



Draft Marin Transit Budget

July 1, 2021- June 30, 2022

Presented May 3, 2021 (adapted for TAM COC)

Presentation Topics

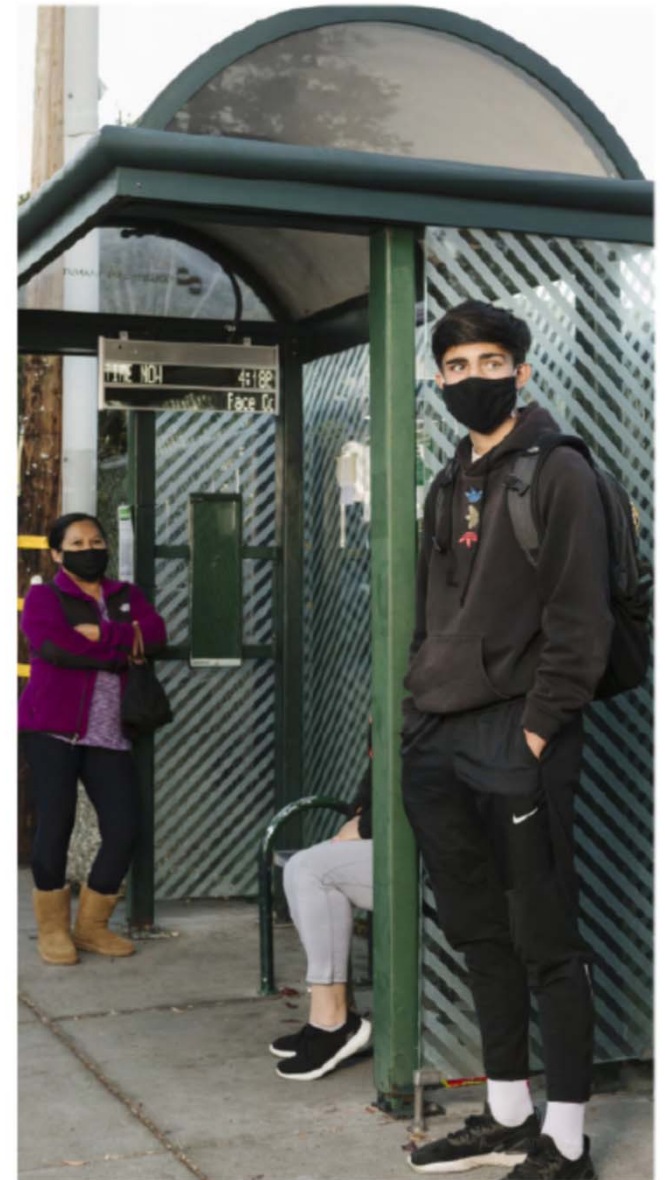


- COVID Impacts/ Response
- Budget Assumptions
- Operations and Capital Budget
- Conclusions

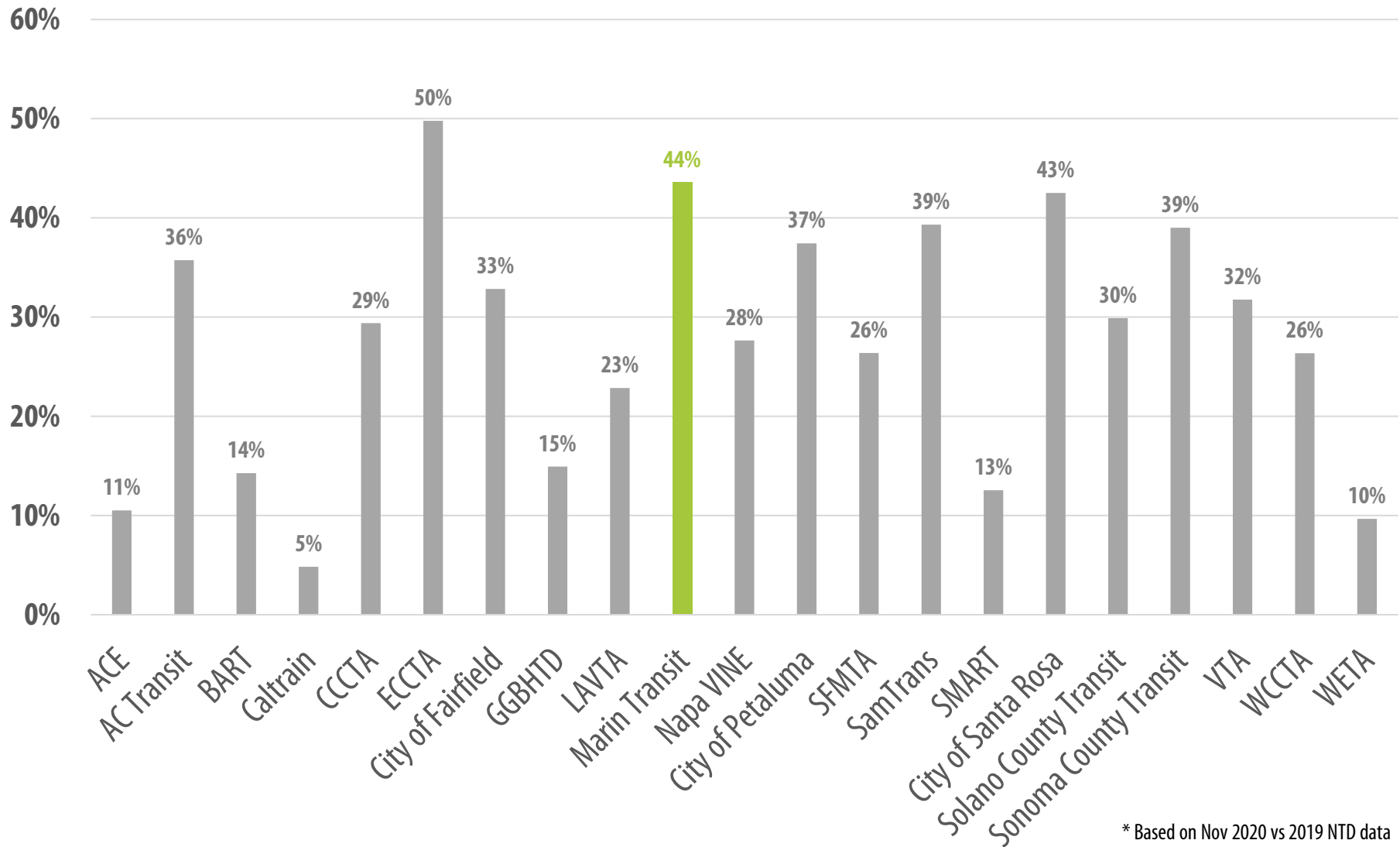


MARIN
TRANSIT
BUDGET
FY 2021/22

draft



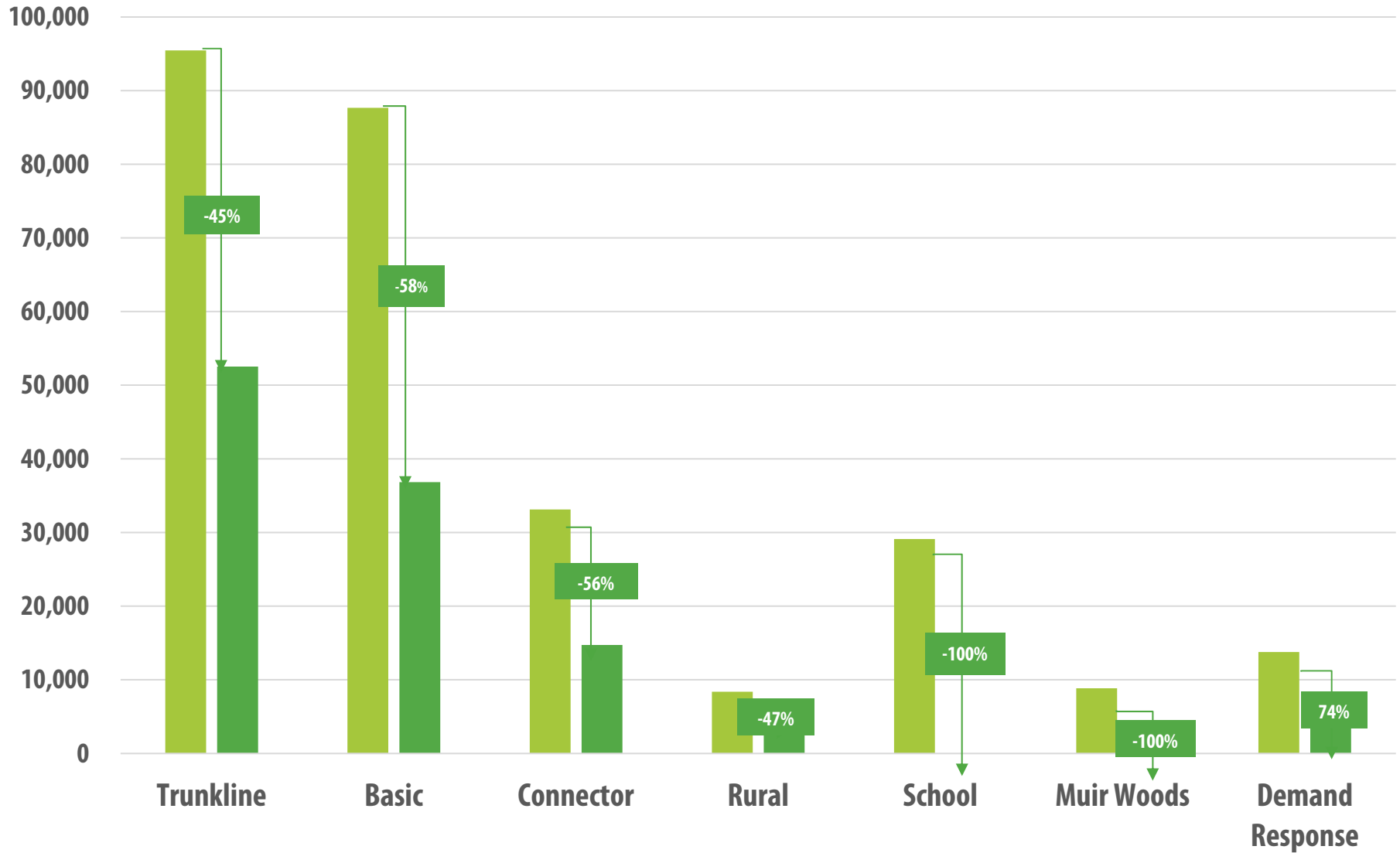
Ridership - % of Pre-COVID



* Based on Nov 2020 vs 2019 NTD data

Marin Transit has retained a higher percentage of ridership than most other operators

Ridership Losses by Program

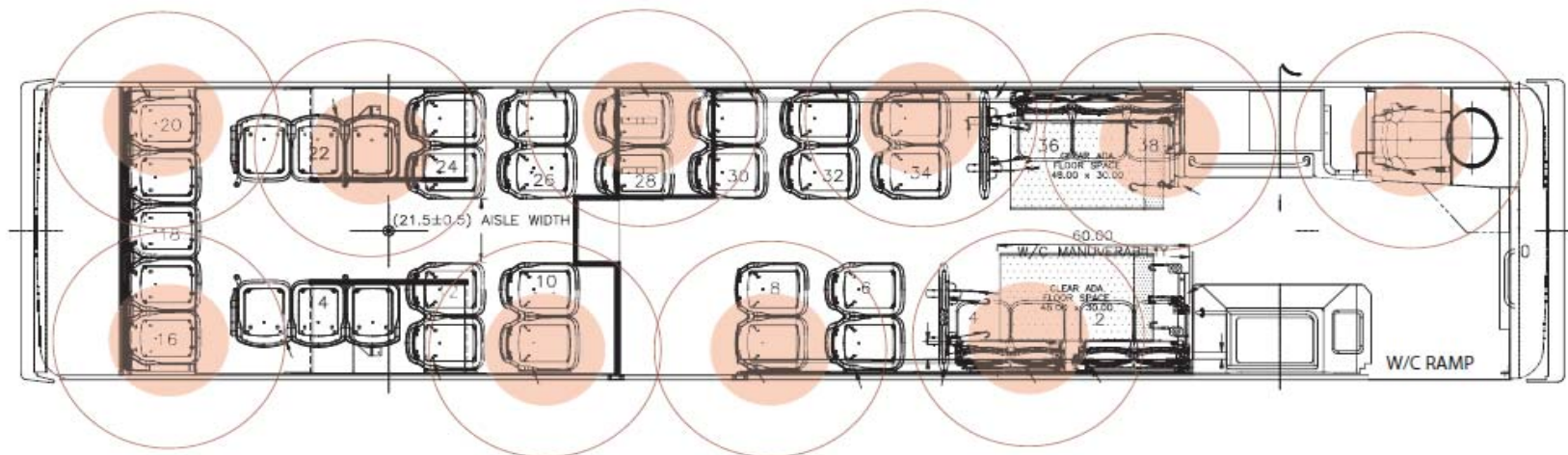


Physical Distancing on Public Transit



Vehicle Capacity Constraints Implemented in mid-April 2020

- Based on six feet of distance between passengers
- Results in 25% capacity
 - 9 passengers / vehicle (40')
 - 4 passengers / vehicle (shuttle)
 - 2 passengers / vehicle (paratransit / Connect)



Proposed Program for Modifying Vehicle Capacity



	Widespread Tier 1	Substantial Tier 2	Moderate Tier 3	Minimal Tier 4
Proposed Transit Capacity (% of seated)	25% Capacity	25% Capacity	50% Capacity	75-100% Capacity

- **Marin Transit will increase passenger capacity to 50% when:**
 - Marin County achieves Orange Tier (moderate risk) status and remains in the Orange Tier for 30 days, AND
 - All drivers have had access to COVID 19 vaccinations and received one or both shots, AND
 - Driver barriers in all fixed route vehicles are installed
- **Ongoing Health and Safety measures continue (face coverings, enhanced cleaning, compliance monitoring, etc.)**
- **Timing, passenger notifications, and implementation coordinated with GGT and SMART**

Budget Assumptions

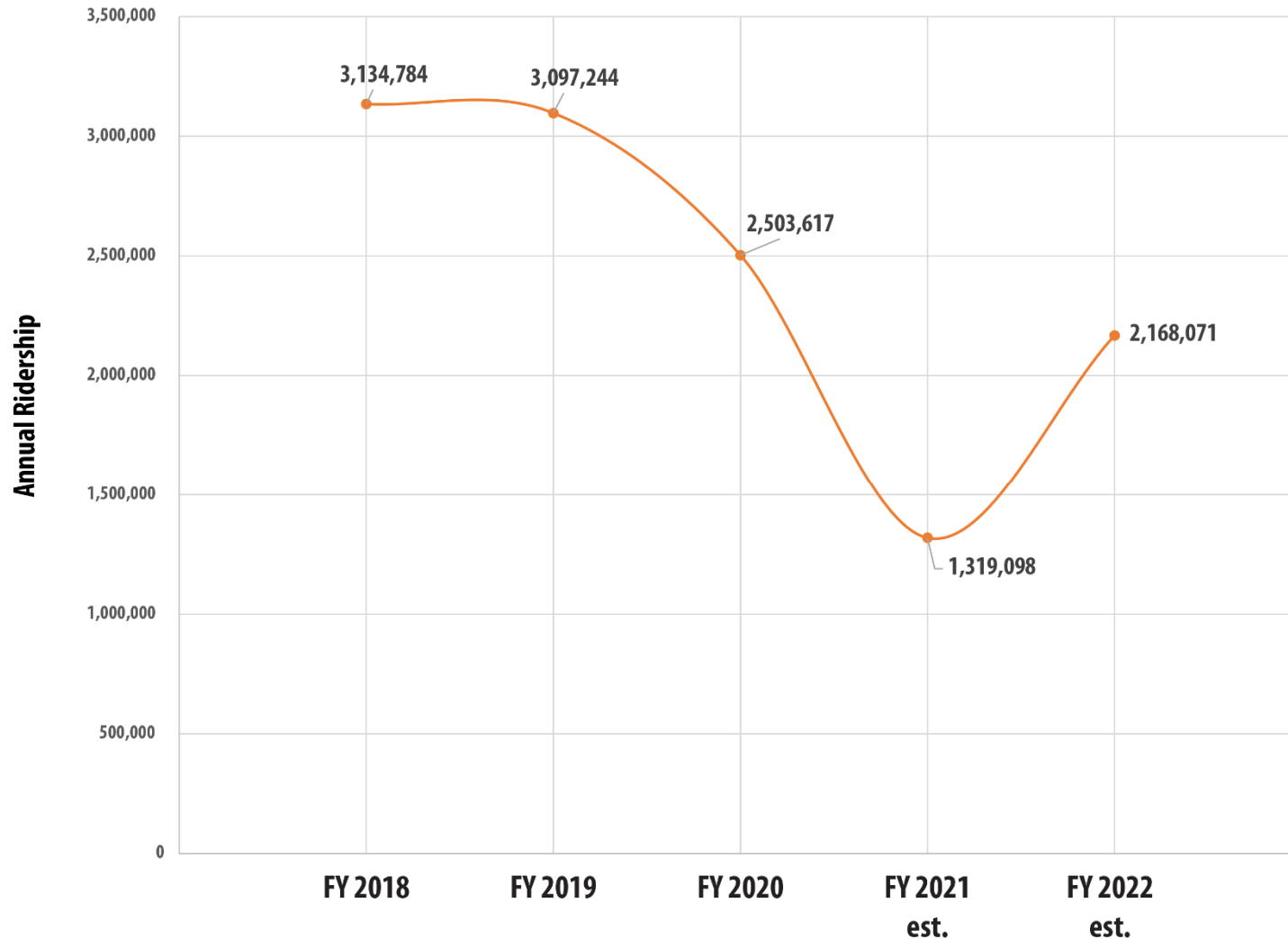


- Vehicle capacity restrictions are lifted incrementally
 - Back-up service is no longer needed, and school service can effectively operate
- Service Plan
 - Fixed route service level at maximum based on available resources
 - Service hours shifted from back-up service to supplemental school, rural and recreational service, and core fixed route services
 - Paratransit at 60% of Pre-Covid Level
- Ridership returns slowly
- Budget sufficient for significant paratransit demand growth if needed
- Federal relief funding allows time for other revenue sources to recover

Fixed Route Ridership Assumptions



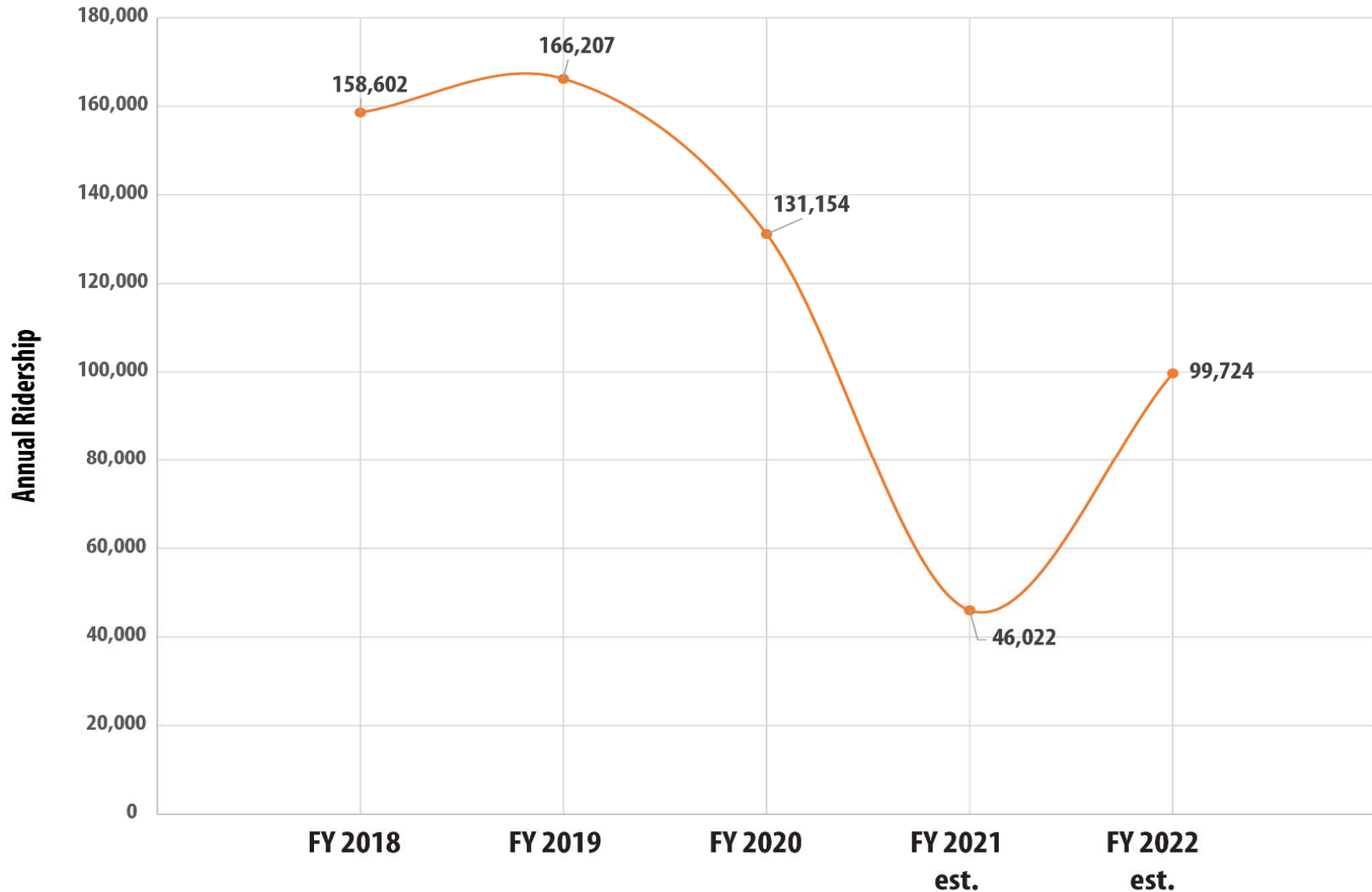
- Fixed Route ridership will return to 60% pre-COVID in the first half of FY 2022 and a maximum of 80% of pre-COVID at the end of FY 2022 (average of 70% pre-COVID)



Demand Response Ridership Assumptions



- Demand Response ridership will return to 50% pre-COVID in the first half of the FY 2022 and a maximum of 70% of pre-COVID at the end of FY 2022 (Average of 60% pre-COVID)

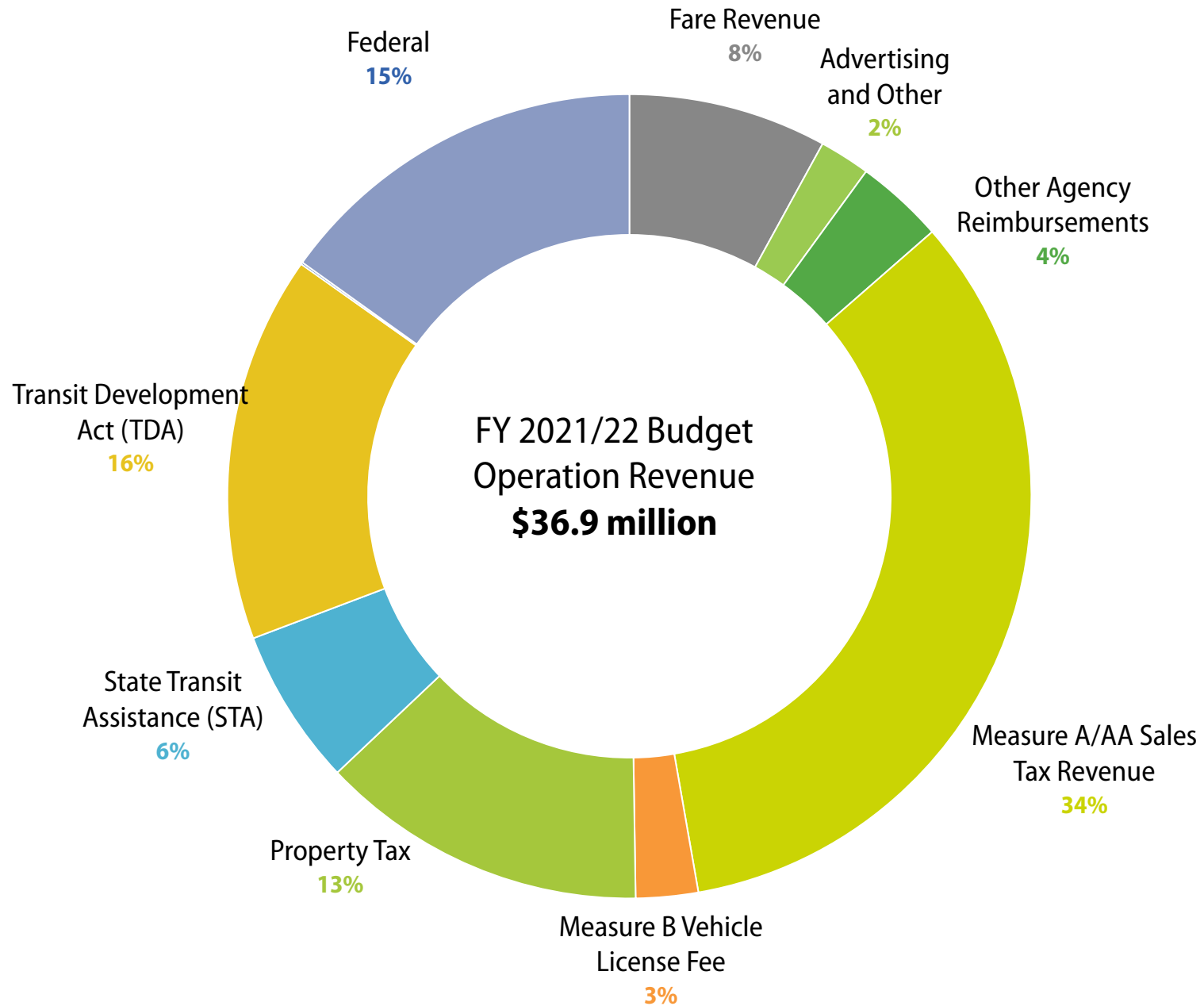


Budget Overview - Summary





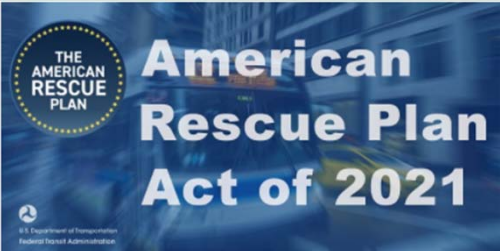
	FY 2019/20 Actual	FY 2020/21 Revised Budget	FY 2020/21 Estimated Actual	FY 2021/22 Budget
Revenue				
Operations	35,850,387	34,501,986	30,610,753	36,948,095
Capital	15,853,562	8,694,494	8,700,453	8,158,442
Total Revenue	\$51,703,949	\$43,196,480	\$39,311,206	\$45,106,537
Expenditures				
Operations	31,066,346	34,962,322	29,452,185	35,381,744
Capital	15,858,925	10,762,336	8,515,716	13,838,442
Total Expenditures	\$46,925,271	\$45,724,658	\$37,967,901	\$49,220,186
Net Change in Fund Balance	\$4,778,678	-\$2,528,178	\$1,343,305	-\$4,113,649
Emergency Reserve	5,594,559	5,852,845	5,852,845	5,896,957
Contingency Reserve	11,189,118	11,705,690	11,705,690	11,793,915
Capital Reserve	15,229,829	11,926,793	15,798,276	11,552,290
Fund Balance (total reserve)	\$32,013,506	\$29,485,328	\$33,356,811	\$29,243,162
Expenditure of Capital Reserve	0	2,067,842	0	5,680,000

Operations Revenue

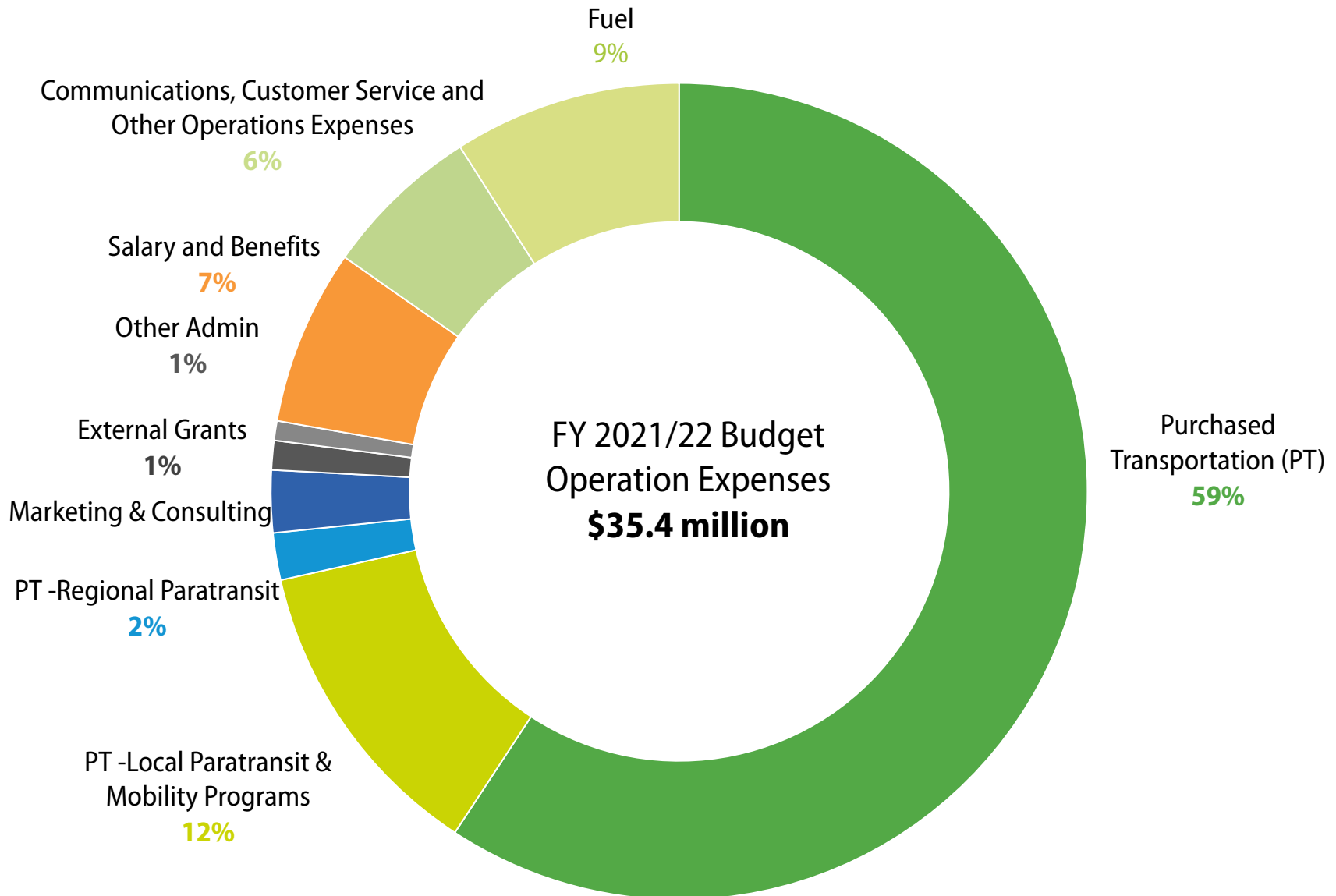


Federal Relief Funding



Relief Bill	Marin Transit Allocation	Anticipated Expenditure Year
	<p>\$10.2 million</p>	<p>FY2020, FY2021</p>
	<p>\$4.2 million</p>	<p>FY2022 (Budget Year)</p>
	<p>TBD</p>	<p>FY2022, FY2023</p>

Operations Expenses by Type



Operations



Fixed Route Service Plan

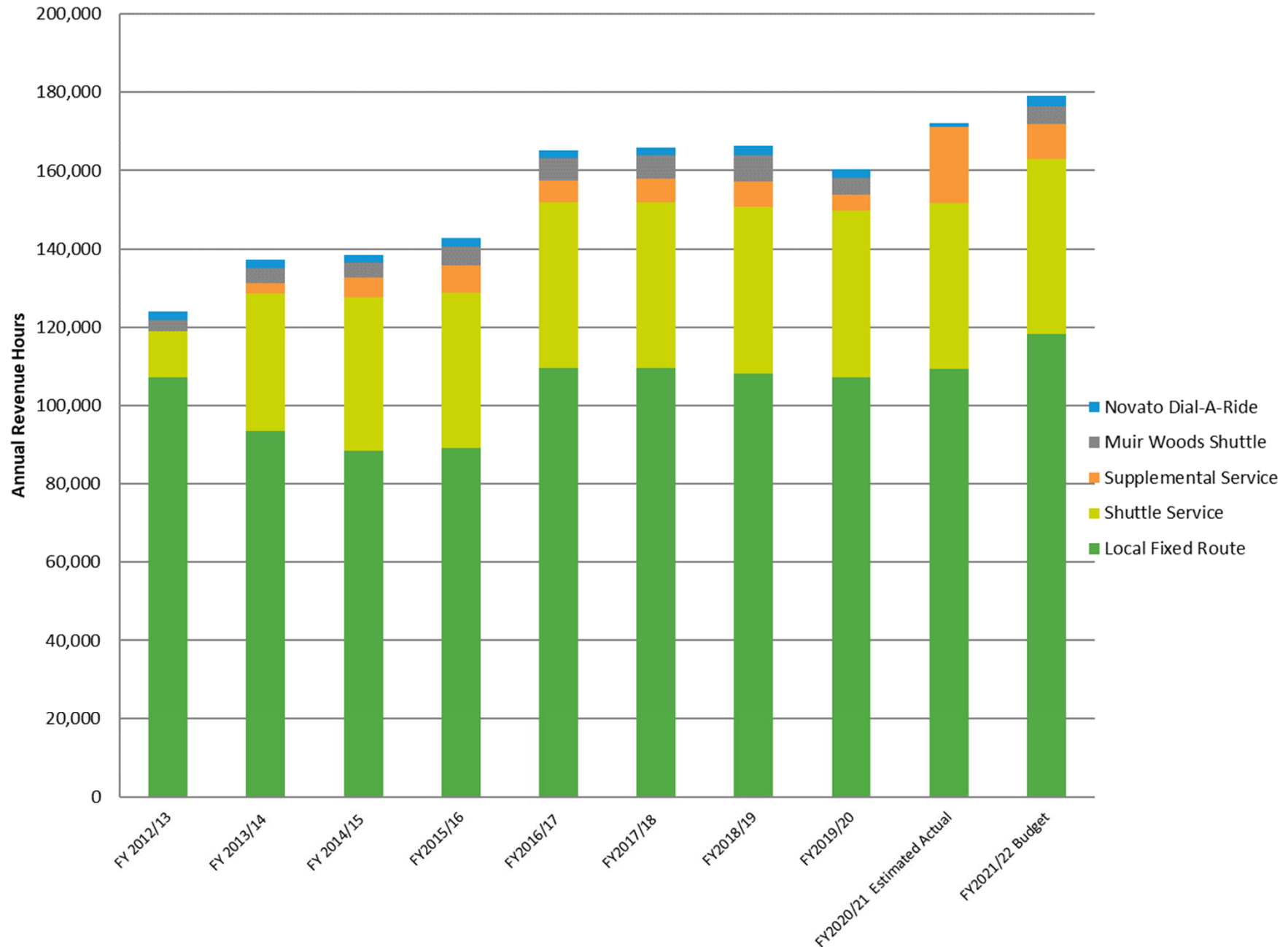
- Allow for maximum hours, return to Board with revisions and updates
- Restores supplemental school service and yellow bus
- Discontinues back-up service added to reduce pass-ups
- Slightly increases local fixed route
- Gradually restores Muir Woods Shuttle
- Increases rural service

Marin Access / Paratransit

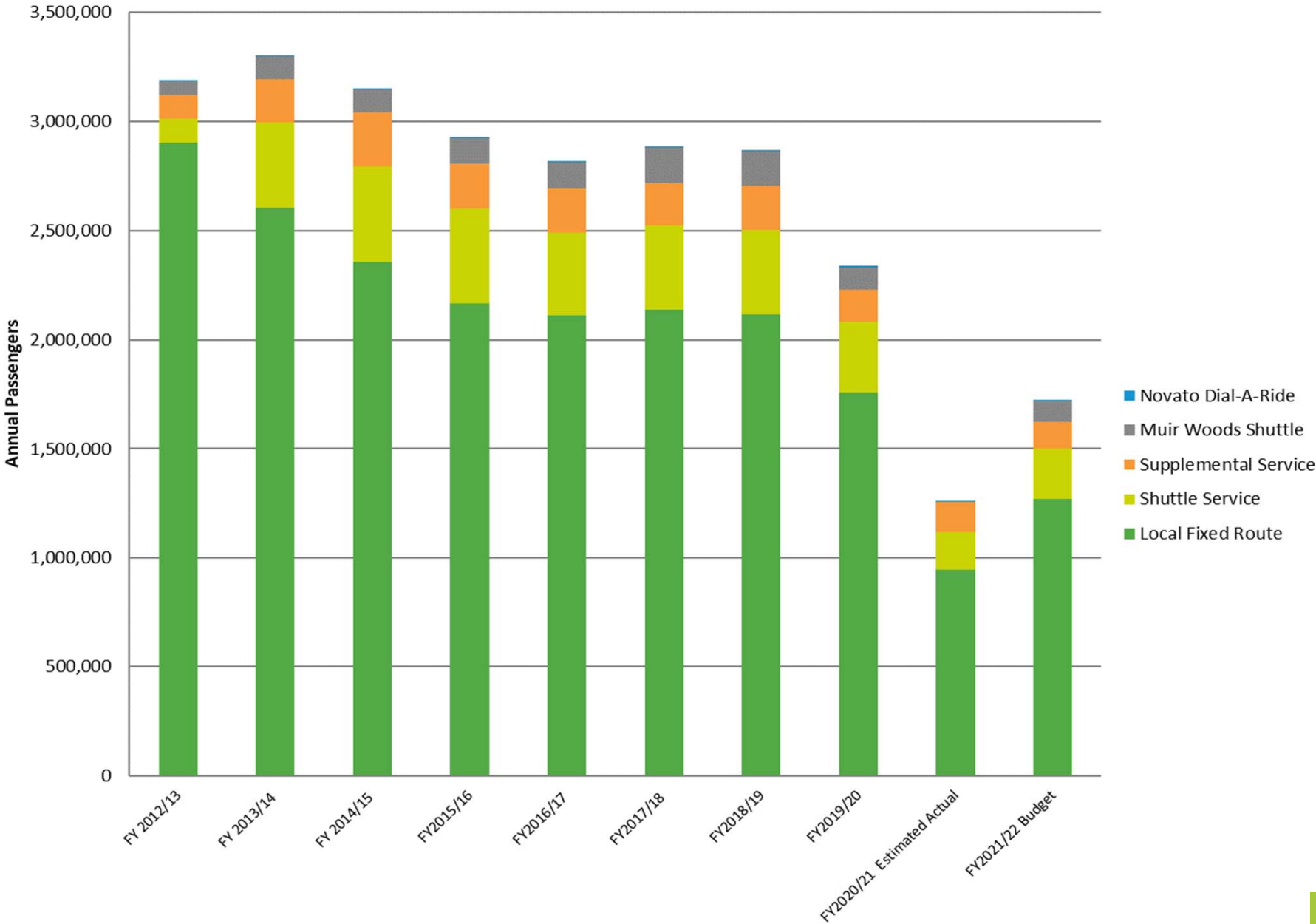
- Demand returns over time - will not use full budget if ridership returns more slowly
- Continues and evaluates Connect
- New contract and maintenance facility for demand response
- Continues Catch-A-Ride and Volunteer Driver programs



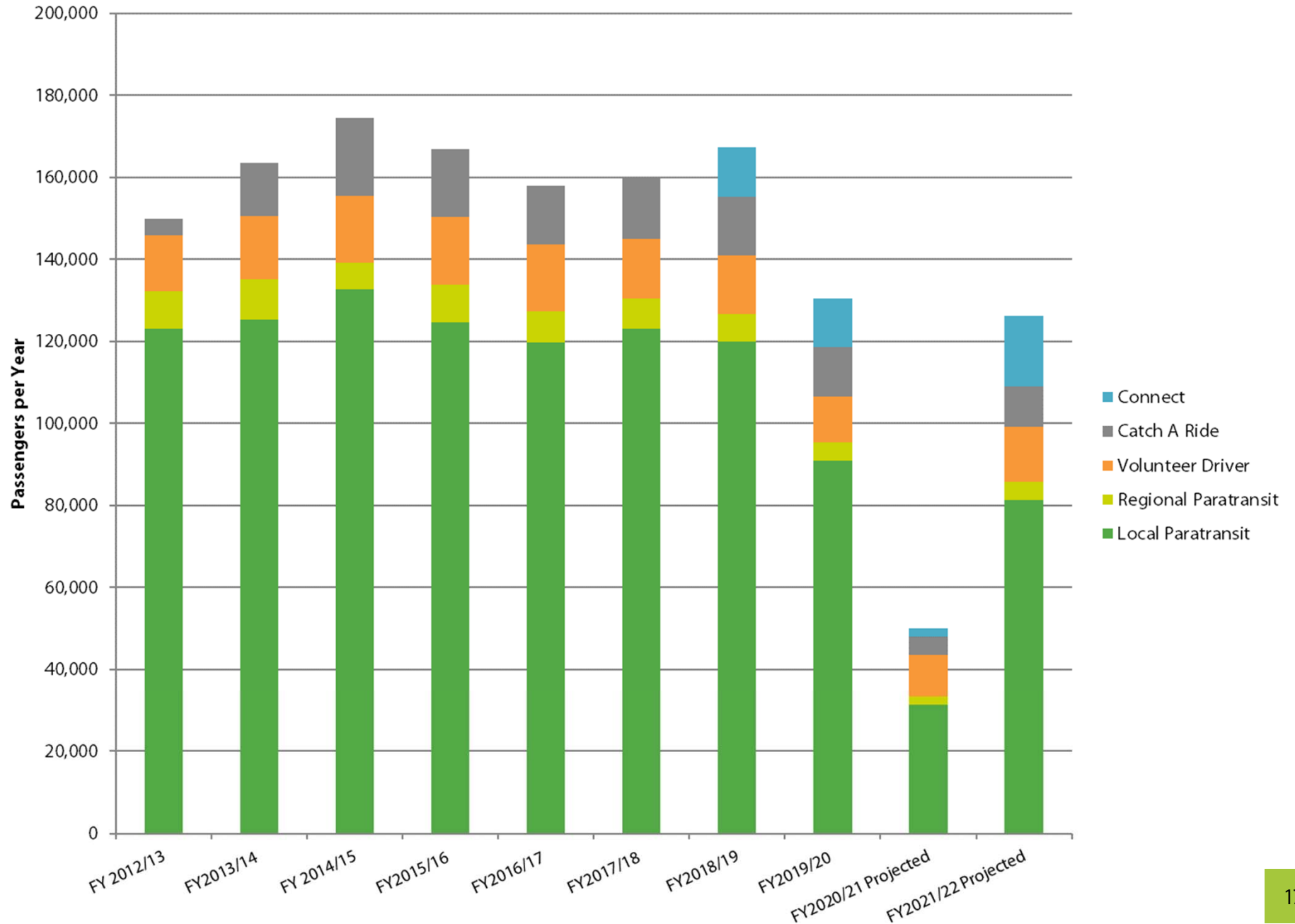
Operations – Local Service Hours



Operations – Local Service Passengers



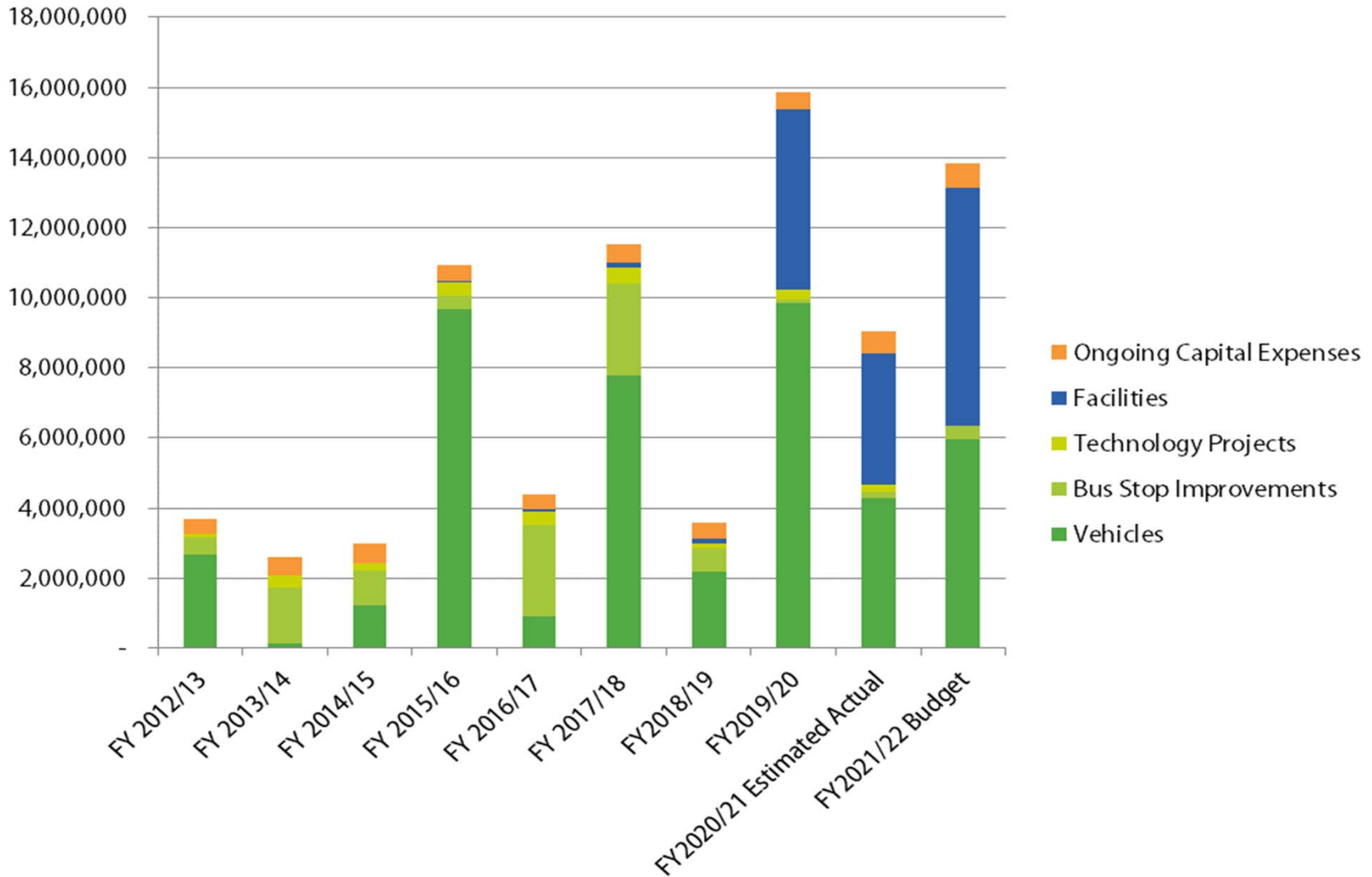
Operations – Marin Access Passengers



Capital Budget by Type



- Continues to replace vehicles to maintain fleet
- Continues to invest in facilities to ensure long-term stability



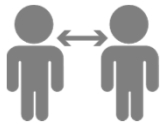
Conclusions



Strong Short-Term Position



Continued need to monitor and adjust service plan



Continued need for regular updates to Marin Transit Board



Final budget for Board review and adoption in June

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