



- /// local transit
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- /// mobility management

Marin Transit Budget

FY2013/14



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Marin Transit Budget Overview

Marin Transit's budget reflects the priorities and financial projections established in the Short Range Transit Plan adopted by your Board on September 17, 2012. The budget includes current Metropolitan Transportation Commission (MTC) revenue projections for State Transit Assistance (STA) and Transportation Development Act (TDA) funds, Transportation Authority of Marin (TAM) allocations for Measure A, and County of Marin estimates for property tax revenue.

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

The FY 2013/14 Expenditure Budget for Operations and Capital Projects is \$36,535,770 and allows for the return of approximately \$1.3 million to the Contingency Reserve in accordance with your Board adopted policy (Table 1).

Table 1: Budget Summary

	FY 2010/11 Actual	FY 2011/12 Actual	FY 2012/13 Budget	FY 2012/13 Estimated Actual	FY 2013/14 Budget
<i>Operations</i>	22,654,218	22,967,828	25,561,8445	26,814,240	27,749,548
<i>Capital</i>	948,918	2,800,651	7,649,399	4,959,316	10,063,107
Revenue	\$23,603,136	\$25,768,479	\$33,211,244	\$31,773,556	\$37,812,655
<i>Operations</i>	23,060,780	24,549,580	26,442,831	23,920,264	26,472,663
<i>Capital</i>	987,318	2,800,649	7,691,399	4,959,316	10,063,107
Expenditures	\$24,048,098	\$27,350,229	\$34,134,230	\$28,879,580	\$36,535,770
Net Change in Fund Balance	\$(444,962)	\$(1,581,750)	\$(922,986)	\$2,893,976	\$1,276,885
<i>Emergency Reserve</i>	3,843,463	4,091,507	4,403,086	4,371,956	4,371,956
<i>Contingency Reserve</i>	3,532,821	1,702,936	468,461	4,316,553	5,593,438
Fund Balance (total reserve)	\$7,376,284	\$ 5,794,533	\$ 4,874,697	\$ 8,688,509	\$9,965,394

District Reserve Balance

Marin Transit's board adopted policy designates an Emergency Reserve equivalent to two months of operating expenses and a Contingency Reserve equivalent to an additional two to four months. In FY 2010/11 and FY 2011/12, Marin Transit relied on funds from the Contingency Reserve to balance the operations budget. During the economic downturn, the District's sales tax and property tax revenues declined or had limited growth while Marin Transit contract costs continued to escalate. The District appointed a Board sub-committee in March 14, 2011 to address the ongoing deficit spending.

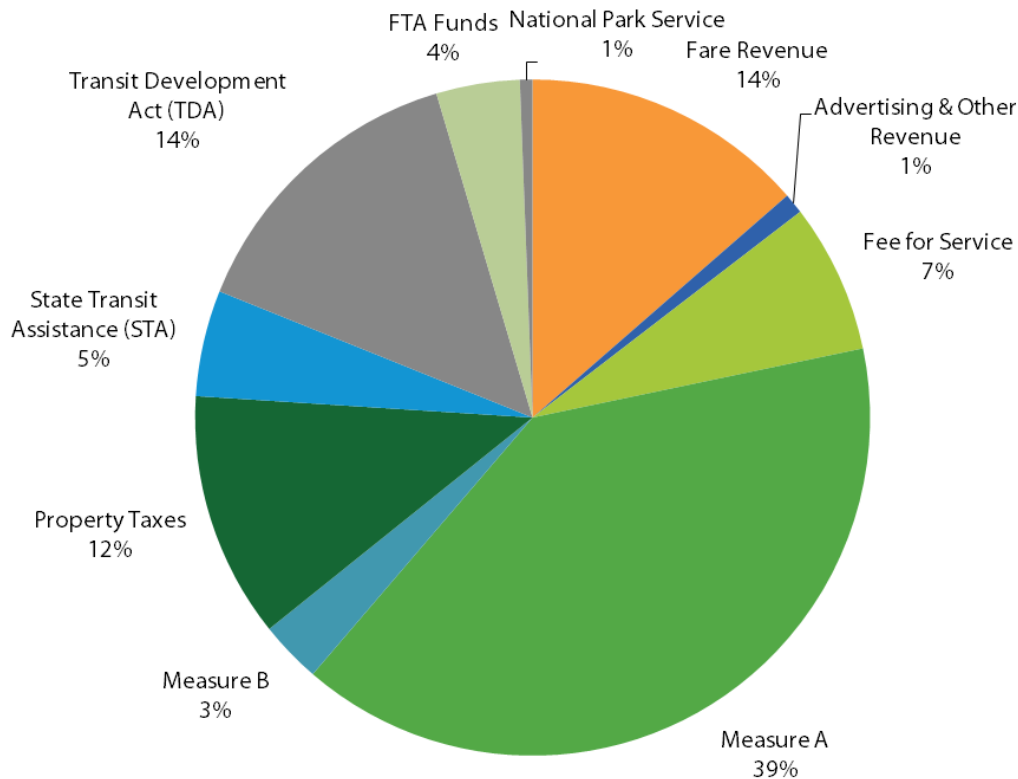
The District was successful in rebalancing the budget through service reductions to underperforming service, repackaging and competitively bidding the Rural and Muir Woods Shuttle service at a significantly lower cost, continuing to invest in mobility management initiatives to control paratransit demand, and negotiating a new agreement with the Golden Gate Bridge and Highway Transportation District (Golden Gate Transit). The new agreement with Golden Gate Transit took effect July 1, 2012 and reduced the contract rate, shifted the cost structure to revenue hours, reduced the annual escalation rate from 5% to 2.7%, allowed for the shift of lower productivity routes to the District's shuttle service typology, and modified the payment structure for capital costs.

These efforts to control costs, along with slowly increasing revenues and new revenues including State Transit Assistance Funds (STA) Lifeline grants for canal service and Federal Section 5307 ADA set aside funds for paratransit, allow the District to end deficit spending in FY2102/13. The FY2013/14 Budget projects further additions to the Contingency Reserve resulting in a year-end balance at the target level or two to four months operating expenses (Table 1).

District Revenue

Marin Transit relies on diverse revenue streams (Figure 1) with no single revenue making up the majority of the District's operating funds. The primary revenue sources for Marin Transit operations are:

- Measure A Sales Tax Operating funds
- Transportation Development Act Funds
- State Transit Assistance Funds (STA);
- Passenger Fares; and
- Property taxes.

Figure 1: Revenue Sources for FY2013/14 Budget

Local Sales Tax – Measure A

Marin County voters passed a ½ cent sales tax measure (Measure A) in 2004 to provide local funding and investment for transportation infrastructure and programs. Under the sales tax expenditure plan, fifty-five percent (55%) of Measure A is available for Local Transit service in the following four sub-strategies:

- Maintain and Expand Local Bus Transit Service (37%);
- Maintain and Expand Rural Bus Transit System (3%);
- Maintain and Expand Transit Services for Those with Special Needs (9%); and
- Invest in Bus Transit Facilities for Clean and Efficient Transit System (6%).

Measure A provides approximately one third of Marin Transit’s operating revenues, consequently, the drop in allocations beginning in Fiscal Year 2008 significantly impacted District revenues. As the economy has recovered, sales tax receipts have also rebounded and the Measure A revenue available for transit allocation has increased accordingly (Figure 2). The Sales Tax Authority, TAM is now projecting revenues to grow at 2.8% per year.

TAM makes Measure A funding available to the District based on projections and adjusts future years balances to account for actual receipts. Sales tax revenues increased faster than TAM projections in FY2011/12 and FY2012/13 as a result Marin Transit received significant carry

forward of Measure A funds in FY2012/13 and now in FY2013/14. The District’s actual expenditures of Measure A revenue varies due to the capital replacement cycles, and the availability of other grant funding in a particular year (Figure 2). Any unclaimed revenue in a given year is available for allocation in future years. With the FY2013/14 Budget, the District will have a reserve of \$940,000 of Rural and \$2 million of Capital funds. These reserves are held by TAM, but are included in Marin Transit’s 10 year operation and capital plans included in the adopted SRTP.

Figure 2: Transit’s Share of Measure A Actual Receipts by Fiscal Year

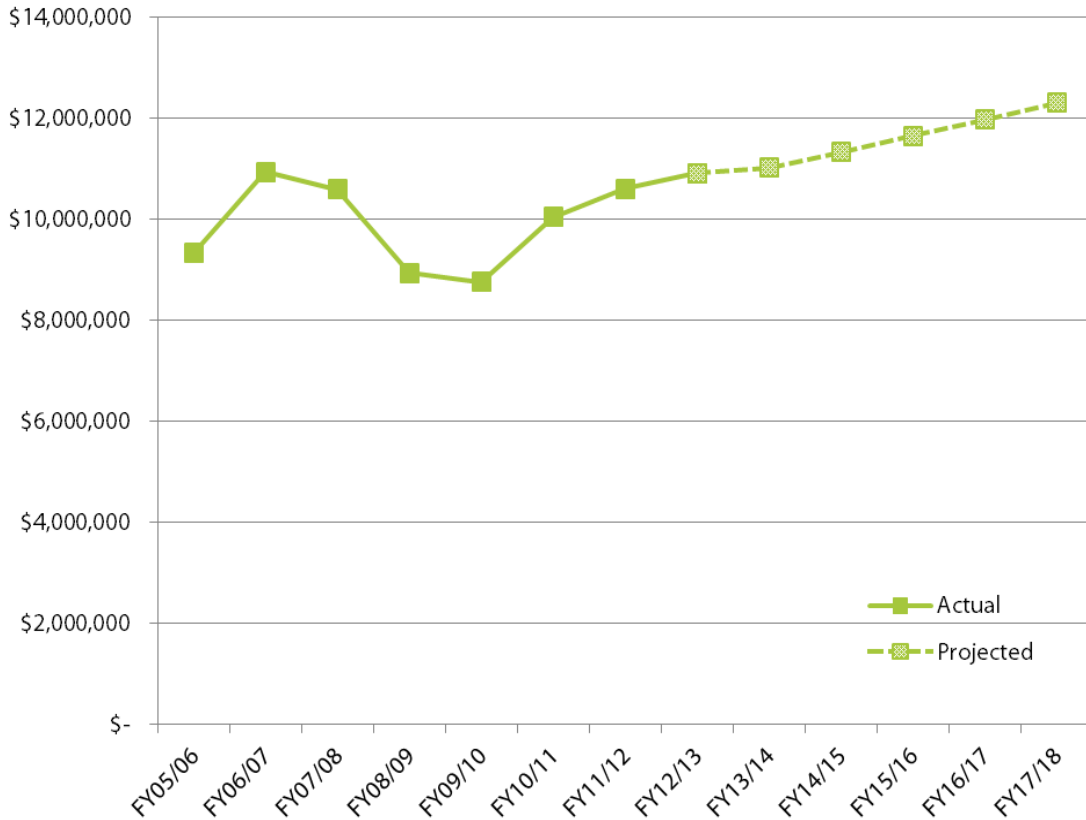
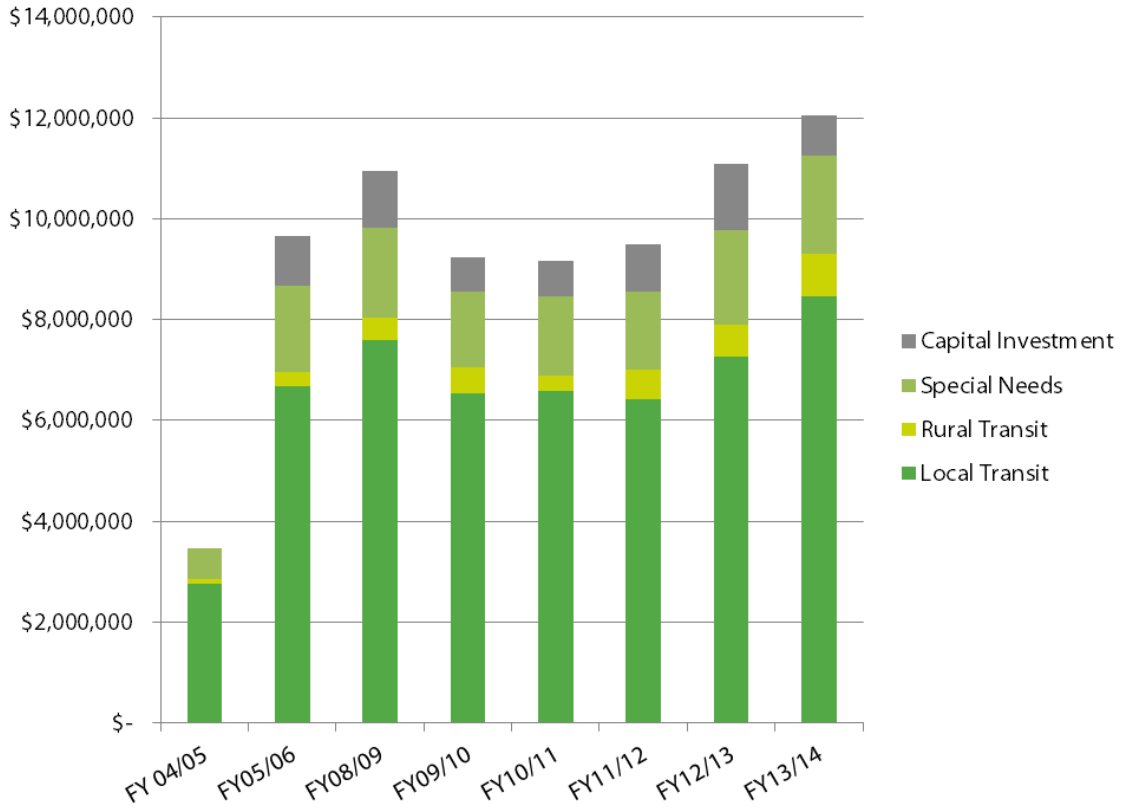


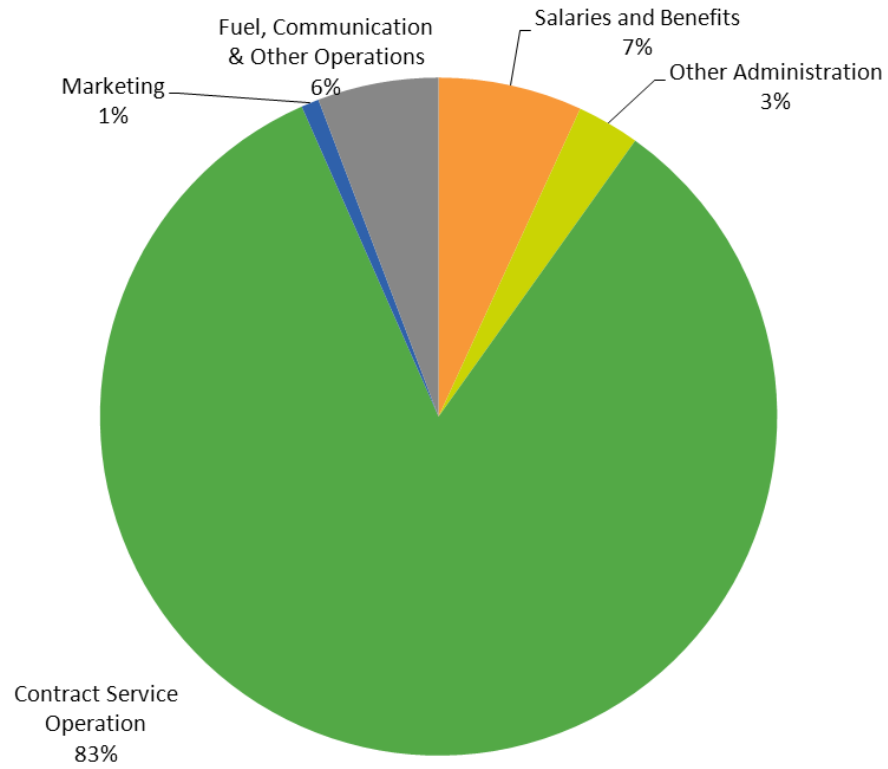
Figure 3: Actual Measure A Expenditures by Fiscal Year



District Expenses

Marin Transit provides local transit service through purchased transportation contracts. Under this structure the majority of district operations expenses are for contract service operation (83%) and associated fuel expenses (6%) (Figure 4).

Figure 4: Operations Expenses for FY2013/14 Budget



Operations Budget

Marin Transit's operations budget (page 10) provides for operations of the following services:

Local Large Bus Fixed Route	98,000 revenue hours
Community Shuttles	36,675 revenue hours
Local Supplemental Service	2,400 revenue hours
Muir Woods Shuttle	4,553 revenue hours
Novato Dial-A-Ride	2,650 revenue hours
West Marin Stagecoach Service	13,000 revenue hours
Local Paratransit Service	60,030 revenue hours ¹
Catch A Ride	9,600 trips
Volunteer Driver	16,000 trips

The operating expense budget of \$26,472,663 is almost unchanged from the FY2012/13 budget and provides for significantly more transit service. The increase in transit service includes 13,795 additional local service hours (11%), 200 additional rural service hours and 4,500 local paratransit hours over the FY2012/13 budget.

The operating revenue budget of \$27,749,548 is an 8% increase over the FY 2012/13 budget. This increase in revenue is primarily due to an increase in Federal funding for paratransit operations and additional State Transportation Development Act (TDA) Funding.

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

¹ Revenue hours for NTD are adjusted to correct contract differences

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

	<u>FY2012 Actual</u>	<u>FY2013 Revised Budget</u>	<u>FY2013 Estimated Actuals</u>	<u>FY2014 Budget</u>
Revenue				
Fare Revenue	3,610,175	3,690,651	3,671,963	3,736,866
Advertising & Other Revenue	456,149	444,183	453,228	222,092
Fee for Service	1,783,457	1,740,583	1,746,647	1,950,103
Interest	6,473	6,000	3,000	1,000
Measure A	8,323,168	10,348,629	9,651,867	11,212,890
Measure B	276,677	755,600	645,178	808,178
Property Taxes	3,159,754	3,168,485	3,180,569	3,213,918
Development Fees	8,012	12,185	34,000	24,000
State Transit Assistance (STA)	1,390,390	1,844,540	1,629,958	1,378,824
Transit Development Act (TDA)	3,451,219	3,036,615	3,500,112	3,908,269
Other State	20,206	20,124	20,093	20,071
FTA Funds	372,066	439,899	1,121,706	1,108,337
National Park Service	152,482	150,000	151,698	165,000
Cost Center Transfers	<u>(42,401)</u>	<u>(68,213)</u>	<u>1,004,221</u>	<u>0</u>
Total Revenue	22,967,827	25,589,280	26,814,240	27,749,548
Expenses				
Salaries and Benefits	1,415,820	1,722,349	1,651,226	1,751,181
Consultant Services	341,668	457,228	353,887	490,796
Indirect County Overhead	36,888	50,000	36,888	50,000
Mobility Management Support Programs	28,047	64,000	49,468	64,420
Office Supplies	45,411	122,048	101,598	107,170
General Insurance	17,819	25,500	25,433	28,000
Contract Service Operation	21,810,961	23,057,262	20,729,791	22,331,974
Membership & Prof Development	17,995	21,115	21,115	27,000
Mileage and Travel	12,487	18,400	14,946	18,400
Marketing	121,467	206,787	71,564	225,068
Communication	49,963	77,019	66,669	107,751
Fuel	704,196	859,941	944,295	1,339,094
Misc Services	25,850	25,000	25,000	25,000
Office - Rental and Overhead	138,815	120,655	119,859	95,000
Cost Center Transfers	<u>(217,809)</u>	<u>(377,273)</u>	<u>(291,475)</u>	<u>(188,191)</u>
Total Expenses	24,549,580	26,470,266	23,920,264	26,472,663
Net Change in Fund Balance	<u>(1,581,753)</u>	<u>(880,986)</u>	<u>2,893,976</u>	<u>1,276,885</u>

Administration

The administration budget (page 12) includes revenues and expenses that are shared by all program areas. While these items are budgeted and recorded in administration, expenses are allocated to the program budgets based on a program's resource usage (i.e. billed staff time). This allows Marin Transit to track to the full cost of programs.

Revenue in the administration budget includes property taxes and other unrestricted funds. The revenue projections are based on estimates from the County of Marin and include limited growth (1-2%) over FY 2012/13 estimated actuals.

Expenses in the administration budget include staff salaries and benefits, audit fees, insurance, travel costs, professional development expenses, office rental and other associated costs.

The Salary and Benefits portion of the budget includes staffing for 11 full time employees. Marin Transit staff are currently employed through the County of Marin, Local Government Services, or direct employment. The District has been transitioning to a single employment source model. Consolidating employees as direct employees of the District will give the District greater control over human resources (HR) decisions, simplify employment policies and procedures, consolidate payroll procedures and reduce HR related consulting costs. Minimal cost increase assumptions have been built into the FY2013/14 Salaries and Benefits budget in anticipation of the staff employment status changes

Marin Transit relocated to new office space in November FY 2012/13. The successful move has allowed the District's activities and staff to enjoy new expanded space and save overhead.

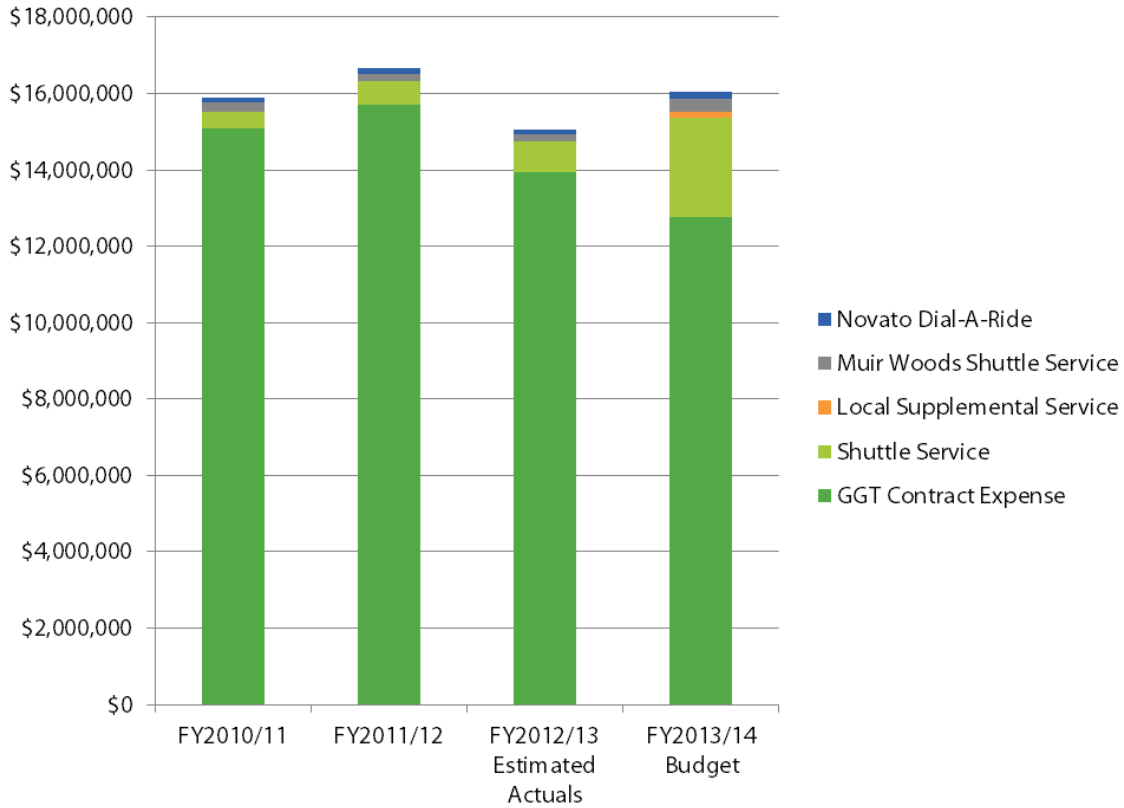
Table 3: Administration Budget

		<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Budget -</u> <u>Revised</u>	<u>FY2013</u> <u>Estimated</u> <u>Actuals</u>	<u>FY2014</u> <u>Budget</u>
Revenue					
4070400	Interest	6,473	6,000	3,000	1,000
4079950	Development Fees	8,012	11,185	11,259	0
4079954	Residual ABX 126	0	1,000	22,741	24,000
4080101	PropTax-CurrntSecured	2,780,018	2,827,830	2,815,505	2,843,660
4080102	County Fee-SV2557Admin Basic Tax	(42,344)	(58,979)	(45,484)	(46,849)
4080103	Property Tax-Unitary	24,877	24,652	25,115	25,366
4080104	PropTax-CurrntUnSecur	65,388	63,473	63,841	64,479
4080105	Educ Rev Augm Fund-Redist	294,320	289,709	289,221	289,221
4080106	PropTax-Supp CY SECR	30,641	15,000	27,988	30,641
4080107	PropTax-Supp Unsecured	455	300	232	400
4080108	PropTax-Redemption	2,720	3,000	1,318	3,000
4080109	Property Tax-Prior Unsecured	3,679	3,500	2,833	4,000
4089901	National Park Service	17	0	0	0
4119940	Other State	207	250	232	210
4601001	Misc.-Reimbursement	0	0	4,317	0
4700001	Property Tax Transfer	<u>(3,073,090)</u>	<u>(3,186,920)</u>	<u>(42,121)</u>	<u>(1,962,245)</u>
Total Revenue		101,373	0	3,179,997	1,276,883
Expense					
5010200	Salaries and Benefits	1,404,392	1,672,349	1,610,832	1,730,881
5030301	Consultant Services	144,160	172,500	152,537	213,000
5030305	Prof Svcs - Accounting and Audit	28,800	26,500	26,500	27,260
5049901	Office Supplies	5,195	26,958	6,226	10,000
5049902	Small Furn/Equip	5,574	15,000	16,714	12,000
5049903	Software	19,767	42,978	42,978	44,267
5049904	Copier Suppl & Srvs	5,981	10,300	9,728	10,300
5049905	Postage	1,198	0	2,140	4,000
5049906	Computers	5,022	8,000	8,000	10,000
5050201	Communication - Phone	23,089	22,248	17,712	22,248
5060301	Insurance - Gen Liability	17,819	25,500	25,433	28,000
5090101	Membership & Prof Development	17,995	21,115	21,115	27,000
5090202	Mileage and Travel	12,487	18,400	14,946	18,400
5090801	Marketing	5,510	22,402	6,542	23,074
5100401	County Transfer - Special District	36,888	50,000	36,888	50,000
5100402	County Transfer - Computer	2,675	3,000	0	0
5121200	Office Rental	<u>138,815</u>	<u>120,655</u>	<u>119,859</u>	<u>95,000</u>
<i>Subtotal</i>		1,875,367	2,257,905	2,118,150	2,325,430
5100100	Salary/Benefit Transfers	(1,267,534)	(1,672,349)	(1,363,175)	(1,691,543)
5100101	Transfer Overhead	<u>(497,253)</u>	<u>(607,557)</u>	<u>(438,030)</u>	<u>(633,887)</u>
Total Expense		110,580	(22,001)	316,945	0

Local Service

The Local Service budget (page 14) includes all revenues and expenses related to the provision of fixed route service and general purpose dial-a-ride (excluding rural service). The Local Service budget for FY 2013/14 is \$18,347,297. The budget showed an \$867,000 (4.5%) decrease from the prior year budget while providing for a 11% increase in transit revenue service hours. The significant change is due to: lower contract rates, a shift of hours on lower productivity routes to shuttle routes, and the shift of some supplemental service to the seasonal contract (Figure 5).

Figure 5: Local Contract Services Expense by Program



The District is currently finalizing Local Service changes as part of implementing recommendations from the Novato and Tiburon Transit Needs Assessment studies and restructuring regular local routes to further improve transit access and service additional locations such as the new Target store due to open in the fall in San Rafael. These changes are scheduled for August 2013. The FY2013/14 Budget includes current estimates for service hours and contract costs for these changes, but the final operating plan may change based on the upcoming public hearing and Board review.

Table 4: Local Service Budget

		<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Budget -</u> <u>Revised</u>	<u>FY2013</u> <u>Estimated</u> <u>Actuals</u>	<u>FY2014</u> <u>Budget</u>
Revenue					
4060301	Advertising Revenue	456,149	444,183	453,228	222,092
4090101	Fee For Service	4,372	11,542	11,542	0
4092001	Measure A Sales Tax	6,150,796	7,708,724	7,218,070	8,505,530
4110101	State Transit Assistance	1,160,032	1,170,892	1,165,656	1,083,613
4110102	Transit Development Act (TDA)	3,451,219	3,036,615	3,500,112	3,908,269
4110103	State Transit Assistance - Lifeline	146,477	588,079	378,302	221,600
4139931	Fed-FTA 5316 JARC	0	105,920	52,960	52,960
4139951	National Park Service	152,465	150,000	151,698	165,000
4139961	Fed-FTA 5304 State Planning	66,664	145,000	135,000	10,000
4140100	Fare Revenue	3,308,239	3,304,276	3,271,577	3,290,626
4601001	Misc.-Reimbursement	13,334	0	0	0
4700001	Property Tax Transfer	1,461,599	1,546,324	82,398	794,207
4700002	Program Revenue Transfer	<u>103,207</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>
Total Revenue		16,474,553	18,311,555	16,520,543	18,347,298
Expense					
5010200	Salaries and Benefits	11,428	50,000	40,394	20,300
5030301	Consultant Services	165,114	175,000	130,000	162,386
5030602	Custodial Service	3,594	5,150	5,150	5,150
5040101	Fuel	92,095	129,590	141,789	434,672
5050205	Communication-AVL	0	11,439	11,000	41,175
5080101	Purchased Transportation - In Report	16,666,322	17,495,958	15,074,350	16,042,994
5090801	Marketing	63,957	80,000	37,022	90,000
5100100	Salary/Benefit Transfers	731,694	836,175	781,333	1,022,793
5100101	Transfer Overhead	287,043	406,230	243,579	502,827
5122010	Signs	<u>25,850</u>	<u>25,000</u>	<u>25,000</u>	<u>25,000</u>
Total Expense		18,047,098	19,214,542	16,489,617	18,347,297

Major programs included in the Local Service budget are Local Fixed Route (GGBHTD Contract), Community Shuttle Service, Supplemental School, Muir Woods Seasonal Shuttle, and Novato Dial-A-Ride. All services are operated under contract and the direct contract service costs are 88% of budgeted expenses. Other major expenses are consultant services (ride checks, service contract audits, grant funded studies), directly purchased fuel costs, communication, marketing, and staff time for contract oversight. Costs and revenues for special projects like the youth pass, Homeward Bound tickets, and supplemental school services are included under the Local Fixed Route program.

Local service is funded with a combination of fare revenue, advertising revenue, Measure A local sales tax funds, State Transit Assistance and limited federal grants. Measure A budgeted for

Local Service is \$8,466,707 which is made up of \$8,014,876 in FY2013/14 allocations and \$451,831 in unspent FY2012/13 allocations. Marin Transit expects to expend the following grant awards for local service in FY 2013/14:

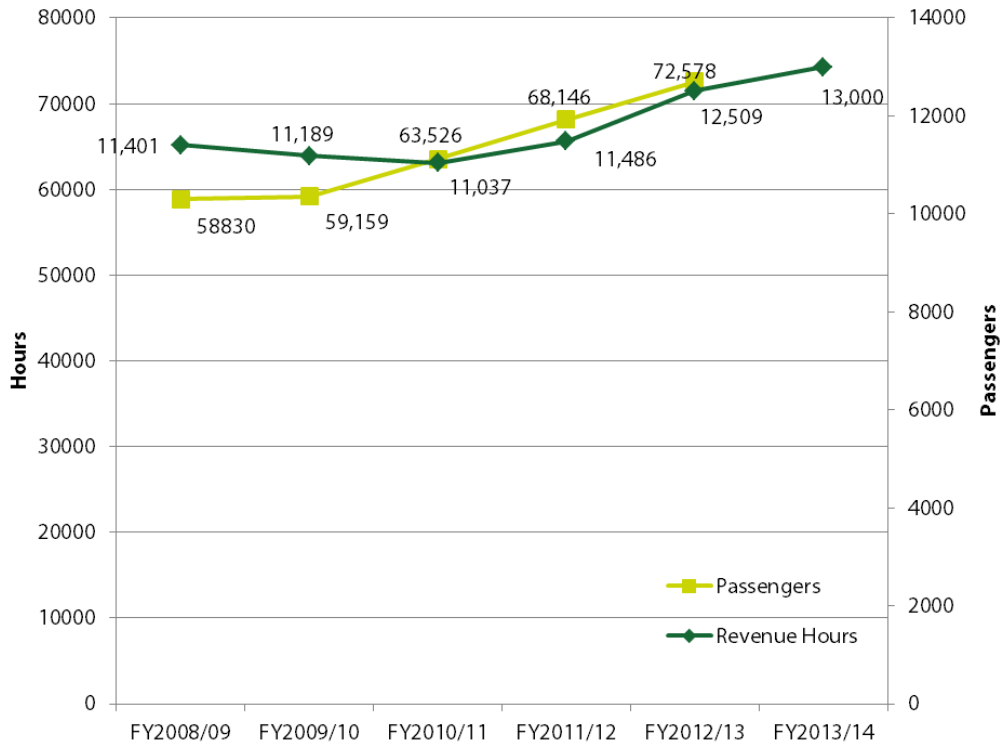
\$105,920	Route 257 Shuttle Operation	Federal Lifeline JARC
\$10,000	Planning Intern	Federal Planning Funds
\$215,001	Canal Service	Lifeline – State Transit Assistance

Rural Service

Rural Service is operated as the West Marin Stagecoach Service and includes a Northern Route 68 and a Southern Route 61. The Rural program budget (page 16) includes contract service operations, marketing, fuel, communications, and Marin Transit staff expenses. Under the contract with MV Transportation for service operations, effective January 2012, costs for the service were reduced.

Ridership has continued to grow on the Rural Service (Figure 6). Marin Transit added additional service hours starting in FY 2011/12 which contributed to the ridership increases. Due to the lower contract rate, the FY 2013/14 budget allows for modest increase in revenue service hours.

Figure 6: Rural Service Level Trends and Assumptions



Rural service is funded with a combination of local sales tax funds and Federal Transit Administration (FTA) Section 5311 funding. Section 5311 funding is programmed through MTC based on rural populations and service hours. Due to increased demand for the funding, Marin Transit's share decreased over the last five years. With the recent federal reauthorization bill, Marin Transit's share recovered to the FY2011/12 levels due to the incorporation of Job Access Reverse Commute funding into the program. A similar increase may occur in FY2013/14, but is not reflected in the budget since no official announcement or revision to the three year estimate has been made by MTC. Marin Transit applied for \$300,000 in grant funding under the Section 5311f program to expand rural service between Tomalás and Petaluma. Costs associated with new service to Tomalás are not included in the proposed budget.

Marin Transit receives 3% of Measure A sales tax funds (\$601,621 for FY 2013/14) for Rural Service. In addition to the current year allocation, the Budget includes the expenditure of \$156,165 of unspent prior year Rural Measure A funding. Marin Transit has a balance of approximately \$940,000 (held by TAM) in unspent prior year Rural Measure A that is programmed to be spent over time.

Table 5: Rural Service Budget

		<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Budget -</u> <u>Revised</u>	<u>FY2013</u> <u>Estimated</u> <u>Actuals</u>	<u>FY2014</u> <u>Budget</u>
Revenue					
4092001	Measure A Sales Tax	621,643	764,810	558,702	757,786
4139920	Fed-FTA 5311 Rural	213,007	166,144	265,119	176,262
4140100	Fare Revenue	<u>85,657</u>	<u>84,000</u>	<u>95,000</u>	<u>96,000</u>
Total Revenue		920,307	1,014,954	918,821	1,030,048
Expense					
5030301	Consultant Services	0	10,000	0	15,000
5040101	Fuel	76,195	133,454	157,920	177,975
5050204	Communication-MERA Radio	2,066	2,713	2,657	0
5050205	Communication-AVL	0	16,013	14,837	16,013
5080101	Purchased Transportation - In Report	671,346	644,212	640,033	654,917
5090801	Marketing	18,454	19,925	18,000	25,000
5100100	Salary/Benefit Transfers	109,349	152,032	63,990	118,015
5100101	Transfer Overhead	<u>42,898</u>	<u>36,605</u>	<u>21,384</u>	<u>23,128</u>
Total Expense		920,307	1,014,954	918,821	1,030,048

Marin Access (Paratransit and Mobility Management)

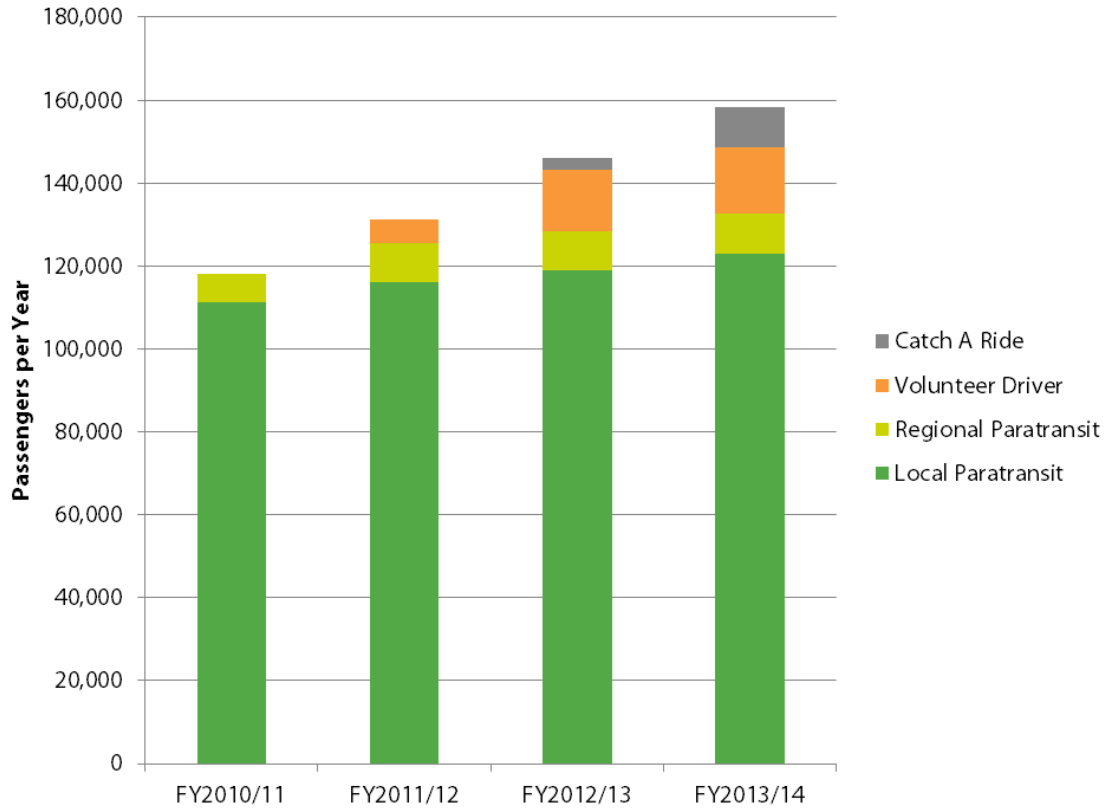
The Marin Access budget (page 19) includes Marin Access Paratransit Services for both Local and Regional trips (Intra- and Inter-county) and the associated costs (fuel, communication and marketing). The Marin Access budget also includes Marin Transit’s Mobility Management Office and Mobility Management Center. The Mobility Management Office is focused on increasing the mobility for the county’s senior, disabled, and low-income residents and to help manage the increasing demand for Paratransit Services. While demand for paratransit in Marin County has continued year over year growth, Marin Transit has been extremely successful in increasing mobility for senior and paratransit riders through special programs (Figure 7).

Marin Transit’s Marin Access programs are funded through a combination of property tax, sales tax, Golden Gate Bridge and Highway Transportation contributions and reimbursements, State funds and Federal grants. Marin Access receives 9% of Measure A sales tax revenue. Starting in FY 2011/12 Marin Transit also receives 35% of the Measure B vehicle license fee to support the Mobility Management initiatives.

The FY 2013/14 budget for Marin Access is \$7.1 million which is a 16% increase over the FY 2012/13 budget. The budget increase includes 3.5% increase in Local Paratransit and 9% increase in Regional revenue service hours over the estimated actuals for FY2012/13. There is an additional \$95,920 which is grant funded for premium ADA rides under the Catch-A-Ride program, and a significant increase to the fuel budget to allow for service increases and potential fuel price increases.

Marin Transit expects to expend the following grant awards in FY 2013/14:

\$95,920	Premium ADA	Federal New Freedom
\$95,335	Senior Guide & Mobility Management	Federal New Freedom

Figure 7: Marin Access Passengers by Program

Marin Access Paratransit Service (Local)

The Local component of the Marin Access Paratransit Service provides demand-response trips to passengers that are certified as unable to use the fixed route system. This includes trips that are mandated under the Americans with Disabilities Act (ADA) federal law as well as trips that go beyond the ADA. As Marin County's population ages, Marin Transit has seen an increasing demand for Paratransit trips. The budget includes a 3.5% increase in revenue service hours and a 2.5% increase in contract costs. Fuel for the Paratransit program is purchased directly from the County of Marin. The fuel budget is increased 12.7% over FY 2012/13 estimated actuals due to the volatility of fuel prices. Other items included in the Local Paratransit budget include marketing, and a share of operations costs for communications. Marin Transit continues to look for innovative ways to continue to increase access while limiting the growth of expenses.

Local Paratransit is primarily funded by local sources including Measure A and property tax. Golden Gate Bridge and Highway Transportation District make an annual contribution to Local Paratransit in recognition of the shared service area. Fare revenue makes up about 5% of the budget. Starting in FY 2012/13, Marin Transit is also able to program Federal FTA Section 5307 funding towards local paratransit.

Table 6: Marin Access Budget

		<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Budget -</u> <u>Revised</u>	<u>FY2013</u> <u>Estimated</u> <u>Actuals</u>	<u>FY2014</u> <u>Budget</u>
Revenue					
4070301	Lease of Property	8,160	0	0	0
4090101	Fee For Service	1,726,493	1,686,853	1,730,788	1,950,103
4092001	Measure A Sales Tax	1,550,728	1,875,095	1,875,095	1,949,574
4099950	Measure B	276,677	755,600	645,178	808,178
4110101	State Transit Assistance	83,881	85,569	86,000	80,210
4119910	State Prop Tx Relief HOPTR	19,999	19,874	19,861	19,861
4139910	Fed-FTA 5307 Urbanized Area Formula	0	0	668,627	677,860
4139941	Fed-FTA 5317 New Freedom	92,396	22,835	0	191,255
4140100	Fare Revenue	216,279	302,375	305,386	350,240
4601001	Misc.-Reimbursement	31,099	42,188	0	0
4700001	Property Tax Transfer	1,569,090	1,572,383	963,944	1,168,038
4700002	Program Revenue Transfer	<u>(103,207)</u>	<u>(100,000)</u>	<u>(100,000)</u>	<u>(100,000)</u>
Total Revenue		5,471,595	6,262,772	6,194,879	7,095,319
Expense					
5030301	Consultant Services	0	68,078	39,700	68,000
5040101	Fuel	535,906	596,897	644,586	726,447
5049903	Software	0	15,812	15,812	16,603
5050203	Communication- Mobile Data Terminal	7,614	8,820	4,910	9,260
5050204	Communication-MERA Radio	17,194	15,787	15,553	19,055
5080101	Purchased Transportation - In Report	4,473,293	4,006,627	4,040,368	4,543,623
5080102	Purchased Transportation - Regional	0	930,700	975,040	1,090,440
5090801	Marketing	33,547	84,460	10,000	86,994
5098001	Misc-Exp Transit User Training	10,676	14,000	10,076	14,420
5098002	Gap Grant	0	40,000	32,000	40,000
5098003	Low Income Rider Scholarships	0	10,000	7,392	10,000
5098004	Misc-exp Mobility Management	17,371	0	0	0
5100100	Salary/Benefit Transfers	270,053	380,079	299,388	393,382
5100101	Transfer Overhead	<u>105,941</u>	<u>91,512</u>	<u>100,056</u>	<u>77,094</u>
Total Expense		5,471,595	6,262,772	6,194,881	7,095,318

Mobility Management

Marin Transit's Mobility Management Office is focused on increasing the mobility for the County's senior, disabled, and low-income residents and to help manage the increasing demand for Paratransit Services. Initially funded with a Federal New Freedom Grant, Marin County voters recently approved the Measure B vehicle license fee that includes funding for this program. Marin Transit is budgeting to expend \$808,178 of Measure B funding in FY2013/14 which includes \$77,378 in unspent prior year allocations.

Mobility Management initiatives included in the FY 2013/14 budget are: Marin Access Mobility Management Center, Travel Training, the Catch-A-Ride (Paratransit Plus) discounted taxi ride program, Low Income Rider Scholarships, Volunteer Driver programs, and the Gap Grants initiative. In FY 2013/14 the Mobility Management Office will create a new grant funded County-wide transportation guide for Seniors, low income, and persons with disabilities in Marin County. Travel Training includes local informational presentations, a new ambassador program and weekly training bus for the developmentally disabled. The Catch-A-Ride program launched for seniors in FY 2012/13 and will be expanded under a Federal New Freedom Grant to ADA eligible riders. The Volunteer Driver Program will continue operation under the current contracts.

Marin Transit also provides free tickets to Marin County's Homeward Bound program for homeless residents traveling to work that are valued at \$100,000 per year.

Capital Budget

Marin Transit's Capital Budget (page 22) is a balanced budget of \$10,063,107. The significant increase in the Capital budget is due to the anticipated \$4 million purchase of vehicles funded 100% with State and Federal funds. Marin Transit continues to be successful at leveraging grant funding for Capital projects. Eighty-six percent (86%) percent of the proposed FY 2013/14 capital budget is funded by State and Federal grants. The following capital projects will be active for FY 2013/14:

Vehicles

Seven 40ft Hybrid Replacement Vehicles – This purchase of seven 40ft hybrid vehicles will replace vehicles beyond their useful life currently used on the local service operated by Golden Gate Transit. The vehicles are programed for \$4,057,605 in FY2012/13 Federal 5307 funding and \$975,293 of State Infrastructure Bond funds for the local match.

Paratransit Vehicle Replacement – Marin Transit will replace up to three paratransit vehicles in FY 2013/14. These vehicles will be funded with FTA 5307 funding and a 20% local match of Measure A funds.

Muir Woods Vehicle Lease – Marin Transit will lease one to two vehicles for the 2013 Muir Woods Shuttle season to provide spares needed for the increased service.

Used Vehicles – Marin Transit is working with partner agencies to acquire surplus equipment for use on supplemental service.

Bus Stop Improvements & Transit Hubs

South Novato Bus Stop Improvements – This State Transportation Improvement Program (STIP) funded project to improve local and regional bus transfers in the City of Novato is currently in the construction phase. Construction is scheduled for this summer and will be completed in FY2013/14.

Bus Stop Improvements – Marin Transit will install passenger amenities, signage and other stop level improvements as part of this Federal State of Good Repair project.

Downtown Novato Transit Hub – In partnership with the City of Novato, Golden Gate Transit and the County of Marin, Marin Transit will complete the design phase for this project in FY2013/14. The design phase is funded by the County of Marin, the Transportation Authority of Marin and Marin Transit (Measure A funds).

Muir Woods Infrastructure – Marin Transit received \$638,000 in Federal Transit in the Parks (Paul S Sarbanes) funding for additional capital improvements related to the Muir Woods Shuttle. These funds will be primarily spent on improvements to the major stop locations.

Table 7: Capital Budget by Project

		<u>FY2013</u> <u>Budget Revised</u>	<u>FY2013</u> <u>Estimated Actuals</u>	<u>FY2014</u> <u>Budget</u>
Revenue				
4090101	Local Agency	8,953	0	166,667
4092001	Measure A Sales Tax	1,455,778	609,403	1,258,397
4119901	State - Proposition 1B	1,637,834	1,505,562	1,347,922
4119902	State- STIP Program	1,823,000	1,550,000	608,000
4139901	Fed-FTA 5309 (State of Good Repair)	860,000	88,000	1,490,517
4139910	Fed-FTA 5307 Urbanized Area Formula	195,621	0	4,253,604
4139911	Fed-FTA 5307 ARRA	0	39,684	0
4139931	Fed-FTA 5316 JARC	300,000	0	300,000
4139950	FTA-5320 Transit in the Parks	1,100,000	1,100,000	638,000
4601020	Misc. -Reimbursement	200,000	66,667	0
4601020	Sale of Assets	0	0	0
4700001	Property Tax Transfer	<u>68,213</u>	<u>0</u>	<u>0</u>
Total Revenue		7,649,399	4,959,316	10,063,107
Expense				
LV	Seven 40ft Vehicles	0	0	5,033,000
SV	Shuttle Vehicles	840,112	833,835	0
VM	Muir Woods Vehicles	1,895,870	1,745,871	0
DR	Novato DAR Vehicles	84,888	84,253	0
PV	Paratransit Vehicles	244,526	0	244,872
RU	ARRA Rural Vehicle	0	0	0
MW	Lease Muir Woods Vehicles	50,000	56,000	36,000
GV	Purchase of Used Vehicles	0	6,000	21,000
SN	South Novato Bus Stop Improvements	1,823,000	1,550,000	608,000
BI	Bus Stop Improvements SGR	1,075,000	110,000	1,863,146
NH	Downtown Novato Hub	300,000	100,000	200,000
BW	Muir Woods Infrastructure Improvements	32,500	0	638,000
AV	AVL	14,000	77,941	40,000
FB	Fareboxes	30,000	30,000	20,000
TB	Mobility Management Technology Backbone	375,000	0	375,000
ME	MERA	25,770	25,770	26,000
TC	Clipper	0	0	100,000
GG	Golden Gate Capital Costs	431,736	300,000	419,898
BM	Bus Stop Maintenance	100,000	12,000	100,000
VR	Major Vehicle Repairs	0	9,646	100,000
IF	Infrastructure Support	<u>368,997</u>	<u>18,000</u>	<u>238,191</u>
Total Expense		7,691,399	4,959,316	10,063,107
Net		<u>(42,000)</u>	<u>0</u>	<u>0</u>

Technology Projects

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

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

Mobility Management Technology Backbone – This is a grant funded project will expand Marin Transit’s technological capabilities for ride matching and mobility management.

Clipper – Marin Transit will contribute towards the regional implementation of Clipper on the Community Shuttle, Muir Woods Shuttle and Stagecoach services.

Other Capital Expenses

Other capital and infrastructure expenses include: the MERA Radio Capital Bond, the Capital Contribution to Golden Gate Transit (as required under contract), Infrastructure Support (including major vehicle repairs), Farebox equipment expenses, and Bus Stop Maintenance expenses.