Agenda #2

Mendocino Transit Authority

Board of Directors

Regular Board Meeting September 26, 2013

Point Arena

Present:	Mastin, Tarbell, Courtney, Gjerde
Staff:	Baxter, Butler
Excused:	Cross, Thomas, Strong
Others:	South Coast Supervisor Edlund, South Coast Driver
	McNamee

Chair **Mastin** called the meeting to order at 2:12 PM. He called for public comment, there was no public in attendance.

CONSENT CALENDER

Agenda	Item	#2:	Minutes July 25, 2013 Regular Board Meeting
Agenda	Item	#3:	Preliminary Year-End Performance Report:
			Information
Agenda	Item	#4:	No Report
Agenda	Item	#5:	Board Meeting Dates and Locations
Agenda	Item	#6:	Capital Program: Update/Progress Report

GM **Baxter** pointed out there was an error in Agenda Item #13 in the 7/25/2013 minutes. Dir. **Courtney** was listed twice in the roll call vote whereas Dir. **Strong** was not listed.

Moved by Dir. **Courtney** and Seconded by Dir. **Tarbell** to approve the Consent Calendar Items #2 and #6 as amended. Carried by those present.

Agenda Item # 7: Unmet Transit Needs for 2014/15 - South Mendocino Coast Area: South Coast Supervisor Edlund identified the need to reinstate Route #75 and Route #60 service on Saturdays.

Dir. **Gjerde** would like to see the concept of public transportation broadened to include people on bicycles and bike stations throughout the County.

Dir. **Tarbell** identified the need to reinstate service on Route #60 between Fort Bragg and Mendocino.

Agenda Item #8: Mobility Management Report: Item presented by GM Baxter for information only; no action was taken by the Board.

Agenda Item #9: Facility Solarization Update: Item was presented for information only; no action was taken by the Board. Maintenance Manager Butler reported that one year after moving into the maintenance facility, MTA has received a PG&E credit for the year of \$624.00. He also reported that the canopy project has been completed for the original estimated price. Since there are funds left over, MTA has asked Gaia to install 33 more panels, for a total of 99. This should result in the same, or even more savings, from the Administration side of the facility as has been saved from the Maintenance side.

Agenda Item #10: Prop 1B Security Grant: Authorize Acceptance of Grant Funds: Action: Adopt Resolution 2013-09: Item was presented by GM Baxter. He explained tht the Prop 1B funds available is \$80,487 in FY 12/13. Proposed projects this year are, install a new two-way radio system, include On-board Video Recording Systems on three new Gilligs and design and install the security aspects of the new admin building.

Staff recommends that the Board approve Resolution 2013-09 authorizing the General Manager or his designee to expend the funds.

Moved by Dir. **Courtney** and Seconded by Dir. **Tarbell** to adopt Resolution 2013-09 to accept and disburse the Proposition 1B Funds.

Approved by a Roll Call Vote:

AYES:Mastin, Courtney, Gjerde, TarbellNOES:NoneABSTAIN:NoneABSENT:Thomas, Cross, Strong

Agenda Item #11: Management Report: South Coast Supervisor Edlund reported the South Coast has just received a new, very reliable bus to be used on Route #95 and #75.

Maintenance Manager **Butler** reported that seven of the eight new vehicles have been accepted. Six of them are in service, the seventh one will be fitted with cameras and probably be ready today and the eighth one was sent back to the dealer for floor damage that was incurred during transit.

GB **Baxter** reported that Santa Rosa City Bus is selling several of their new hybrid buses for half price because the hybrid technology is so expensive to maintain and the manufacturer has gone bankrupt. They sold them to Gardena who will use the bus parts for their hybrid bus fleet and then strip them and turn them into electric buses. He also reported that next week staff will be submitting a STIP grant proposal for MTA's first electric bus.

Agenda #12: Matters from Directors: Dir. Courtney commented on the concept of broad-band technology as a transportation vehicle.

Dir. **Gjerde** commented that in Mendocino County where two out of three people do not live in cities, but are all spread out, he encouraged MTA to look at the role it can play in supporting other forms of transportation like bikes and pedestrians to access MTA bus stops.

Chair **Mastin** stated once again on the wonderful experience he had when he went with Maintenance Manager **Butler** and GM **Baxter** to the Gillig Facility in Hayward. It is an amazing plant.

Meeting Adjourned: 3:18 PM

Chair Mastin

Glenna Blake Marketing/Planning

THIS PART INTERNATIONALIA INT. BUNK

To: MTA Board of Directors From: Dan Baxter, General Manager Date: November 14, 2013

Subj: Service Performance Report: Summer Quarter 2013

Attached is the Quarterly Report for Summer 2013 (June, July and August) compared to the Summer 2013 Quarter. Also attached is the monthly report for September 2013 (normally this report would include the August report), comparing performance in September 2013 with the three previous months plus September 2012. Performance of MTA services for the Summer 2013 Quarter exceeded only four of the sixteen standards. Compared with the Summer 2012 Quarter the Summer 2013 performance improved or stayed the same in twelve of the sixteen. Quarterly data for the Senior Centers is also included showing the centers exceeding all four of their standards and improving in one.

Performance in the month of September 2013 exceeded standards for only three of the twelve measures. Compared to September 2012, performance improved for three of the twelve.

Also attached is a <u>year-to-date summary</u> (three months) of statistics and performance measures by route, with subtotals by service type. Due to month-to-month fluctuations, this year-to-date summary is more meaningful than the monthly reports. That page also provides a comparison with the same three months of last year, showing Total Public Service:

Fare Revenue	Down	2.1%
Ridership	Up	6.2%
Service hours	Up	2.6%
Total operating cost	Up	1.4%

That means that compared to last fiscal year after September (three months):

Cost per hour (hourly rate)	Decreased	1.2% to \$86.81
Productivity (passengers per hour)	Increased	3.5% to 9.2
Farebox ratio	Decreased	3.4% to 14.3%
The average fare paid	Decreased	7.9% to \$1.35

Agency Fares were down in September, causing an outsized impact in September's metrics. These Fares came in in October next month's year-to-date report should be much improved.

QUARTERLY PERFORMANCE

				Operating	Cost
	Service	Passengers	Farebox	Cost	per
	Quarter	per Hour	Ratio	per Hour	Passenger
Dial-A-Ride		4.0	14 00/	85.21	21.26
	Summer 2012	4.0	14.0%		
ta da esta de la	Fall 2012	4.1	13.8%	88.91	21.54
V	Vinter 2012/13	4.0	14.2%	91.37	22.58
	Spring 2013	3.9	13.0%	82.61	21.03
	Summer 2013	3.9	13.1%	84.78	21.66
	STANDARD	4.5	15.0%	74.88	16.64
Flex Route	s (***)				
	Summer 2012	6.9	6.4%	90.37	13.03
	Fall 2012	6.8	6.7%	81.66	12.10
V	Vinter 2012/13	5.6	6.3%	81.44	14.62
	Spring 2013	6.2	6.5%	74.45	11.92
5	Summer 2013	6.9	7.6%	73.96	10.76
	STANDARD	8.2	15.0%	69.00	8.41
Short Dista	nce Routes	(**)			
	Summer 2012	14.2	13.2%	90.58	6.38
	Fall 2012	15.9	15.4%	87.47	5.52
14	Vinter 2012/13	14.8	15.5%	88.56	5.99
V		14.0	15.5%	81.43	5.20
	Spring 2013 Summer 2013	14.7	14.7%	82.59	5.61
	STANDARD	14.7	14.7% 15.0%	77.37	5.53
	STANDARD	14.0	13.070	11.51	0.00
Long Distar	nce Routes (*)		-	
5	Summer 2012	4.0	17.8%	92.25	22.92
	Fall 2012	4.8	18.4%	89.16	18.73
V	Vinter 2012/13	4.2	18.5%	87.92	21.07
	Spring 2013	4.7	18.4%	82.42	17.62
	Summer 2013	3.9	19.6%	85.26	21.67
production and and and and and and and and and an	STANDARD	3.2	15.0%	83.54	26.11
Senior Cent	ers				
	Summer 2012	3.5	11.8%	41.07	11.73
2					12.88
14	Fall 2012	3.5	11.9%	45.09	12.88
	/inter 2012/13	3.6	12.1% 12.0%	43.98	12.22
	Spring 2013	3.7		42.32	
	Summer 2013	3.4	13.0% 12.0%	46.32	13.62 17.69
	STANDARD	3.0	12.0%	53.06	17.09

(*) Includes Routes 60 Coaster, 65 C C Rider, 75 Gualala - Ukiah and 95 Point Arena - Santa Rosa (**) Includes 5 BraggAbout, 7 Jitney, 9 Local, 15 Laytonville, 20/21 Willits, 30 Rdwd Vly (***) Includes 1 Willits Flex (2 mos data), 8 Local Evening Service (data for 1 week) Summer (Jun/Jul/Aug)/ Fall (Sep/Oct/Nov)/ Winter (Dec/Jan/Feb)/ Spring (Mar/Apr/May)

MONTHLY PERFORMANCE

Service	Passengers	Farebox	Operating Cost
Month	per Hour	Ratio	per Hour
I-A-Rides			
Sep-12	4.1	14.2%	83.21
Jun-13	3.9	15.4%	73.45
Jul-13	3.9	13.0%	87.03
Aug-13	3.9	11.5%	92.76
Sep-13	4.0	11.2%	89.09
STANDARD	4.5	15.0%	74.88
x Routes (***)			
Sep-12	8.0	7.6%	82.40
Jun-13	6.5	8.0%	70.52
Jul-13	6.6	8.0%	67.53
Aug-13	7.4	7.0%	83.52
Sep-13	7.6	6.3%	82.34
STANDARD	8.2	15.0%	69.00
ort Distance Bu Sep-12 Jun-13 Jul-13 Aug-13 Sep-13 STANDARD	s Routes (**) 16.7 14.4 14.2 15.6 16.6 14.0	16.4% 15.1% 14.6% 14.4% 13.5% 15.0%	85.32 79.09 81.47 86.94 87.01 77.37
Sep-12 Jun-13 Jul-13 Aug-13 Sep-13 STANDARD	16.7 14.4 14.2 15.6 16.6 14.0	15.1% 14.6% 14.4% 13.5%	79.09 81.47 86.94 87.01
Sep-12 Jun-13 Jul-13 Aug-13 Sep-13 STANDARD	16.7 14.4 14.2 15.6 16.6 14.0 Routes (*)	15.1% 14.6% 14.4% 13.5% 15.0%	79.09 81.47 86.94 87.01 77.37
Sep-12 Jun-13 Jul-13 Aug-13 Sep-13 STANDARD Distance Bus Sep-12	16.7 14.4 14.2 15.6 16.6 14.0 Routes (*) 4.8	15.1% 14.6% 14.4% 13.5% 15.0% 18.1%	79.09 81.47 86.94 87.01 77.37 87.09
Sep-12 Jun-13 Jul-13 Aug-13 Sep-13 STANDARD <u>Ng Distance Bus</u> Sep-12 Jun-13	16.7 14.4 14.2 15.6 16.6 14.0 Routes (*) 4.8 3.9	15.1% 14.6% 14.4% 13.5% 15.0% 18.1% 19.9%	79.09 81.47 86.94 87.01 77.37 87.09 80.06
Sep-12 Jun-13 Jul-13 Aug-13 Sep-13 STANDARD 1g Distance Bus Sep-12 Jun-13 Jul-13	16.7 14.4 14.2 15.6 16.6 14.0 Routes (*) 4.8 3.9 3.8	15.1% 14.6% 14.4% 13.5% 15.0% 18.1% 19.9% 20.8%	79.09 81.47 86.94 87.01 77.37 87.09 80.06 86.92

(*) Includes Routes 60 Coaster, 65 C C Rider, 75 Gualala - Ukiah and 95 Point Arena - Santa Rosa

(**) Includes 5 BraggAbout, 7 Jitney, 9 Local, 15 Laytonville, 20/21 Willits, 30 Rdwd Vly

(***) Includes Willits Flex

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562 217 115 133 2,600 2,102 4,339 687 2,910 10,038 86.98 1.9 5.6% 0.023 2.59 Rosa $4,569$ 2,333 587 678 12,800 10,346 22,113 3,492 14,578 50,530 86.11 4.1 9.0% 0.023 4.20 Rosa $4,6576$ 12,241 23,123 14,524 32,293 5,622 21,468 74,544 85.11 2,4 11.9% 0.032 4.20 Route $4,6576$ 12,241 2,893 5,622 21,468 74,544 85.11 2,4 10,5 Route $4,6576$ 12,244 26,070 89.03 86.81 7,2 2,2 1,2 Route $12,146$ $71,66$ $74,461$ $26,070$ 86.81 $6,13$ $6,22$ $4,20$ $6,26$ $3,20$ Route $12,146$ $12,544$ $86,14$ $96,616$ $6,23$ $1,2,37$ <td< td=""><td>Coast to Coast</td><td></td><td></td><td></td><td></td><td></td><td>20010-</td><td>000'00</td><td>21012</td><td>24,000</td><td>00,134</td><td>30.00</td><td>4.4</td><td>34.8%</td><td>0.069</td><td>1.78</td><td>32.51</td></td<>	Coast to Coast						20010-	000'00	21012	24,000	00,134	30.00	4.4	34.8%	0.069	1.78	32.51
4,569 2,303 587 678 12,800 10,346 22,113 3,492 14,578 50,500 86,11 4,1 9,0% 0,052 1,391 Rosa 8,861 2,110 876 1,009 17,953 14,524 32,929 5,622 21,468 74,544 85,11 2,4 11,9% 0,052 1,91 Routes 46,576 12,10 876 17,093 14,524 32,929 5,622 21,468 74,544 85,11 2,4 11,9% 0,052 1,91 Routes 46,576 12,114 2,891 11,281 13,167 74,461 256,070 89,03 4,20 0,052 1,91 Vice 13,146 97,184 10,534 12,092 171,027 394,284 84,816 264,282 914,409 86,81 0,124 1,35 Vice 14,715 1,485 283 2,491 86,419 92 14,36 0,124 1,35 14,715 1,485	Gualala - Saturday	562	217	115	133	2,600	2,102	4.339	687	2 910	10 038	RG QR	10	E ROL	0.029	2 50	101
Rosa 8 861 2.110 876 1,008 17,953 14,524 32,929 5,622 21,468 74,544 85,11 2.4 1.0.02 4.2 1 0.032 4.20 1 0.032 4.20 1 0.032 4.20 1 0.032 4.20 1 0.032 4.20 1 0.032 4.20 1 0.032 4.20 1 0.035 4.20 1 0.035 4.20 1 0.035 4.20 1 0.035 4.20 1 0.035 4.20 1 0.035 4.20 1 0.035 4.20 1 0.035 4.20 1 0.035 4.20 1 0.058 3.80 0.058 3.80 0.058 3.80 0.058 3.80 0.056 3.80 0.056 3.80 0.124 1.35 1.35 vice 14,715 1,485 283 3,410 86.81 92 14,30 0.124 1.35 0.124 1.35	Gualala	4,569	2,393	587	678	12,800	10,346	22,113	3.492	14.578	50 530	86.11	41	0.0%	0.050	101	14.01
I Routes 46,576 12,241 2,899 3,412 72,475 59,161 111,281 13,167 74,461 258,070 89.03 4.2 18.0% 0.058 3.80 vice 131,146 97,184 10,534 176,092 171,027 394,284 84,816 264,282 914,409 86.81 9.2 14.3% 0.058 3.30 vice 131,146 97,184 10,534 17,092 17,1027 394,284 84,816 264,282 914,409 86.81 9.2 14.3% 0.124 1.35 vice 14,715 1,485 283 2.037 17,419 61.53 5.2 84.5% 0.549 9.91 20371 4,208 2.33 2.958 3.295 3.295 7.710 832 4.628 16,464 70.63 18.4 12.3.7% -1100 4.74 2036 5,783 516 5,245 16,935 2.384 65.64 11.2 103.5% 4.80 6.078 <	Point Arena-Santa Rosa		2,110	876	1,009	17,953	14,524	32,929	5,622	21.468	74.544	85.11	24	11 9%	0.032	UC V	10101
vice 131,146 97,184 10,534 12,094 171,027 394,284 84,816 264,282 914,409 86.81 9.2 14.3% 0.124 1.35 14,715 1,485 283 2,414 1,950 9,226 1,206 5,037 17,419 61.53 5,2 84.5% 0.124 1.35 20,371 4,298 233 2,414 1,950 9,226 1,206 5,037 17,419 61.53 5,2 84.5% 0.549 9,91 20,371 4,298 233 2,958 3,295 7,710 832 4,628 16,464 70.63 18,4 123.7% -1100 4,74 20,375 5,783 516 5,245 16,936 2,038 9,665 33,884 65.64 11,2 103.5% -4 809 6.07 35,086 5,783 5165 5,315 9,665 33,884 65.64 11,2 103.5% -1000 4,74 35,086 10,796	otal Coastal & Long Routes		12,241	2,899	3,412	72,475	59,161	111,281	13,167	74,461	258,070	89.03	4.2	18.0%	0.058	3.80	16.07
14,715 1,485 283 2,834 84,816 264,282 914,409 86.81 9.2 14.3% 0.124 1.35 14,715 1,485 283 2,414 1,950 9,226 1,206 5,037 17,419 61,53 5,2 84,5% 0,549 9,91 20,371 4,298 2,33 2,958 3,295 7,710 832 4,628 16,464 70.63 18,4 123.7% -1100 4,74 35,086 5,783 516 5,372 5,245 16,936 2,038 9,665 33,884 65,64 11.2 103.5% -4 807 6.07 35,086 5,783 516 5,372 5,245 16,936 2,038 9,665 33,884 65,64 11.2 103.5% -4 807 6.07 166,232 102,967 11,050 12,610 18,4 17.2 103.5% -4 809 6.07 166,232 102,967 11,050 12,610 <td>Total Public Service</td> <td>121 146</td> <td>07 184</td> <td>40 63 4</td> <td>12 004</td> <td>170.000</td> <td></td>	Total Public Service	121 146	07 184	40 63 4	12 004	170.000											
14,715 1,485 283 2,414 1,950 9,226 1,206 5,037 17,419 61.53 5,2 84.5% 0.549 9,91 20,371 4,298 233 2,312 2,958 3,295 7,710 832 4,628 16,464 70.63 18.4 123.7% -1100 4,74 35,086 5,783 5,16 5,12 5,245 16,936 2,038 9,665 33,884 65.64 11.2 103.5% -100 4,74 166,232 102,967 11,050 11,20 88,855 273,946 948,293 85.82 9,17.5% 0.132 1.61 166,232 102,967 11,050 17,620 86,855 273,946 948,293 85.82 9.17.5% 0.132 1.61		24.11.24	10110	100101	12,034	110,032	171,021	394,284	84,816	264,282	914,409	86.81	9.2	14.3%	0.124	1.35	12.45
20.371 4.298 233 2.372 3.506 7,710 832 4.628 16.44 70.63 84.5% 0.549 9.91 35,086 5,783 516 5,372 5,245 16,936 2,038 9,665 33,884 65.64 11.2 103.5% -1100 4,74 166,232 102,967 11,060 12,610 181,464 176,272 411,220 86,855 273,946 948,293 85.82 9.3 6.07 166,232 102,967 11,060 12,610 181,464 176,272 411,220 86,855 273,946 948,293 85.82 9.3 17.5% 0.132 1.61 166,232 102,967 11,060 12,610 181,464 176,272 411,220 86,855 273,946 948,293 85.82 9.3 17.5% 0.132 1.61	Contract Services	14.715	1.485	283	283	2 414	1 050	acc 0	900 1	1001	077 44		1				
otal Other 35,086 5,783 516 516 5,372 5,245 16,936 2,038 9,665 33,884 65.64 11.2 103.5% -1100 4,74 Total 166,232 102,967 11,050 12,610 181,464 176,272 411,220 86,855 273,946 948,293 85.82 9.3 17.5% 0.132 1.61 Total Total Mileage, Labor & Direct Costs 677 347 41%	6 Charter	20.371	4 298	233	233	2 058	2006	077.6	007'1	3,037	11,418	01.03	2.6	84.5%	0.549	9.91	51.98
University Univers	Total Other	35 086	E 700	640	000	2,330	CR7'0	11/1/	832	4,628	16,464	70.63	18.4	123.7%	-1.100	4.74	87.39
166,232 102,967 11,050 12,610 181,464 176,272 411,220 86,856 273,946 948,293 85.82 9.3 17.5% 0.132 1.61 Total Mileage, Labor & Direct Costs 674,347 41% 41% 161 1.61		000,000	co/'c	010	910	5,3/2	5,245	16,936	2,038	9,665	33,884	65.64	11.2	103.5%	-4.809	6.07	67.97
Total Mileage, Labor & Direct Costs 674, 347 41% 346,253 05:02 3.3 11:5% 0.132 1.61	Total	166,232	102,967	11.050	12.610	181.464	176 272	411 220	RE REE	772 046	010 202	05 00		102 84			
				L	otal Mileage.	Labor & Direc	t Costs	Daraf.	674 347	A10/	040,040	70'00	0.5	0/C.11	0.132	1.61	15.04

								L								
Companison	YIU Ihrough	hrough	Sep-13		YTD Through	hgud	Sep-13		YTD Through	rough	Sep-13		YTD Through	rough	Sen-13	
FY 12/13 - FY 13/14	12/13	13/14			12/13	13/14			12/13	13/14			12/13	P1/21	0-400	
Route/Run	Fare	Fare	Amount	%			Amount	%	Service	Service	Amount	%	Total	Total	Amount	%
D2 Willite _ DAP	C	aniiaaau			Pass	Pass	Diff	Diff	Hours	Hours	Diff	Diff	Cost	Cost	Diff	Diff
	16 007	010 1	0	TTT C		0	0	ERR	0	0	0	ERR	0	0	0	ERR
	120,01	14,0/6	(110,1)	-6.7%	5,628	5,561	(67)	-1.2%	1,494	1,448	(46)	-3.1%	121,971	130,270	8,299	6.8%
04 FUIL BIAGG - UAR	14,484	11,/83	(2,701)	-18.6%	4,412	4,006	(406)	-9.2%	998	226	(21)	-2.1%	91.323	87.335	(3.988)	-4 4%
I otal Ulal-A-Kide	29,571	25,859	(3,712)	-12.6%	10,040	9,567	(473)	-4.7%	2,492	2,425	(67)	-2.7%	213,294	217,605	4,311	2.0%
08 Local Evening Service	3.609	3.352	(257)	-7 1%	4 406	4 300	12	700 0	604		01	1001				
Total Flex Routes	3.609	3.352	(257)	-7 1%	4 406	4,300		%7.0-	109	611	10	1.6%	50,253	47,417	(2,836)	-5.6%
			1	2	DOT IT	0001	N.	0/7.0-	100	110	01	1.6%	50,253	47,417	(2,836)	-5.6%
01 Willits - Flex	1,475	2,508	1.033	70.0%	1.834	3 284	1 450	79 1%	201	67E	100	100 31	26 200	10101	00,01	
05 BraggAbout	3,535	3,433	(102)	-2.9%	5 297	5 219	(78)	1 50%	171	070	100	40.3%	027'00	23,124	18,498	9/2.2%
06 BraggAbout - Saturday	0	0	0	ERR	0	0	0		NID	200		%C.1	01,140	50,341	(804)	-1.6%
07 Jitney	360	556	196	54.4%	815	1 357	542	ER 5%	o ca	0 0	7	107 1	0111		0	EKK
09 Local	34,049	35,136	-	3.2%	45.620	49 700	4 080	8 0%	00	2 2 2 2 2		1.4%	1/2/1	1,526	(44)	-0.6%
15 Laytonville-Willits	0	C		ERR F		00.10	000'	200	101.2	077'7	60	%0.C	C11'C11	1/0,282	(493)	-0.3%
20 & 21 Willits	15.206	13 726	(1 480)	-0.7%	11 218	11 117			000	0 000	0 1,	EKK	0	0	0	ERR
30 Redwood Vallev	C	C	00. 1.1	2001	200	- t	000	% A.O.L	202	983	CL	1.5%	109,767	104,445	(5,322)	-4.8%
40 Potter Vallev									0	0	0	ERR	0	0	0	ERR
52 Talmage	C	p c							0 0	0	0	ERR	0	0	0	ERR
54 Hopland	0	0	p C	FRR						0	0 0	ERR	0	0	0	ERR
Total Inland Routes	54.625	55 359	734	1 30%	AA 88A	70.077	000			000,	000	Т Т Т	0	0	0	ERR
					100'10	110'01	60.0	0.4.0	4,011	4,000	697	6.1%	3/9,483	391,318	11,835	3.1%
60 Coaster	2,665	2,599	(99)	-2.5%	3,415	3,668	253	7.4%	382	398	16	4.3%	36 885	36.826	(50)	10C UT
U 1 Coaster - Saturday	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR	0	0	0	FRR
CC Rider	29,098	29,985	887	3.0%	3,504	3,853	349	10.0%	912	922	10	1.1%	85.883	86.134	251	0.3%
U Coast to Coast	0	0	0	ERR	0	0	0	ERR	0	0	0	ERR	0	0	C	FRR
75 Outlate - Saturday	706	562	(144)	-20.4%	269	217	(52)	-19.3%	115	115	0	0.3%	10,180	10,038	(142)	-1.4%
/> Gualala	4,504	4,569	65	1.4%	2,521	2,393	(128)	-5.1%	578	587	6	1.5%	50.775	50.530	(245)	-0.5%
So Point Arena-Santa Kosa		8,861	(364)	-3.9%	2,462	2,110	(352)	-14.3%	874	876	2	0.2%	75,413	74,544	(869)	-1.2%
lotal Coastal & Long Koutes	46,198	46,576	378	0.8%	12,171	12,241	02	0.6%	2,861	2,899	38	1.3%	259,136	258,070	(1,066)	-0.4%
Total Public Service	134 003	131 146	(7 857)	701 6	04 604	07 104	F 003	100 0	10000							
		2	1 2001-1	0/1	100'10	+01'10	0,000	0.7.0	G07'01	10,534	697	2.6%	902,166	914,409	12,243	1.4%
9/ Contract Services	20,335	14,715		-27.6%	2,486	1,485	(1,001)	-40.3%	380	283	(26)	-25.5%	24.381	17.419	(6.962)	-28.6%
98 Charter	13,863	20,371	Q	46.9%	3,455	4,298	843	24.4%	151	233	82	54.4%	10.558	16.464	5.906	55.9%
I otal Other	34,198	35,086	888	2.6%	5,941	5,783	(158)	-2.7%	531	516	(15)	-2.8%	34,939	33,884	(1,055)	-3.0%
Total	168.201	166 232	11 9691	1 20/	07 445	103 067	E E CE	F 70/	002.01	020 11		101 0				
		101:00-	10001	0/ 7-			4/4 4									

Subsidy, Ft Bragg DAR (RCRC 414,773

M.12/13 - M.13/14 VTD Through Sep-13																	
	FY 12/13 - FY 13/14	YTD Th	Irough	Sep-13		YTD Thr	uguo.	Sep-13		YTD Th	rough	Sep-13		YTD TH	rough	1	
Teury Res Teury Res <t< th=""><th></th><th>12/13</th><th>13/14</th><th></th><th></th><th>12/13</th><th>13/14</th><th></th><th></th><th>12/13</th><th>13/14</th><th></th><th></th><th>12/13</th><th>13/14</th><th>2 222</th><th></th></t<>		12/13	13/14			12/13	13/14			12/13	13/14			12/13	13/14	2 222	
Image: Constraint of the	Route/Run	Hourly Rate	Hourly Rate	Amount Diff	% Diff	Pass per Hour	Pass per Hour	Amount	% Diff	Farebox	Farebox	Amount	%	Average	Average	Amount	%
(k) (1) <td>02 Willits - DAR</td> <td>ERR</td> <td>ERR</td> <td>ERR</td> <td>ERR</td> <td>ERR</td> <td></td> <td>FRR</td> <td>a a a</td> <td>EPD -</td> <td>EDD</td> <td></td> <td></td> <td>rare</td> <td>rare</td> <td>IIIO</td> <td>Diff</td>	02 Willits - DAR	ERR	ERR	ERR	ERR	ERR		FRR	a a a	EPD -	EDD			rare	rare	IIIO	Diff
Rise 95:15 96:40 2:11 2:36% 1:36% 2:36% 1:36% 2:36% 1:36% 2:36% 1:36% 2:36% 1:36% 2	03 Ukiah - DAR	81.64	89.97	8.32	10.2%	3.8		10	1 9%	12 4%	10 802	1 EOL	109 CF	222	AND CO C	TKK TKK	TAT 1
File 85:9 8074 415 45% 40 39 01 21% 13% 11% 23% 11% 23% <td>04 Fort Bragg - DAR</td> <td>91.51</td> <td>89.40</td> <td>-2.11</td> <td>-2.3%</td> <td>4.4</td> <td></td> <td>-03</td> <td>%2.1</td> <td>15 9%</td> <td>13 5%</td> <td>701 0</td> <td>14 00%</td> <td>00.7</td> <td>PC.2</td> <td>CL.0-</td> <td>%9.6-</td>	04 Fort Bragg - DAR	91.51	89.40	-2.11	-2.3%	4.4		-03	%2.1	15 9%	13 5%	701 0	14 00%	00.7	PC.2	CL.0-	%9.6-
Bit (a) Bit (a) C (a) <thc (a)<="" th=""> C (a) <thc (a)<="" th=""> <thc (a)<="" th=""> <thc (a)<="" th=""> C (a) <th< td=""><td>Total Dial-A-Ride</td><td>85.59</td><td>89.74</td><td>4.15</td><td>4.8%</td><td>4.0</td><td></td><td>-0.1</td><td>-2.1%</td><td>13.9%</td><td>11.9%</td><td>-2 0%</td><td>-14 3%</td><td>2.20</td><td>2 70</td><td>40.0-</td><td>-10.4%</td></th<></thc></thc></thc></thc>	Total Dial-A-Ride	85.59	89.74	4.15	4.8%	4.0		-0.1	-2.1%	13.9%	11.9%	-2 0%	-14 3%	2.20	2 70	40.0-	-10.4%
Service 63.62 77.96 5.96 7.1% 7.3 7.2 -0.1 -7.7% 7.1% -0.1% -1.6% -0.6 -0.6 outes 3.542 77.96 -5.96 -7.1% 7.3						•									21.4	14.0	0.4.0-
0006 33.22 77.66 -5.96 -7.1% 7.3% 7.1% 7.3% 7.1% 0.1% 0.0%	08 Local Evening Service	83.62	77.66	-5.96	-7.1%	7.3		-0.1	-1 7%	706 2	7 10/2	0 107	1 60/	000	OF C	000	100 1
R2 66 322 4.3% 4.3 5.3 1.0 2.4% 4.7% 0.5% 1.1% 0.5% 0.6% 0.1% 0.5% 0.6% 0.1% 0.5% 0.6% 0.1% 0.5% 0.6% 0.1% 0.5% 0.6% 0.1% 0.5% 0.6% 0.1% 0.5% 0.6% 0.1% 0.5% 0.6% 0.1% 0.5% 0.6% 0.1% 0.5% 0.6% 0.1% 0.5% 0.6% 0.1% 0.5% 0.1% </td <td>Total Flex Routes</td> <td>83.62</td> <td>77.66</td> <td>-5.96</td> <td>-7.1%</td> <td>7.3</td> <td></td> <td>-0.1</td> <td>-1.7%</td> <td>7.2%</td> <td>7.1%</td> <td>-0.1%</td> <td>-1.0%</td> <td>0.82</td> <td>0.76</td> <td>90.0-</td> <td>-/.0%</td>	Total Flex Routes	83.62	77.66	-5.96	-7.1%	7.3		-0.1	-1.7%	7.2%	7.1%	-0.1%	-1.0%	0.82	0.76	90.0-	-/.0%
Terry 76:10 32:2 30:30 73:3 53:3 10 22:4% 47% 0.5% 15% 0.80 0.76 0.07 attricted ERR										2	10/1-1	0/1-0-	0/0-1-	70.0	101.0	00.0-	%n.1-
auturaly bit Tell T373 2.0% FR TX 2.0% FR TX 2.0% 0.0% <th< td=""><td>01 Willits - Flex</td><td>82.50</td><td>86.01</td><td>3.52</td><td>4.3%</td><td>4.3</td><td></td><td>1.0</td><td>22.4%</td><td>4.2%</td><td>4.7%</td><td>0.5%</td><td>11.5%</td><td>0.80</td><td>0.76</td><td>0.04</td><td>E 00/2</td></th<>	01 Willits - Flex	82.50	86.01	3.52	4.3%	4.3		1.0	22.4%	4.2%	4.7%	0.5%	11.5%	0.80	0.76	0.04	E 00/2
Indicate ERR ER	05 BraggAbout	76.11	73.79	-2.32	-3.0%	7.9		-0.2	-2.9%	6.9%	6.8%	-0.1%	-1.3%	0.67	0.66	-0.04	1 10%
	06 BraggAbout - Saturday	ERR	ERR	ERR	ERR	ERR		ERR	ERR	ERR	ERR	ERR	FRR	FRR	AAA	0.0	CDD
(i) (i) <td>07 Jitney</td> <td>91.20</td> <td>89.38</td> <td>-1.82</td> <td>-2.0%</td> <td>9.8</td> <td></td> <td>6.3</td> <td>64.1%</td> <td>4.8%</td> <td>7.4%</td> <td>2.6%</td> <td>55 4%</td> <td>0.44</td> <td>0.41</td> <td>-0.03</td> <td>700 2</td>	07 Jitney	91.20	89.38	-1.82	-2.0%	9.8		6.3	64.1%	4.8%	7.4%	2.6%	55 4%	0.44	0.41	-0.03	700 2
III ERR ERR <td>09 Local</td> <td>81.34</td> <td>78.75</td> <td>-2.59</td> <td>-3.2%</td> <td>21.1</td> <td></td> <td>1.2</td> <td>5.8%</td> <td>19.4%</td> <td>20.0%</td> <td>0.7%</td> <td>3.5%</td> <td>0.75</td> <td>0.71</td> <td>0.07</td> <td>1.2.10</td>	09 Local	81.34	78.75	-2.59	-3.2%	21.1		1.2	5.8%	19.4%	20.0%	0.7%	3.5%	0.75	0.71	0.07	1.2.10
V 113.40 106.25 -7.14 -6.3% 117 11.6 -0.1 -0.7% -5.1% 1.3 1.20 -0.14 V ERR	15 Laytonville-Willits	ERR	ERR	ERR	ERR	ERR		ERR	ERR	ERR	ERR	ERR	FRR	FRR	ERR F	202	LDD LDD
Y ERR	20 & 21 Willits	113.40	106.25	-7.14	-6.3%	11.7		-0.1	-0.7%	13.9%	13.1%	-0.7%	-5.1%	134	1 20	014	10 502
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FRR ERR ERR <td>40 Potter Valley</td> <td>ERR</td> <td>ERR</td> <td>ERR</td> <td>ERR</td> <td>ERR</td> <td></td> <td>ERR</td> <td>ERR</td> <td>ERR</td> <td>ERR</td> <td>ERR</td> <td>ERR</td> <td>FRR</td> <td>FRR</td> <td>LAN A</td> <td></td>	40 Potter Valley	ERR	ERR	ERR	ERR	ERR		ERR	ERR	ERR	ERR	ERR	ERR	FRR	FRR	LAN A	
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(day ERR ERR <td>I otal Inland Routes</td> <td>88.03</td> <td>85.07</td> <td>-2.95</td> <td>-3.4%</td> <td>15.1</td> <td>15.4</td> <td>0.4</td> <td>2.5%</td> <td>14.4%</td> <td>14.1%</td> <td>-0.2%</td> <td>-1.7%</td> <td>0.84</td> <td>0.78</td> <td>-0.06</td> <td>-7 4%</td>	I otal Inland Routes	88.03	85.07	-2.95	-3.4%	15.1	15.4	0.4	2.5%	14.4%	14.1%	-0.2%	-1.7%	0.84	0.78	-0.06	-7 4%
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50.58 90.51 -1.17 -1.4% 2.4 -0.4 -14.5% 12.2% 11.9% -0.3% -2.8% 3.75 4.20 0.45 58 90.58 89.03 -1.55 -1.7% 4.3 4.2 -0.0 -0.7% 17.8% 18.0% 0.2% 1.2% 3.80 3.80 0.01 87.89 86.81 -1.08 -1.2% 8.9 9.2 0.0 0.07% 17.8% 18.0% 0.2% 1.2% 3.80 3.80 0.01 64.16 61.53 -2.63 -4.1% 6.5 5.2 -1.3 -19.8% 83.4% 84.5% 1.1% 1.35 0.12 64.16 61.53 -2.63 -4.1% 6.5 5.2 -1.3 -19.8% 83.4% 84.5% 1.1% 1.7% 0.173 65.80 65.64 -0.16 -0.2% 1.1.2% 131.3% 123.7% -7.6% 5.7% 6.07 0.73 65.80 65.84 -0.16	95 Point Arena-Santa Rosa	86.38	85.11	4 4 4	1 10/ 1	4.4		0.0	%0.0-	8.9%	9.0%	0.2%	1.9%	1.79	1.91	0.12	6.9%
4 Notes 90.30 0.500 -1.7% 4.3 4.2 -0.0 -0.7% 17.8% 18.0% 0.2% 1.2% 3.80 3.01 0.01 Vice 87.89 86.81 -1.08 -1.2% 8.9 9.2 0.0 -0.7% 14.3% 0.2% 1.2% 3.80 3.01 0.01 Vice 87.89 86.81 -1.08 -1.2% 8.9 9.2 0.3 3.5% 14.3% 12.3% 3.6% 1.35 -0.12 Vice 87.89 86.80 -1.08 -1.2% 8.9 9.2 0.3 3.5% 14.3% 14.3% 1.46 1.35 -0.12 Vice 87.89 86.45% 14.3% 14.3% 14.3% 1.46 1.75 -0.12 64.16 61.53 -2.63 -4.1% 6.5 5.2 -1.13 -19.8% 84.5% 1.1% 1.35 0.73 65.80 65.64 -0.16 -0.2% 11.2 11.2 0.1%	Total Coastal & Long Douton	02.00	00	1.1.	-1.470	2.2		-0.4	-14.5%	12.2%	11.9%	-0.3%	-2.8%	3.75	4.20	0.45	12.1%
Vice 87.89 86.81 -1.08 -1.2% 8.9 9.2 0.3 3.5% 14.9% 14.3% -0.5% -3.4% 1.46 1.35 -0.12 1 1 2 0.3 3.5% 14.9% 14.3% -0.5% -3.4% 1.46 1.35 -0.12 1 1 2 -1.3 -19.8% 83.4% 84.5% 1.1% 1.35 9.91 1.73 64.16 61.53 -2.63 -4.1% 6.5 5.2 -1.3 -19.8% 83.4% 84.5% 1.1% 1.7% 1.73 65.80 65.64 -0.16 -0.2% 11.2 11.2 0.1% 97.9% 5.7% 5.7% 5.7% 6.07 0.73 65.80 65.81 -0.98 -0.1% 11.2 0.1 0.3 3.7% 17.7% 5.7% 5.7% 5.7% 5.7% 5.7% 5.7% 5.7% 5.7% 5.7% 5.7% 5.7% 5.7% 5.7% 5.7%		90.30	09.00	CC.1-	%/.1-	4.3		0.0-	-0.7%	17.8%	18.0%	0.2%	1.2%	3.80	3.80	0.01	0.2%
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64.16 61.53 -2.63 -4.1% 6.5 5.2 -1.3 -19.8% 83.4% 84.5% 1.1% 1.3% 8.18 9.91 1.73 69.92 70.63 0.71 1.0% 22.9 18.4 -4.4 -19.4% 131.3% 123.7% -7.6% -5.8% 4.01 4.74 0.73 65.80 65.64 -0.16 -0.2% 11.2 11.2 0.0 0.1% 97.9% 133.5% -7.6% 5.8% 4.01 4.74 0.73 65.80 65.64 -0.16 -0.2% 11.2 11.2 0.0 0.1% 97.9% 133.5% 5.7% 5.7% 5.76 6.07 0.31 86.80 85.82 -0.98 -1.1% 9.3 3.3% 3.7% 17.7% 7.7% 7.6% 5.7% 6.07 0.31		20.10	10.00	00.1-	-1.2.10	0.3		0.3	3.5%	14.9%	14.3%	-0.5%	-3.4%	1.46	1.35	-0.12	%6.7-
64.16 61.53 -2.63 -4.1% 6.5 5.2 -1.3 -19.8% 83.4% 84.5% 1.1% 1.3% 8.18 9.91 1.73 69.92 70.63 0.71 1.0% 22.9 18.4 -4.4 -19.4% 131.3% 123.7% -7.6% -5.8% 4.01 4.74 0.73 69.92 70.63 0.71 1.0% 22.9 18.4 -4.4 -19.4% 131.3% 123.7% -7.6% 4.01 4.74 0.73 65.80 65.64 -0.16 -0.2% 11.2 11.2 0.0 0.1% 97.9% 103.5% 5.7% 5.8% 5.76 6.07 0.31 86.80 85.82 -0.98 -1.1% 9.0 9.3 3.3% 17.7% 17.7% 7.6% 5.7% 6.7 6.07 0.31																	
· ·	97 Contract Services	64.16	61.53	-2.63	-4.1%	6.5		-13	-19 R%	83 1%	81 50L	1 10/	1001	0 10	100	OF T	101 10
65.80 65.84 -0.16 -0.2% 11.2 11.2 0.0 0.1% 12.0% 12.0% 4.01 4.14 0.13 65.80 65.64 -0.16 -0.2% 11.2 0.0 0.1% 97.9% 103.5% 5.7% 5.8% 5.76 6.07 0.31 86.80 85.82 -0.98 -1.1% 9.0 9.3 0.3 3.2% 17.5% 0.4% 7.76 6.07 0.31	98 Charter	69.92	70.63	0.71	1.0%	22.9		-4.4	-19.4%	131 3%	173 706	7 60/	1.0/0	0.10	0.01	01.1	21.1%
86.80 85.82 -0.98 -1.1% 9.0 9.3 0.3 3.2% 17.5% 0.4% 0.4% 5.76 6.07 0.31	Total Other	65.80	65.64	-0.16	%C U-	11 0			1010	0/01/01	100 100	0.0.1-	0/.0.6-	4.01	4./4	0./3	18.1%
86.80 85.82 -0.98 -1.1% 9.0 9.3 0.3 3.2% 17.9% 17.5% 0.4% 2.3% 1.75 4.54 0.44			-	0	0/ 7:0	7.11		0.0	0. 1%	9/ .A./0	103.5%	%/.C	%8.C	5.76	6.07	0.31	5.4%
	Total	86.80	85.82	-0.98	-1.1%	9.0		0.3	3 20%	17 9%	17 Eº/.	-/0 V 0-	102 6	1 73	4 64	0.44	0 101

Comparison	YTD Through	Irough	Sep-13	
FY 12/13 - FY 13/14				
Description	12/13	13/14	Amount Diff	% Diff
Mileage	165,967	181,464	15,497	9.3%
Mileage Based Costs	185,798	176,272	(9,526)	-5.1%
Hourly Based Costs	372,197	411,220	39,023	10.5%
Direct Costs	89,089	86,855	(2,234)	-2.5%
Overhead Costs	290,022	273,946	(16,076)	-5.5%
Total Costs	937,106	948,293	11,187	1.2%
	•			

Charter Rate Calculation	ulation				
Cost per mile calculation:	ation:	Plus	Plus	Hourly Rate Calculation	ation:
		40.60%	10.0%	Actual Hourly Rate	
	Actual	Overhead	Profit	Plus Direct Costs	
1 Inivan	0.659	0.93	1.02	Hourly Rate	
/an/Small Bus	1.032	1.45	1.60	Plus Overhead	40.60%
Coach	1.731	2.43	2.67	Hourly Rate	55.54
Combined	1.238	1.74	1.91	Plus Profit 20.0%	

Agenda Item # 4

To:Board of DirectorsFrom:Sally Webster, Finance & Personnel ManagerDate:November 8, 2013Subj:Financial Statements as of September 30, 2013

Attached are Financial Statements for the month ending September 2013. The Income Statement shows a gain of \$66,821 and a \$69,794 *positive* budget performance. Comparing year-to-date through Sep 13 to Sep 12: Operating Revenue is up \$8,335 (4.1%). Other Revenue is up (12.0%) and Operating Expenses are up (1.1%) as compared to the previous year. Our operating expenses compared to our budget are down (1.9%).

The Mobility Management Program is reflected in the financial statements. Grants do not cover the cost of the program, therefore TDA is covering the loss at this time.

The Capital Income/Expense Statement reflects a loss of \$14,526 this month. For further details to the capital program, please see Agenda Item #6.

Our fiscal year ending June 13 has not been completed as of this date. Changes may be made to accounts depending on the outcome of the actuarial reports and adjustments to the Balance Sheet.

Mendocino	Transit Au	uthority		
Budget to Actual Income Statement for	three months e	nding		Sep-13
	Year to	Date		
Description	Actual	Budget	Variance	Variance
Revenue	\$	\$	\$	%
Operating Revenue	212,155	204,821	7,334	3.6%
Other Revenue	818,512	778,583	39,929	5.1%
Total Revenue	1,030,667	983,404	47,263	4.8%
Operating Expenses				
Transportation	663,035	678,271	(15,236)	-2.2%
Maintenance	114,758	118,538	(3,780)	-3.2%
Administration	183,316	189,568	(6,252)	-3.3%
Total Operating Expenses	961,109	986,377	(25,268)	-2.6%
Other (Income)/Expense	0	0	0	ERR
Mobility Management Program				
Revenue	14,171		14,171	ERR
Expense	(16,908)		(16,908)	ERR
Net Gain/(Loss) Before Depreciation	66,821	(2,973)	69,794	ERR

Mendocino	Transit Au	uthority	
Balance Sheet as of	Sep-13		
Description ASSETS	\$	\$	
Current Assets			
Cash	821,893		
A/R, Prepaid Expenses & Inventory	1,728,211		
Total Other Current Assets		2,550,104	
Property, Plant & Equip Net of			
Depreciation		7,805,027	
Investment - Deferred		0	
Total Assets		10,355,131	
LIABILITIES & EQUITY Current Liabilities			
	500 000		
Accounts Payable & Accruals Other Liabilities	526,326		
	563,485		
Provision for Restricted Funds Total Current Liabilities	170,482	1,260,293	
		1,200,295	
Deferred Compensation Payable		0	
Total Liabilities		1,260,293	
Fund Equity	0.404.045		
Contrtibuted Capital	8,404,645		
Retained Earnings	690,193		
Total Fund Equity		9,094,838	
Total Liabilities and Equity		10,355,131	

Mendocino Transit Authority Budget to Actual Income Statement for three months ending

Budget to Actual Income Statement for	three months ending		Sep-13	
Description	Year to Date Actual \$	Annual Budget \$	Remaining \$	Actual as % of Budget
	*	Ŷ	*	
Capital Revenue:				
State Grants	415,907	2,580,546	(2,164,639)	16.1%
STA - Capital	50,968	191,920	(140,952)	26.6%
R/STIP		427,986	(427,986)	0.0%
Federal	169,698	1,730,000	(1,560,302)	9.8%
Transfer from Transit Reserve	49,696	13,154	36,542	377.8%
Local - Other			0	ERR
Sale of Assets	385		385	ERR
Interest Income			0	ERR
Other		86,875	(86,875)	0.0%
Total Revenue	686,654	5,030,481	(4,343,827)	13.6%

Capital Expenses:		oject				
1 Paratransit Van		90a	70,350	75,582	(5,232)	93.1%
1 Heavy Duty Bus		90b		463,000	(463,000)	0.0%
2 Paratransit Vans		91a	72,325	151,164	(78,839)	47.8%
3 Large Vans		91b	258,305	249,696	8,609	103.4%
2 Heavy Duty Buses		91c		926,000	(926,000)	0.0%
2 Paratransit Vans		92c	140,700	151,164	(10,464)	93.1%
					0	ERR
					0	ERR
					0	ERR
					0	ERR
					0	ERR
Transportation		27		4,000	(4,000)	0.0%
Maintenance	**	28	43,754	80,000	(36,246)	54.7%
Office		29	1,080	24,625	(23,545)	4.4%
Bus Stops		30	4,088	49,500	(45,412)	8.3%
					0	ERR
Security Cameras/Projects		80	3,573	16,045	(12,472)	22.3%
Transmissions/Major Repairs				12,000	(12,000)	0.0%
Vehicle Equipment (Fare Boxes)				3,900	(3,900)	0.0%
					0	ERR
				0	0	ERR
					0	ERR
Solar Canopy	c/o	81	188,554	271,323	(82,769)	69.5%
					0	ERR
Admin/Ops - Preliminary Design		89	902	0	902	ERR
Redwood Coast Senior Center		114		74,616	(74,616)	0.0%
UkiahSenior Center		115		74,616	(74,616)	0.0%
Misc - Other					0	ERR
Total Expenses			783,631	2,627,231	(1,843,600)	29.8%

Net Gain/(Loss) before Carryover (96,977)

2,403,250 (2,500,227)

2,485,701 (2,500,227)

FY 2012/13 Carryover

STA - Capital	82,451	82,451	0	100.0%
Transfer from Transit Reserve			0	ERR

Net Gain/(Loss)

(14, 526)

		Con 40	01 40	01 10			- arc.	00-100 - 13	
Dp1 A/C#	Description	Sudget	Actual	Sep-13 Variance	Sep-13	PTD Budgot	UTD I OTTO	YTD	
Operati	Operating Revenue				0/	nuger	Actual	Variance	%
40. 401.100	Fares-Passenger	32 020	33 415	1 305	70V V	DE 024	05 760	1011	
	Fares Daid hy Arencies		C-1,00	10000	1.1.0	40,000	00/ 00	(1/6)	-0.2%
	Contract Parties	10,047	4,301	(10,380)	-01.0%	45,980	35,386	(10, 594)	-23.0%
		4,583	4,564	(19)	-0.4%	13,750	14,715	965	7.0%
40. 405.100	Charter	609	8,771	8,162	1340.8%	5,064	22.346	17.283	341.3%
	Displays Ads	781	1,500	719	92.0%	2.344	2,200	(144)	A 10/
40. 409.200	Sonoma County Participation	13,917	13,917	0	0.0%	41.750	41.750	C	0.0%
	Total	67,256	67,134	(122)	-0.2%	204,821	212,155	7,334	3.6%
Other F	Other Revenue								
40. 409.100	TDA - Operations	192,461	192,461	0	0.0%	577 382	577 382	10	100 0
40. 409.110	STA - Operations	25,000	25,000	0	0.0%	75,000	75,000	0	0.0.0V
40. 411.100	State Planning Grant	0	0	0	ERR	000,0	000,01		
40.413.100	Fed Sec 5311 Oper Grant	37,500	37,500	0	0.0%	112 500	112 500		0.0%
40. 413.110	Welfare to Work Grant	0	40,580	40,580	ERR	0	40.580	40.580	ERR 2
-0 40. 413.200	Fed Planning Grant	0	0	0	ERR	C	C	0000	FRR
1 40. 407.200	Senior Center Admin/Dispatch	2,000	2,000	(0)	-0.0%	6.001	6 001	c	0.0%
A 40. 407.210	Maintenance Labor Revenue	2,500	1,073	(1.427)	-57.1%	7.500	6.687	(813)	-10 804
40. 407.220	Maintenance Parts Revenue	0	12	12	ERR	0	130	130	ERR 4
40. 407.400	Rental Income	0	0	0	ERR	0	0	C	FRR
40. 407.500	Other Income	67	57	(10)	-14.5%	200	232	32	16.0%
	Total	259,528	298,683	39,155	15.1%	778,583	818,512	39,929	5.1%
	Combined - Oper/Other Rev	326,784	365,817	39,033	11.9%	983,404	1,030,667	47,263	4.8%
Revenu	Revenue - Mobility Management Program	ram							
41. 401.100	Fares-Passenger		341	341			2 086	2 086	
41. 401.200	Fares Paid by Agencies			0			0000	0001	
41. 402.200	Contract Service			0					
41. 411.100	State Grant - Ag Worker/Commute Study	study		0				c	
41. 413.110	Federal Operating Grant - JARC		12,085	12.085			12 085	12 085	
41. 413 200	Federal Planning Grant - Commute Study	Study		0				000	
41. 407.500	Other Income			0				0	
	Total	0	12,426	12,426		0	14,171	14,171	
	Combined	326,784	378,243	51,459	15.7%	983,404	1,044,838	61,434	6.2%

Image: Figure function Description Actual minimized from function Actual minimized from function <th>Dudget to Actual Comparison FY</th> <th></th> <th></th> <th></th> <th>2000</th> <th></th> <th></th> <th></th> <th>Y DDY</th> <th>CIVON NOVIL</th> <th>Poc a roum</th> <th>0</th> <th></th>	Dudget to Actual Comparison FY				2000				Y DDY	CIVON NOVIL	Poc a roum	0	
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$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Wages	312,896	57,235	77,438	447.568	321.654	59 332	90 955	471 041	2/ 373	70	NINIP	101al
0 0	Wages-Vac/Sick/Hol	48,659	11,090	13,428	73.177	50.595	11 077	13 981	75,653	2 1 7 1 3	0.4.0	4,009	4/0,500
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Health	96,108	13,425	13,425	122,959	82.169	12 807	11 214	106 100	0/1/0	0.4.0	000/	10,411
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Workers Comp	25,606	3,369	421	29,396	26 789	2 515	2002	30,004	A0/01	-13.0%	- 40	10/,031
	Retirement	32,410	6,832	8,145	47.387	30,580	6,826	0 542	46,004	1,400	4.0%	32	30,836
Ince 1 <td>Payroll Taxes</td> <td>10.193</td> <td>1.918</td> <td>2 635</td> <td>14 746</td> <td>10.621</td> <td>2,020</td> <td>0,016</td> <td>10,040</td> <td>(439)</td> <td>-0.9%</td> <td>420</td> <td>41,374</td>	Payroll Taxes	10.193	1.918	2 635	14 746	10.621	2,020	0,016	10,040	(439)	-0.9%	420	41,374
es $1,50$ $52,5$ $1,108$ 2.08 $1,077$ $10,397$ $1,075$ $10,136$ $10,7$ $10,136$ $10,17$ $10,136$ $10,17$ $10,136$ $11,17$ $10,156$ $11,17$ $10,17$ $10,136$ $11,17$ $10,17$ $10,136$ $11,01$ $10,17$ $10,136$ $11,01$ $10,17$ $10,136$ $11,01$ $11,17$	Uniform Allowance	1,975	1.650	1,000	3.625	20,02	1 640	0,108	10/ 101	110,1	6.9%	228	15,985
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Venicles 107,61 0.07,61 <th0.02,61< th=""> <t< td=""><td>Outside Labor</td><td>369</td><td>1 077</td><td>10 330</td><td>20,200</td><td>150</td><td>100</td><td>1,0/0</td><td>2,108</td><td>(575)</td><td>-17.5%</td><td>30</td><td>2,738</td></t<></th0.02,61<>	Outside Labor	369	1 077	10 330	20,200	150	100	1,0/0	2,108	(575)	-17.5%	30	2,738
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Ventue -7.02 4.700 4.932 4.200 4.200 (750) <t< td=""><td>Tires/Tubes-Revenue Vehicles</td><td>1 052</td><td></td><td></td><td>4,001</td><td>(124)</td><td></td><td></td><td>(124)</td><td>(4,475)</td><td>-102.8%</td><td>399</td><td>275</td></t<>	Tires/Tubes-Revenue Vehicles	1 052			4,001	(124)			(124)	(4,475)	-102.8%	399	275
verticities 0.01	Parte-Revenue Vehicles	1,006	1010		4,302	4,200			4,200	(752)	-15.2%		4,200
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$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Board Expense			600	600			764	764	164	27.3%		764
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		678,271	118,538	189,568	986,377	663,036	114,756	189.752		0000	0/ 6-1 -	0.11'0-	-0.0.0

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Board of Directors Meeting Schedule

Fourth Thursday of January through October Third Thursday of November and December

Date		Time	Location	Video Conference With	Major Agenda Items
	and the second second second	Time	Location	With	Major Agenua items
2013					
July	25	1:30	Willits	only	2013/14 Transit Needs: Willits
					Cancelled
August	22	1:30	Point Arena	only	2013/14 Transit Needs: Point Arena
September	26	1:30	Point Arena	only	2013/14 Transit Needs: Point Arena
					Cancelled
October	24	1:30	Fort Bragg	Ukiah	2013/14 Transit Needs: Fort Bragg & Ukiah
November	21	1:30	Ukiah	Fort Bragg	2013/14 Transit Needs: Ukiah & Ukiah
					General Manager Evaluation
December	19	1:30	Fort Bragg	Ukiah	2013/14 Transit Needs: Fort Bragg
2014					
January	23	1:30	Ukiah	Fort Bragg	
				00	
February	27	1:30	Willits	only	Initial 2014/15 Budget Discussion
March	27	1:30	Fort Bragg	Ukiah	DRAFT 2014/15 Budget & Claim
April	24	1:30	Point Arena	only	Proposed 2014/15 Budget
L					
May	22	1:30	Fort Bragg	Ukiah	Proposed 2014/15 Budget
June	26	1:30	Ukiah	Fort Bragg	FINAL 2014/15 Budget
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To: MTA Board of Directors From: Dan Baxter, General Manager Date: November 15, 2013 Subj: Capital Program: Progress Report

This report is consistent with the capital budget dated June 27, 2013

2013/14 Projects

Current Budget

Three Heavy-Duty Low Floor Buses (STIP & PTM) \$1,389,000 NEW ACTION: Buses being built and delivered this month. PROBLEMS: None.

Five Paratransit and three Large Vans (STIP & STA) \$627,606 NEW ACTION: Vehicles delivered and in service. PROBLEMS: None.

Bus Stop Improvements (Other)\$49,500NEW ACTION:Report Completed for So. Coast. Application due inDecember for another round of funding.PROBLEMS:None.

Facility Solarization & Modernization
Solar Canopy Design/Construction (TIGGER, Prop 1B) \$271,323
(total project budget is \$521,323, including 12/13 money)
NEW ACTION: Construction Completed including the last 33 panels. The
only remaining task is Commissioning, which should be done before
this meeting.
PROBLEMS: Nothing new.

Two Senior Center Vans (5310)\$149,223NEW ACTION: Grant application from Redwood Coast Sr. Center wassuccessful, Ukiah was not. RRCSC Van not ordered yet.PROBLEMS: Ukiah not funded.

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Agenda Item #7

To:Board of DirectorsFrom:Glenna Blake, Marketing & PlanningDate:9/17/13Subject:Unmet Transit Needs FY 2014/15

As you know, MTA collects the Unmet Transit Needs submitted in a variety of ways during the fiscal year. This is the second Unmet Transit Needs public forum for the FY 2014/15.

The following Unmet Transit Needs have been identified for FY 2014/15 as of 9/17/13:

- Bus service to Potter Valley
- Bus service in Ukiah on Sundays
- Bus service from Ukiah to the Coast and back on the same day
- Additional/later C C Rider trips from Santa Rosa
- Restore bus service between Laytonville and Ukiah
- Saturday bus service between Willits and Ukiah
- Reinstate Saturday service on Route #60 and connections to Route #75
- Service to the Redwood Valley Loop

On November 7th GM Baxter and I attended MCOG's Social Services Transportation Advisory Council's (SSTAC) annual Unmet Needs Workshop. Additional Unmet Transit Needs were identified at this workshop and MCOG's staff will present the Unmet Transit Needs from this workshop and those gathered by MTA throughout the year at the December 2, 2013 MCOG public hearing of Unmet Transit Needs.

Staff Recommendation:

Solicit public input for any additional Unmet Transit Needs for the County of Mendocino and pass them on to MCOG prior to the December 2, 2013 Hearing.



Agenda Item #10

To:MTA Board of DirectorsFrom:Sally Webster, Finance & Personnel ManagerDate:November 11, 2013Subj.:457 Loan Program with ICMA

Background:

MTA adopted a 457 Voluntary Deferred Contribution Plan for its employees, with an option to participate in a plan offered by either CalPERS or ICMA. In October 2007, a loan provision program was adopted for the CalPERS 457 Voluntary Deferred Contribution Plan, at the request of some individuals who had contributed to that plan. Recently, employees who contribute to the ICMA 457 Plan have expressed an interest in having the same opportunity to borrow on their 457 Voluntary Deferred compensation. The plan would allow the same opportunities, and restrictions as the CalPERS plan. Under separate cover, the ICMA Loan Guidelines Agreement is enclosed, which follows the same provisions as the CalPERS Plan.

Recommendation

Staff recommends the Board approve Resolution 2013-10, adding the loan provision program to the 457 Voluntary Deferred Compensation Plan with ICMA.

Mendocino Transit Authority Resolution 2013-10

TO APPROVE A LOAN PROVISION WITH THE ICMA 457 VOLUNTARY DEFERRED PLAN Mendocino Transit Authority

WHEREAS:

- 1. MTA established a retirement plan for employees which serves the interest of MTA by enabling it to provide reasonable retirement security and flexibility for its employees; and
- 2. MTA has determined that permitting participants in the retirement plan to take loans from the Plan will serve these objectives; and
- 3. MTA has participated in the Loan Provision Program with the CalPERS 457 Voluntary Deferred Compensation Plan;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Board of Directors hereby approves the addition of the Loan Provision Program to Mendocino Transit Authority's 457 Voluntary Deferred Compensation Plan with ICMA, and authorizes the General Manager to execute it.

ADOPTION of this RESOLUTION was MOVED by Director _______ And SECONDED by Director _______ at a regular meeting of the MTA Board of Directors on November 21, 2013 by the following Roll Call vote:

AYES: NOES: ABSTAIN: ABSENT:

ATTEST:

Jim Mastin, Chairman

Dan Baxter, General Manager