

## Appendix F: Operating Revenue

	Source	% of Operations Budget	FY2017 Funding (Millions)	Projected Growth	Description	Notes
LOCAL	<b>Fares</b>	13%	\$3.9	0%	Farebox revenue	Cash fares, pass sales, clipper usage, youth pass sales; no growth except with fare increase in FY2022
	<b>Measure A</b>	40%	\$12.8	2.2%	1/2 cent County Sales Tax	District receives 55% of revenues generated by this tax - 37% for local operations, 3% for rural operations, 9% for special services and 6% for capital
	<b>Measure B</b>	2%	\$0.63	0.0%	Marin County \$10 Vehicle License Fee	Marin Transit receives 35% for specialized senior and paratransit programs
	<b>Property Tax</b>	13%	\$4.1	3.0%	Marin County Property Tax	Dedicated tax allocated directly to Marin Transit
	<b>Other</b>	7%	\$1.9	3.0%	Fee for Service, Advertising, Interest etc.	Includes GGBHTD payments for the regional paratransit and a contribution towards local paratransit; Also includes interest and advertising revenue.
STATE	<b>TDA</b>	15%	\$4.4	2.2%	State Local Transportation Fund (LTF) - Transportation Development Act Funding; 1/4-cent statewide sales tax	Statewide allocated based on population; Marin County share is split under terms within GGT operations contract based on passengers and hours; Marin Transit received 38% in FY18
	<b>STA Population</b>	5%	\$0.22	1.5%	State Transportation Development Act Funding, from state sales tax on diesel fuel (recent drop in fuel prices will affect this funding)	Distributed to Marin County Cities based on population, Marin Transit's share is split under terms within GGT operations contract based on passengers and hours; Marin Transit received 38% in FY18
	<b>STA Revenue</b>		\$0.8	1.5%		Distributed by the State to Transit Agencies based on annually reported local revenue expended on transit service.
	<b>STA Paratransit</b>		\$0.05	1.5%		MTC distributes a share of STA to North Bay operators for paratransit costs, Marin Transit receives 50% of the Marin County share under terms within the GGBHTD operations contract
	<b>STA Lifeline</b>	<1%	\$0.5	-	MTC Program using multiple funding sources including Transit STA	Depending on the cycle this has been distributed by formula or by a competitive grant process administered by the Transportation Authority of Marin

	Source	% of Operations Budget	FY2017 Funding (Millions)	Projected Growth	Description	Notes
STATE	<b>SB1- STA Funds</b>	NA	\$0 (new funding)	2.5%	New funding from 3.5% diesel sales tax increase;	\$600,000/per year of revenue based funds; escalating at 2.5% are included in the model. MTC controls Marin County's population based funds and they may be allocated to regional programs. These funds are not included in the SRTP.
	<b>LCTOP - Revenue Based</b>	<1%	\$0.27	0.0%	<i>Low Carbon Transit Operations Program</i> is State funding to reduce greenhouse gas emissions, also known as Cap and Trade Funds; funding allocation levels are dependent on state bond sales.	State uses the STA allocation split for a revenue share and population share.
	<b>LCTOP - Population Based</b>	0		0	Funding can be used for operations and capital projects that reduce greenhouse gas emissions.	Allocated by MTC to balance their adopted Core Capacity distribution framework. Marin Transit has not received any of this funding.
FEDERAL	<b>FTA 5311</b>	<1%	\$0.21	3.0%	Federal Rural Transit Funding	Regional Apportionment that is split by MTC using a formula based on rural population served and rural route miles provided
	<b>Cap and Trade Population Based</b>	1.6%	\$0.7	0.0%	Federal funding that MTC sets aside for paratransit expenses.	Allocated by MTC to balance their adopted Core Capacity distribution framework. Operators who have revenue shares that were under their framework allocation received population based funds in the first cycle. GGBHTD (with Marin Transit) did not receive these funds.
	<b>FTA 5307 - TPI Incentive</b>	<1%	\$0.12	0.0%	Regional funding to promote efficient transit service	Marin Transit's operations statistics (excluding Stage and Shuttle) have been included in the regional program with GGBHTD. GGBHTD has shared 36.3% of the shared allocation. Marin Transit has used this funding to partially fund the free low income youth transit pass program.