



**DATE:** July 23, 2020

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Anne Richman, Executive Director *Anne Richman*  
David Chan, Programming and Legislation Manager

**SUBJECT:** Allocate FY 20/21 Transportation Sales Tax Funds (Measure AA and Measure A) to Marin Transit (Action), Agenda Item No. 8b

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## **RECOMMENDATION**

Allocate \$13,791,730 in Measure AA funds, \$244,535 in Measure A funds, and \$930,520 in Measure A Reserve funds to the Marin County Transit District (Marin Transit) from Category 4 and Strategy 1 of the respective Strategic Plans for FY 20/21 for a total of \$14,966,785.

## **BACKGROUND**

### **Measure AA**

Category 4 of the Measure AA Expenditure Plan is to maintain and expand efficient and effective local transit services in Marin County to reduce congestion and meet community needs, including services to schools and specialized service for seniors and persons with disabilities, to reduce congestion and meet community needs. Category 4 includes six sub-categories, which are:

- 4.1 - Maintain & improve existing transit service in areas that can support fixed-route service
- 4.2 - Maintain & expand the rural and recreational bus services, such as the West Marin Stagecoach
- 4.3 - Maintain & expand transit services and programs for those with special needs
- 4.4 - Provide transit services to schools to reduce local congestion
- 4.5 - Invest in bus transit facilities for a clean and efficient transit system
- 4.6 - Expand access to ferries and regional transit, funds to be requested and managed by GGBHTD

TAM started collecting Measure AA funds on April 1, 2019. One quarter of funds was allocated to Marin Transit in FY 19/20. FY 20/21 is the second allocation of Measure AA funds to Marin Transit and the first complete year of funding. Measure AA funds not requested or unused at the end of each fiscal year are carried over as available in the following fiscal year. Funds dedicated to Category 4.6 will be separately requested by GGBHTD at a later date.

### **Measure A**

The Measure A Expenditure Plan provides a dedicated source of local funds for public transit which Marin Transit uses to plan and implement services for the County's residents. Strategy 1 includes four sub-strategies, which are:

- 1.1 - Maintain and expand local bus transit service
- 1.2 - Maintain and expand the rural bus transit system
- 1.3 - Maintain and expand transit services and programs for those with special needs
- 1.4 - Invest in bus transit facilities for a clean and efficient transit system

TAM has annually allocated Measure A funds to Marin Transit according to the available amounts shown in the Measure A Strategic Plan. Funds not requested or funds unused at the end of each fiscal year are carried over as available in the following fiscal year.

TAM stopped collecting Measure A revenue on March 30, 2019, after the passage of Measure AA. Most of the Measure A funds from Strategy 1 were allocated to Marin Transit in FY 19/20. However, a small amount of unrequested funds from Strategy 1.1 is still available for allocation in FY 20/21.

Any future allocations of Measure A funds could come from one of the following:

- nominal amounts of carryover funds that had been previously allocated,
- small amounts collected from the period prior to April 1, 2019 from collection/allocation adjustment and cleanup, and/or
- reserve funds released by the TAM Board.

### **Measure A Reserve Funds**

TAM collected approximately \$5.4 million in reserve funds in the first five years of the Measure A Program. On June 27, 2019, the TAM Board adopted a policy to release Measure A reserve funds at a rate that does not exceed the amount collected for Measure AA reserve funds, to maintain the \$5.4 million reserve level.

As allowed by the adopted policy, Measure A Reserve Funds in the amount equal to the estimated \$1.43 million in Measure AA reserve collected from FY 19/20 and \$320,000 collected in the last quarter of FY 18/19 for a total of \$1.75 million in Measure A reserve funds, have been made available for allocations in FY 20/21 while maintaining the \$5.4 million balance. The proportional share of the released Measure A reserve funds for Strategy 1 is \$1,040,550.

**DISCUSSION**

**Funds Available**

The latest Measure AA and Measure A Strategic Plans show more than \$16 million total available for allocation to Marin Transit in in FY 20/21. The breakdown is shown in the following table:

	Estimated Carryover	Estimated Unallocated FY 19/20 Funds	Estimated Unallocated FY 20/21 Funds	Estimated Total Available	Requested Amount	Estimated Carryover
<b>Measure AA</b>						
4.1 Maintain and Expand Existing Transit Services	\$0	\$1,252,736	\$7,785,750	\$9,038,486	\$8,055,459	\$983,027
4.2 Rural and Recreational Services	\$0	(\$143,475) <sup>1</sup>	\$707,795	\$564,320	\$564,320	\$0
4.3 Services with Special Needs	\$0	(\$310,429) <sup>1</sup>	\$2,241,352	\$1,930,923	\$1,930,923	\$0
4.4 Transit Services for Schools	\$0	\$71,627	\$1,179,659	\$1,251,286	\$1,200,000	\$51,286
4.5 Bus Transit Facilities	\$0	\$1,097,301	\$943,727	\$2,041,028	\$2,041,028	\$0
<b>Measure AA Total</b>	<b>\$0</b>	<b>\$1,967,760</b>	<b>\$12,858,283</b>	<b>\$14,826,043</b>	<b>\$13,791,730</b>	<b>\$1,034,313</b>
<b>Measure A</b>						
1.1 Maintain and Expand Local Bus Transit Services	\$0	\$244,535	\$0	\$244,535	\$244,535	\$0
1.2 Maintain & Expand Rural Bus Transit System	\$0	\$0	\$0	\$0	\$0	\$0
1.3 Maintain & Expand Transit Special Need Services	\$0	\$0	\$0	\$0	\$0	\$0
1.4 Invest in Bus Transit Facilities	\$0	\$0	\$0	\$0	\$0	\$0
<b>Measure A Total</b>	<b>\$0</b>	<b>\$244,535</b>	<b>\$0</b>	<b>\$244,535</b>	<b>\$244,535</b>	<b>\$0</b>
<b>Measure A Reserve</b>						
1.1 Maintain and Expand Local Bus Transit Services	\$0	\$0	\$700,000	\$700,000	\$700,000	\$0
1.2 Maintain & Expand Rural Bus Transit System	(\$29,641) <sup>2</sup>	\$0	\$56,700	\$27,059	\$27,059	\$0
1.3 Maintain & Expand Transit Special Need Services	(\$35,701) <sup>2</sup>	\$0	\$170,275	\$134,574	\$134,574	\$0
1.4 Invest in Bus Transit Facilities	(\$44,688) <sup>2</sup>	\$0	\$113,575	\$68,887	\$68,887	\$0
<b>Measure A Reserve Total</b>	<b>(\$110,030)</b>	<b>\$0</b>	<b>\$1,040,550</b>	<b>\$930,520</b>	<b>\$930,520</b>	<b>\$0</b>
<b>Total for Marin Transit</b>	<b>(\$110,030)</b>	<b>\$2,212,295</b>	<b>\$13,898,833</b>	<b>\$16,001,098</b>	<b>\$14,966,785</b>	<b>\$1,034,313</b>

<sup>1</sup> Negative numbers for Measure AA resulted from the difference between projected FY 18/19 revenues and actual FY 18/19 revenues and from small amounts of over allocation in FY 19/20. Measure AA revenue for

FY 19/20 was reduced from \$28.5 million to \$27.5 million and reserve funds (5%) were not set aside for FY 20/21.

<sup>2</sup> Negative numbers for Measure A resulted because Marin Transit was allocated the entire FY 18/19 estimate revenue (12 months) when only 9 months of revenues were available after Measure AA passed in November 2018 and Measure A collection ended as of March 31, 2019. Deficits from Strategies 1.2, 1.3, and 1.4 will be defrayed from Measure A reserve funds.

Both footnotes 1 and 2 have been discussed and reconciled with Marin Transit staff.

### **Requested Amounts**

Marin Transit is requesting \$13,791,730 in Measure AA funds, \$244,535 in Measure A funds, and \$930,520 in Measure A Reserve funds for a total request of \$14,966,785. The remaining unrequested amount of \$1,034,313 in Measure AA will be carried over as available next fiscal year.

Please note that the remaining unrequested amount is subject to change, depending on the amount of unused funds and the final revenue collection from FY 19/20. Both figures will be finalized by September 2020. Historically, both figures had generally increased because: 1) Marin Transit tended to leave some funds, even if nominal, unexpended and 2) annual revenue collections had been normally higher than our conservative estimates.

However, it is anticipated for FY 19/20, the unused funds may increase but the final sales tax revenue collection is likely to be lower due to the impacts from the Shelter in Place (SIP) Order and COVID-19. Therefore, the current remaining unrequested amount of \$1,034,313 likely will change at the close of FY 19/20.

### **Scope of Services**

Marin Transit is responsible for local transit service within Marin County, providing over 2.7 million unlinked passenger trips in FY 19/20 and just over 250,000 revenue hours of service in a typical year. Marin Transit provides services through contract operators including the Golden Gate Bridge Highway and Transportation District (GGBHTD), Marin Airporter, MV Transportation, and the Marin Senior Coordinating Council (Whistlestop Wheels).

Like all transit agencies, Marin Transit is operating in a period of unprecedented disruption from the impacts of the COVID-19 pandemic. These impacts have severely disrupted transit operations, resulting in drastic decline in ridership and approximately 75% decline in fare revenue. Marin Transit was allocated \$5.4 million of the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funding to help offset the significant reductions in all of Marin Transit's major revenue sources due to the impacts of the COVID-19 pandemic.

Even with federal assistance from the CARES Act, funding from TAM continues to be the most critical source for Marin Transit's operations. Marin Transit's focus for FY 20/21 is maintaining existing local service and initiating new projects and service enhancements, as described below. However, Marin Transit will need to adjust to foreseeable and unforeseeable impacts from the COVID-19 pandemic in FY 20/21.

- Transition from Measure A to Measure AA
- Maintain regular local and trunk line services under the Shelter in Place (SIP) Order
- Maintain shuttle service under the SIP Order

- Provide transit services to schools when schools resume
- Continue rural service
- Purchase vehicles under the Replacement Program
- Support bus stop maintenance, vehicle maintenance and repairs, and facility maintenance and expansion

Details of Marin Transit's work scope for FY 20/21 can be found in Attachment A (Allocation Request Form)

### **FISCAL IMPACTS**

Estimated requested amounts were anticipated in the development of the FY 20/21 TAM Budget and have been incorporated in the adopted TAM FY 20/21 Annual Budget.

### **NEXT STEP**

Upon approval of the TAM Board, TAM and Marin Transit staff will work together to execute a funding agreement for the approved allocation amount.

### **ATTACHMENT**

Attachment A: FY 20/21 Marin Transit Allocation Requests

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**Allocation Request Form**

**Transportation Authority of Marin  
Measure A/AA – Transportation Sales Tax**

Measure A

Fiscal Year of Allocation:	2020/21
Expenditure Plan:	Measure A Category 1 – Local Bus Transit Measure AA Category 4 – Local Bus Transit
Project Name:	Maintain and Expand Local Transit Services
Implementing Agency:	Marin County Transit District (Marin Transit)

**SCOPE OF WORK**

The Marin County Transit District (Marin Transit) is responsible for local transit service within Marin County, and provides over 3.2 million unlinked passenger trips per year and over 250,000 revenue hours of service. Marin Transit delivers services through contract operators. These include: Golden Gate Bridge Highway & Transportation District (GGBHTD), Marin Airporter, MV Transportation, Marin Senior Coordinating Council (Whistlestop), and Michael’s Transportation. Marin Transit’s Short Range Transit Plan (SRTP) is the primary service and financial planning document for the District and includes ten years of financial projections for operations and capital programs. The District’s Board adopted the most recent SRTP on February 3, 2020 and as required by Measure AA, the TAM Board of Commissioners approved the SRTP on February 27, 2020.

Marin Transit is currently operating in a period of unprecedented disruption from the COVID-19 pandemic and the associated shelter in place order. COVID-19 has not only disrupted transit operations, with ridership and fare revenue down 70-80%, it has created extreme limitations on mobility and commerce that will impact Marin Transit’s primary revenue streams. While it is clear impacts will be significant, changes are too recent for there to be clear indications of the magnitude and extent of the financial impacts. Fare revenue accounts for eleven percent of Marin Transit’s budget, and revenues based on sales tax and diesel tax account for a total of 61 percent. Marin Transit values the use of reserves and prior year carry-forward to maintain stable levels of Measure AA local sales tax funding for transit operations.

Measure A and AA funding is critical to allow Marin Transit to continue to budget for operations of existing service levels and include additional funding for new cleaning requirements. Marin Transit is not currently operating supplemental school, Muir Woods Shuttle and yellow bus service. It is unclear when and with what modifications these services will re-start. Marin Transit was in a strong financial position before the COVID-19 pandemic, and this helps prevent the need to make immediate service reductions, but the District is implementing cost reduction measures like reducing administrative costs and implementing service adjustments that have minimal impacts to riders and save \$1.2 million per year.

Marin Transit has currently been allocated \$5.4 million of Federal CARES Act funding, which helps offset the significant reductions in all of Marin Transit’s major revenue sources due to the direct and indirect impacts of the COVID-19 pandemic. This funding is vital to maintain service and also has allowed Marin Transit to make payment to contractors where service has been suspended due to shelter in place (MV Transportation

and Whistlestop). CARES Act funding has allowed Marin Transit to pay these contractors for administrative leave and wages to drivers and other hourly employees up to the planned service levels in the near term.

As the District looks to FY2020/21, staff is reviewing financial projections, operations requirements, and transit demand on a regular basis. Marin Transit provides a critical lifeline service in Marin County that will be maintained and the District needs to be prepared to restore services that provide recreational trips, social trips, traffic relief and school transportation when it is appropriate.

### **Measure A Subcategory 1.1 & Measure AA Category 4.1 Maintain and Improve Existing Levels of Bus Transit Service**

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Major programs funded under this sub-strategy include local fixed route (GGBHTD contract), community shuttle service, supplemental school service, Muir Woods seasonal shuttle, and Novato Dial-A-Ride. All services are operated under contract, and the direct contract service costs are 80% of budgeted expenses. Other major expenses are: consultant services (ride checks, service contract audits, grant funded studies), directly purchased fuel, communication, marketing, and staff time for contract oversight. The requested \$8,999,994 of Measure A and Measure AA funds will provide almost half of the needed revenues to operate the local fixed route service and is Marin Transit's largest single source of funding.

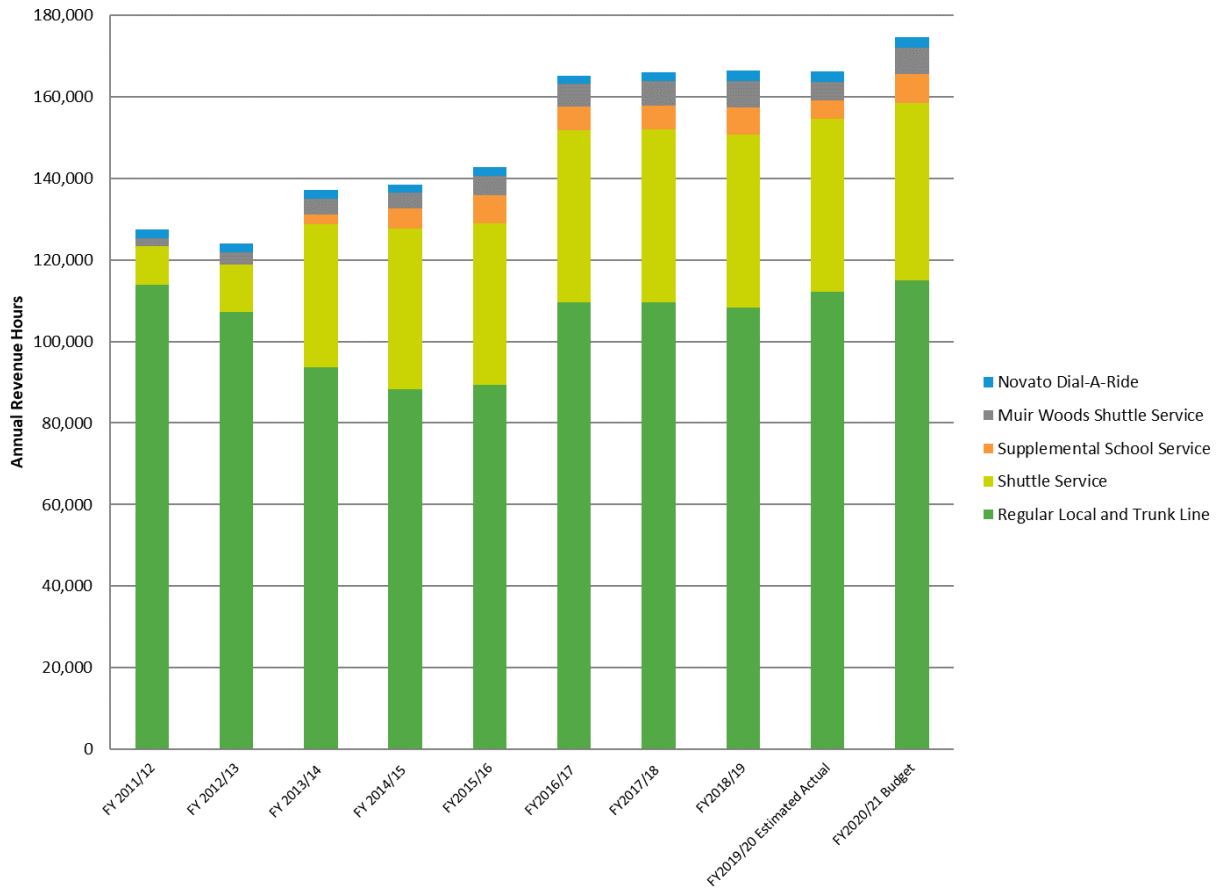
Funding for school services, including supplemental school service, youth bus pass, and yellow school bus services is now funded in a separate Measure AA category.

The local service budget (including supplemental school service) for FY 2020/21 is \$23.7 million. This is a six percent (6%) increase from the prior year budget and provides for a similar service level. Supplemental school service and shuttle service to Muir Woods was suspended in March 2020 due to the COVID-19 pandemic. Both services are operated by MV Transportation. With the reduction in hours on the MV Transportation contract, Marin Transit's required hourly payment for services declined. Marin Transit continues to pay the full fixed fee payment, and as of April 1, 2020, Marin Transit executed a contract amendment with MV Transportation to help retain workers by allowing for the payment of administrative leave and wages for drivers and other hourly employees. Marin Transit is now re-deploying service hours to provide back up service in key corridors that are not able to meet passenger demand due to new social distancing requirements and reduced bus capacity. These new contract terms were made possible by the availability of Federal CARES Act funding.

If the social distancing requirements continue and/or if service demand changes, Marin Transit will need to evaluate and adjust service levels. Decisions will be dependent on whether additional Federal CARES Act funding has been allocated to the District, rural communities' needs, conditions under which schools will re-open and anticipated service levels over the next 12 months.



Figure 1: Local Service Hours by Program



Highlights for this sub-strategy in the coming year:

- Continued funding for existing service levels
- Adjust and redeploying service hours to respond to COVID-19 impacts
- Provide critical lifeline access in key corridors
- Provide new cleaning and operations procedures due to COVID-19

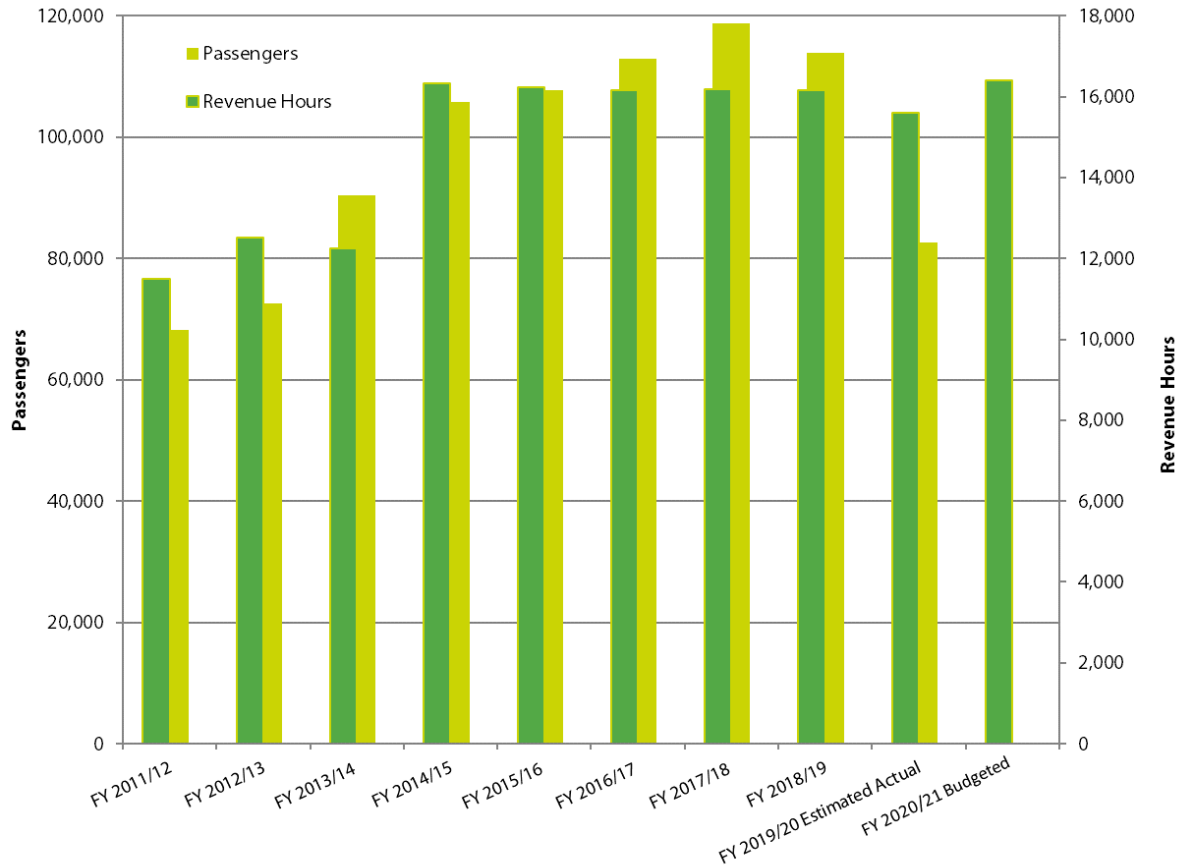
**Measure A Subcategory 1.2 & Measure AA Category 4.2**  
**Maintain and Expand Existing Levels of Rural and Recreational Bus Services**

Rural service is operated as the West Marin Stagecoach and includes northern route 68, southern route 61, and Tomales-Dillon Beach Dial-A-Ride. During the COVID-19 pandemic, Stagecoach services continue to operate existing service, with minor modifications. Passenger trips on the service have declined significantly but the service level allows for social distancing and provides lifeline access to rural communities.

After years of spending carry-forward funding, Marin Transit has exhausted all carry-forward funding from this subcategory. The allocation request of \$591,000 is much lower than prior years. Measure A will fund 30% of Rural costs in FY2020/21 compared to 40-53% in the prior years. To continue the existing level of

service, Marin Transit will transfer additional property tax funding to the program. Figure 3 shows the rural service hours and associated passenger trips by fiscal year.

Figure 2: Rural Service Hours and Unlinked Passenger Trips by Fiscal Year



Highlights for this sub-strategy in the coming year:

- Maintain rural service levels
- Allow for social distancing on rural services

**Measure A Subcategory 1.3 & Measure AA 4.3**  
**Maintain and Expand Transit Services and Programs for those with Special Needs**

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Marin Transit has been very successful in meeting the goal of sub-strategy 1.3 and has pioneered new programs to increase mobility for those with special needs under the Marin Access banner. Marin Access goes beyond the required operation of local paratransit to expand services for seniors and the disabled. In addition to providing traditional ADA mandated paratransit services, with the help of Measure A and Measure B, Marin Transit provides travel training, subsidizes taxi services, and volunteer driver programs.

The COVID-19 pandemic has severely impacted demand for paratransit and other mobility management services. Since mid-March ridership has been 80% less than historic levels. The need to continue social distancing may continue to deter Marin Access passengers from traveling in FY2020/21. The paratransit contract includes both a fixed monthly fee and a variable rate based on the number of hours operated. In April 2020, Marin Transit signed a contract amendment designed to help retain a qualified workforce. It included:

- Authorizing the reduction of riders per vehicle to maintain social distancing;
- Authorizing the use of vehicles and service hours to make meal, grocery, or pharmacy deliveries to paratransit riders; and
- Payment for contract hours up to historic levels to allow for the payment of administrative leave and wages for drivers and other hourly employees.

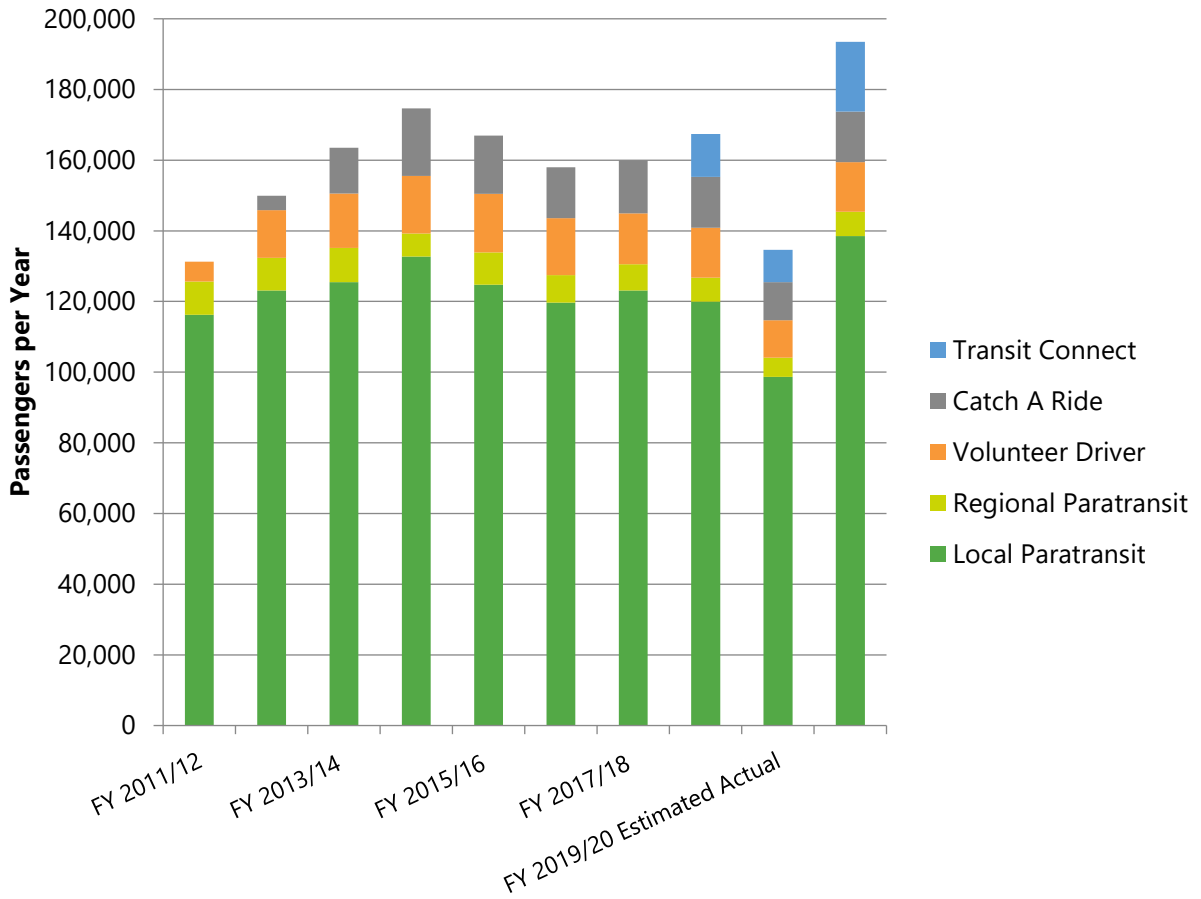
These new contract terms are effective until June 30, 2020 and were made possible by the availability of Federal CARES Act funding. The current budget allows for the return to the operation of more typical service demand. If social distancing measures continue and/or if service demand does not recover quickly, Marin Transit will need to evaluate how to ensure Whistlestop is able to retain staffing to provide services when they are again needed.

Marin Transit is requesting all of the available funds in this sub-strategy, \$2,065,497. This will provide approximately 26% of the needed revenues to operate Marin Transit's Marin Access programs:

Local Paratransit Service	138,500 trips
Catch A Ride	14,300 trips
Transit Connect	19,800 trips
Volunteer Driver	14,000 trips

Services for seniors and persons with disabilities are planned with the support of the existing consumer-based Paratransit Coordinating Council, which advises the Transit District on the needs of these communities, and public input from all areas of the county. To advise Marin Access and to promote multi-agency coordination of transportation resources, Marin Transit developed the Marin Mobility Consortium, a working partnership consisting of agency representatives and advocates. In FY15/16 Marin Transit undertook a comprehensive evaluation of all of its mobility management programs. Findings and recommendations from this study informed a subsequent action plan that guides current planning work and future program investments.

Figure 3: Marin Access Passengers by Fiscal Year



Highlights for this sub-strategy in the coming year:

- Launch of updated Transit Connect Program
- Monitoring and Adapting for COVID-19 impacts
- Launch of new paratransit payment system

## Measure AA Category 4.4 Transit Services to Schools

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Marin Transit uses Category 4.4 sales tax funds to support yellow school bus transportation in Marin County. This non-traditional role for a transit agency is made possible by Measure AA and other local funds, and allows Marin Transit to try a new approach to address school transportation and school related traffic congestion. The program includes the following components:

- Management of the Ross Valley yellow bus program
- 6,700 hours of supplemental school service to middle and high schools
- Operations oversight for Tiburon-Belvedere Traffic Relief Joint Powers Authority (Reed Union School District)
- Distribution of Measure AA funding to existing Marin County Yellow Bus Programs (new in FY 2019/20)
- General staffing support for the development of yellow bus services in Marin County

Yellow bus and supplemental school service have many unknowns for FY2020/21 due to the impacts of the COVID-19 pandemic. Many schools are discussing schedule changes and if social distancing continues to be necessary, it will impact the number of students allowed on vehicles.

With the suspension of yellow bus service in FY2019/20, Marin Transit refunded pro-rated pass payments for the Ross Valley and Mill Valley programs. For the Ross Valley program which is directly managed by Marin Transit, carryforward funding from donations is available. These funds will be used in the FY2020/21 budget to maintain the lowest pass prices possible and to allow for driver retention incentives.

Highlights for this sub-strategy in the coming year:

- Distribution of \$600,000 to existing yellow school bus programs
- Continue supplemental school service to middle and high schools
- Continue youth pass program that provides free fixed route transit to income qualified youth

## Measure A Subcategory 1.4 & Measure AA Category 4.5 Invest in Bus Transit Facilities

Marin Transit has developed a capital improvement program for FY2020/21 that supports the projects and services described in the previous sub-strategies. As required in the Measure AA Expenditure Plan, Marin Transit has given high priority to opportunities to match or leverage Measure A funds to ensure the maximum benefit from transportation sales tax dollars. In the early years of the Measure, state bond funds were available to match federal funding for transit vehicles. This bond funding is no longer available and Marin Transit is increasingly reliant on Measure AA capital funds for the local share (18%) of transit vehicle procurements.

Marin Transit continues to be successful in leveraging Measure A funds for discretionary grants. Marin Transit's overall FY2020/21 capital program totals \$10.5 million dollars. Marin Transit is requesting \$2.1 million in sales tax funds for capital expenditures, combined with previously allocated Measure A interest funds for the yellow bus parking facility, will fund 21% of Marin Transit's capital budget for FY 2020/21. The expenditure of \$1.2 million of Measure AA funds on vehicles is the majority of Category 4.5 programmed requested in this allocation.

### MEASURE A SHARE OF FY2020/21 CAPITAL PROJECTS

Project	Total Project Cost	FY2020/21 Budget	Percent of Project funded with Measure A
Purchase 16 Paratransit Replacements	1,472,000	1,471,000	18%
Purchase 9 Shuttle Replacements	1,161,000	1,160,000	18%
Purchase 4 XHF Replacements	1,740,000	1,728,597	35%
Purchase 2 XHF Replacements	850,000	850,000	18%
Staff Car	49,000	49,000	0%
Purchase 4 - 40ft Electric (Replace 3)	3,240,000	1,000	0%
<b>Subtotal Vehicles</b>	<b>9,638,507</b>	<b>5,259,567</b>	<b>13%</b>
Facility Improvements	1,187,842	1,067,842	0%
Yellow Bus Parking Facility	3,000,000	3,000,000	37%
<b>Subtotal Facility</b>	<b>4,187,842</b>	<b>4,067,842</b>	<b>26%</b>
MERA	29,000	29,000	77%
Realtime Signs	212,394	210,394	18%
<b>Subtotal Technology Projects</b>	<b>239,394</b>	<b>239,394</b>	<b>28%</b>
Golden Gate Capital Costs (GG)	17,000	17,000	100%
Bus Stop Maintenance (BM)	120,000	120,000	100%
Major Vehicle Repairs (VR)	300,000	300,000	100%
Infrastructure Support (IF)	400,000	400,000	100%
<b>Subtotal Ongoing Capital Expenses</b>	<b>837,000</b>	<b>837,000</b>	<b>100%</b>
<b>Total Expenditures</b>	<b>14,904,743</b>	<b>10,523,833</b>	<b>21%</b>

**Programmed and Requested Amounts**

<b>Measure A Strategy 1 – Local Bus Transit</b>		<b>FY 20/21 Requested Amount</b>
1.1	Maintain and Expand Local Bus Transit Service	\$244,535
1.2	Maintain & Expand Rural Bus Transit System	\$0
1.3	Maintain & Expand Transit Services for Those with Special Needs	\$0
1.4	Invest in Bus Transit Facilities for a Clean and Efficient Transit System	\$0
<b>Measure A Total</b>		<b>\$244,535</b>
<b>Measure A Strategy 1 Reserve – Local Bus Transit</b>		<b>FY 20/21 Requested Amount</b>
1.1	Maintain and Expand Local Bus Transit Service	\$700,000
1.2	Maintain & Expand Rural Bus Transit System	\$27,059
1.3	Maintain & Expand Transit Services for Those with Special Needs	\$134,574
1.4	Invest in Bus Transit Facilities for a Clean and Efficient Transit System	\$68,887
<b>Measure A Reserve Total</b>		<b>\$930,520</b>
<b>Measure AA Category 4 – Local Bus Transit</b>		<b>FY 20/21 Requested Amount</b>
4.1	Bus Transit Service	\$8,055,459
4.2	Rural/Recreational Bus Services	\$564,320
4.3	Transit Services for Special Needs	\$1,930,923
4.4	Transit Services to Schools	\$1,200,000
4.5	Bus Transit Facilities	\$2,041,028
<b>Measure AA Total</b>		<b>\$13,791,730</b>
<b>Total Allocation Request</b>		<b>\$14,966,785</b>

Cash flow Availability	100% of Measure A/AA funds available in FY 2020/21
Other Funds	<p>Marin Transit will leverage Measure A funds with other funds, including:</p> <ul style="list-style-type: none"> <li>• Transportation Development Act Funds (TDA)</li> <li>• State Transit Assistance (STA)</li> <li>• Fares</li> <li>• Property Taxes (used primarily for paratransit)</li> <li>• Federal Transit Administration 5307 CARES Act</li> <li>• Federal Transit Administration 5311 Cares Act</li> </ul>

## Item 8b - Attachment A

	<ul style="list-style-type: none"><li>• Federal Transit Administration Section 5311 Rural Transit Funds (used for West Marin Stagecoach Service)</li><li>• Federal Transit Administration 5307 Bus and Bus Facilities Funds</li></ul>
Project Delivery Schedule	July 1, 2020 – June 30, 2021
Environmental Clearance	Not Applicable