvement projects identified in Senate Bill 595. Marin Transit's high

priority projects under RM3 include the San Rafael Transit Center and North Bay Transit Access Improvements.

2. Marin Transit Capital Projects Funding Needs – Current Priorities

Staff will identify opportunities and seek funding support for the following high priority capital needs:

- Siting and Development of a Marin Transit Operations and Maintenance Facility
- Multimodal Transit Center in Downtown San Rafael that will replace the current transit center
- Transit Vehicle Purchases and related infrastructure requirements (e.g., charging stations, electric service)
- Local Bus Stop Improvements

3. Regulatory and Administrative Issues

State - Proposals for State legislation of interest to Marin Transit that may affect such areas as:

- The public transit workforce
- Driver training and qualifications
- Bus axle weight regulations
- Zero-emission bus and air quality requirements for public transit operators
- Transit pass programs
- Procurement
- Safety and security
- Contracting
- Regulation and use of public funds for Transportation Network Companies
- Compliance

Federal - Review and submit comments on federal notices of proposed rulemakings that impact Marin Transit. Support removal of barriers that affect the distribution of federal grant funding.

Strategies to Advance Marin Transit’s Legislative Agenda

Working with the Director of Policy and Legislative Programs, the General Manager will employ a variety of strategies to communicate and support the District’s Legislative Program. These strategies include:

1. Directly Engage Policymakers

Communicate and advance Marin Transit’s legislative priorities and positions in coordination with Marin Transit’s Board President. Engage policymakers directly in person and by phone, and submit correspondence regarding potential bills and the District’s needs. Provide public testimony as appropriate. Create outreach and marketing materials for local legislators that support Marin Transit’s legislative priorities.

2. Participate in Coalition-led Advocacy on Policy and Legislative Issues

Collaborate with local, North Bay, and regional stakeholders to build awareness about specific issues affecting public transportation. Participate in local, regional, statewide, and national organizations or coalitions organized to advance positions consistent with the 2018 Legislative Program. Pursue other actions as needed in coordination with the Board President and the Transportation Authority of Marin.

The tables below identify specific Marin Transit's legislative and regulatory strategies at the federal and State level.

Federal Legislation	
Priorities	Strategy
Transportation Reauthorization & Appropriations	<ul style="list-style-type: none"> Support efforts to secure stable long-term sustainable funding for public transportation at the federal level. Advocate for full funding of federal grant programs that may impact Marin Transit, under the appropriations process.
Capital Projects	<ul style="list-style-type: none"> Advance Marin Transit priority projects as candidates for federal capital program grants for facilities and transit vehicles, including an operations and maintenance facility and low- and no-emission buses. Pursue funding opportunities and seek support from Congressional representatives. Support efforts to ensure that eligible transit capital projects in the development pipeline move forward, consistent with the federal transportation law and regulatory requirements.

Proposed Regulations	<ul style="list-style-type: none"> ▪ Review and comment on proposed federal regulations that may affect Marin Transit. ▪ Consult with and support related efforts of trade organizations, stakeholders, and peer agencies as appropriate. ▪ Support a long-term solution for US Department of Labor certification of Federal Transit Administration grants regarding federal labor requirements and the State of California's pension reform efforts.
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State Legislation	
Priorities	Strategy
State Transportation Funding	<ul style="list-style-type: none"> ▪ Support of the Metropolitan Transportation Commission and California Transit Association in their efforts to define and clarify Senate Bill 1 (SB 1) programs and expand sources of statewide funding for public transportation. ▪ Protect and grow State Transit Assistance and Transit Development Act funds and protect State set-asides for transit operations. ▪ Monitor the transportation-related aspects of the current State Budget and the Cap-and-Trade programs funded in the budget. Work to secure the appropriation of additional Cap-and-Trade revenues to support Marin transportation needs and provide input as appropriate into the annual Cap-and-Trade Expenditure Plan. ▪ Advocate and support transportation funding that benefits Marin County. Pursuing funding opportunities and seek support from Marin County's State legislative representatives. ▪ Protect against the elimination or diversion of any State or regional funds that support Marin transportation and public transit needs.

<p>Transit Operations, Safety, and Security</p>	<ul style="list-style-type: none">▪ Monitor proposed legislation affecting transit operations pertaining to such issues as autonomous vehicles, emission standards, bus axle weights, security (including cyber), operator safety, and roadways.▪ Support consensus-based industry standards and best practices developed with input from stakeholders and by organizations that represent the transit industry. These include: American Public Transportation Association, California Transit Association, or California Association for Coordinated Transportation (CalACT).
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