MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

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Webinar ID: 879 7268 3373

Monday, December 6, 2021

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MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS
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AGENDA

Monday, December 6, 2021

10:00 a.m. Convene as the Marin County Transit District Board of Directors

1. Open Time for Public Expression

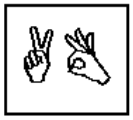
2. Board of Directors' Matters

3. General Manager's Report
   a. General Manager's Oral Report
   b. Monthly Monitoring Report: September 2021

4. Consent Calendar
   a. Minutes for November 1, 2021 Board Meeting
   b. Adoption of Resolution 2021-12 Allowing for Continued Remote Public Meetings Under State Assembly Bill (AB) 361
   c. Marin County Transit District First Quarter FY 2021/22 Financial Report
   d. Marin County Transit District First Quarter FY 2021/22 Performance Report
   e. Adoption of Resolution 2021-13 Appointing a Representative and Alternates to the Marin Emergency Radio Authority Board of Directors
   Recommended Action: Approve.

5. Marin Transit Annual Comprehensive Financial Report for Fiscal Year 2020/21
   Recommended Action: Accept.

Adjourn



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Late agenda material can be inspected in the office of Marin Transit, between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday. The office is located at 711 Grand Avenue, Suite 110, San Rafael, CA 94901.

In case of Zoom outage dial 515-604-9094. Meeting ID: 142-334-233

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Material de agenda de última hora puede ser inspeccionado en la oficina de Marin Transit, entre las horas de 8:00 am y 5:00 pm. La oficina está ubicada en 711 Grand Avenue, Suite 110, San Rafael, CA 94901.

En caso de interrupción de Zoom, marque al 515-604-9094. ID de Reunión 142-334-233

marin transit

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brian colbert
alternate
town of san anselmo

December 6, 2021

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

SUBJECT: General Manager Report – Monthly Report: September 2021

Dear Board Members:

RECOMMENDATION: This is a recurring information item.

SUMMARY: The attached monthly report provides an overview of Marin Transit operations for the monthly period ending September 30, 2021. The monthly reports summarize statistics on the performance of Marin Transit services and customer comments.

Overall systemwide ridership in September 2021 increased by 76.1 percent compared to September 2020, which represents a 34.1 percent decrease from the pre-COVID ridership in September 2019 and an 11.2 percent increase from August 2021.

Ridership on fixed-route services increased by 67.5 percent from the prior year, which is a 33.5 percent decline compared to pre-COVID in September 2019. Ridership on Marin Access services increased by 53.7 percent compared to September 2020, which represents a 53.8 percent decline from September 2019. September 2021 was the nineteenth month of ridership affected by the ongoing COVID-19 global pandemic.

Additional detailed analyses of system performance and trends are provided in separate quarterly and annual reports, including route-level statistics and financials. These reports are available on the District's website at https://marintransit.org/service-performance-and-reports.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,

Nancy E. Whelan

Nancy Whelan
General Manager

Attachments

Monthly Customer Feedback Report

September 2021

Month:	September 2021							
	Program							
Category	Fixed-Route Local	Fixed-Route Shuttle	Stagecoach & Muir Woods	Supplemental & Yellow Bus	Demand Response	Mobility Management	Systemwide	Total
Commendation	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**3**
Service Delivery Complaint	**18**	**10**	**7**	**4**	**1**	**0**	**1**	**41**
Accessibility	0	1	0	0	0	0	0	1
Driver Conduct Complaint	2	1	0	0	1	0	0	4
Driving Complaint	6	2	0	0	0	0	1	9
Early Trip	0	1	1	1	0	0	0	3
Equipment Issue	0	0	0	0	0	0	0	0
Farebox	0	0	0	0	0	0	0	0
Late Trip	3	0	2	1	0	0	0	6
Missed Connection	0	0	0	0	0	0	0	0
Missed Trip	0	0	0	1	0	0	0	1
No-Show	1	1	3	0	0	0	0	5
Off-Route	0	0	0	0	0	0	0	0
Pass-Up Complaint	6	4	1	1	0	0	0	12
Service Structure Complaint	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**3**
Bus Stop Improvement Request	0	0	0	0	0	0	0	0
Fares	0	0	0	0	0	0	0	0
Other Complaint	0	1	0	0	1	0	0	2
Scheduling Complaint	0	0	0	0	0	1	0	1
Service Improvement Suggestion	0	0	0	0	0	0	0	0
Safety Complaint	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Total Service Hours	9,348	3,422	1,884	534	3,234	-	18,421	18,421
Commendations per 1,000 Hours	0.1	0.3	0.0	0.0	0.0	-	0.0	0.2
Complaints per 1,000 Hours	1.9	3.2	3.7	7.5	0.6	-	0.1	2.4

Total Passengers	140,195	22,473	13,872	7,174	5,505	1,118	200,960	200,960
Commendations per 1,000 Passenger	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Complaints per 1,000 Passengers	0.1	0.5	0.5	0.6	0.4	0.9	0.0	0.2

Monthly Monitoring Report 11/29/2021

FISCAL YEAR	MONTH
2022	All

Year-to-Date Ridership Trends

Fixed-Route Passengers (incl. Yellow Bus) by Month

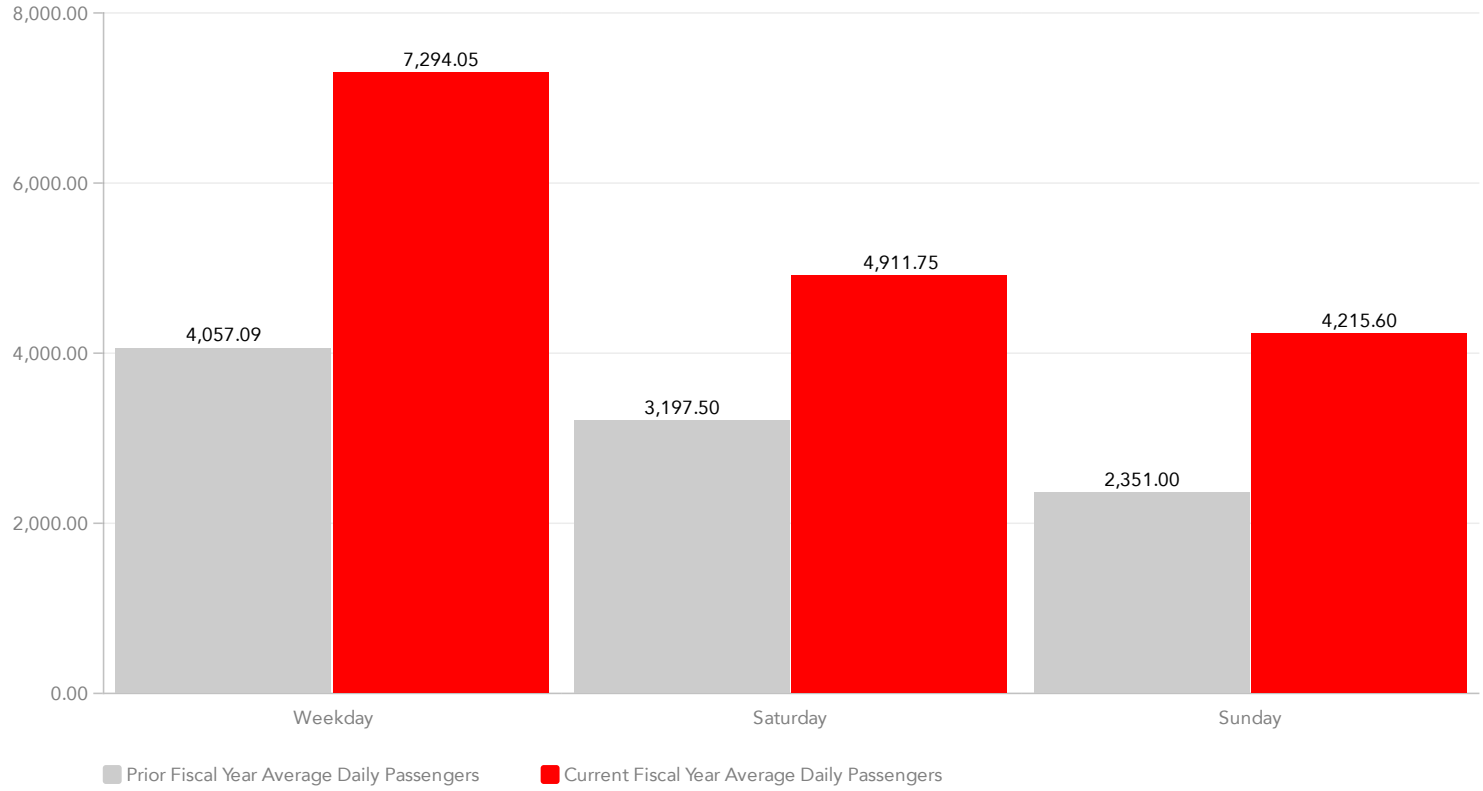
Demand Response Passengers by Month

Monthly Comparison

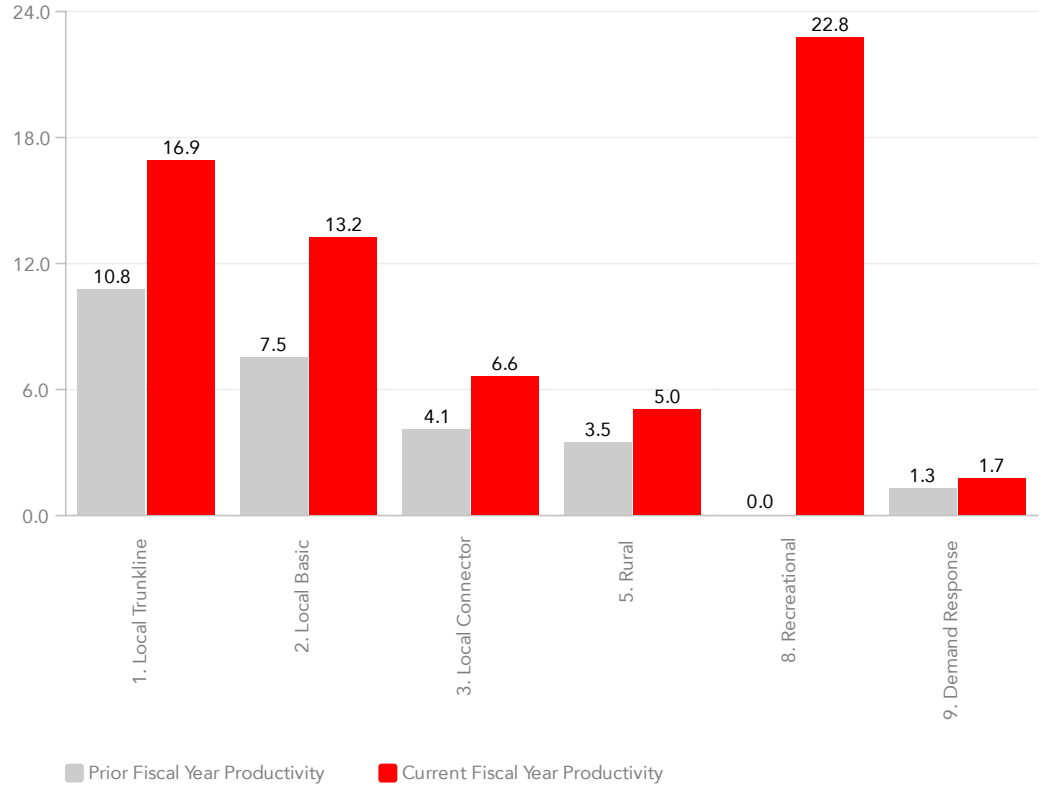
MONTH

Sep

Average Systemwide Daily Passengers



Productivity (pax/hr) by Typology



Route Typologies

1. Local Trunkline:
   Routes 35, 36, 71X
2. Local Basic:
   Routes 17, 22, 23, 23X, 29, 49
3. Local Connector:
   Routes 219, 228, 233, 245, 251, 257
5. Rural:
   Routes 61, 68
8. Recreational:
   Routes 66/66F
9. Demand Response:
   Local Paratransit, Novato Dial-A-Ride, Rural Dial-A-Ride

REGULAR MEETING OF THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS

Held Monday, November 1, 2021 at 10:00 A.M.

Roll Call

Present: **President Colin, Vice President Arnold, Second Vice President Moulton-Peters, Director Connolly, Director Lucan, Director Rodoni**

Absent: **Director Colbert, Director Rice**

Until further notice the Marin County Transit District meetings will not be providing an in-person meeting location for the public to attend. Members of the public are encouraged to participate remotely via Zoom.

President Colin opened the meeting at 10:02 A.M.

1. Open Time for Public Expression

   Board President Colin asked if any member of the public wished to speak. Seeing none she called for Board of Directors' Matters.

2. Board of Directors' Matters

   President Colin asked if any member of the Board wished to speak. Seeing none she called for the General Manager's Report.

3. General Manager's Report

   Staff Report

   a. General Manager's Oral Report
   b. Monthly Monitoring Report: August 2021

   General Manager Nancy Whelan presented on the transition of contractors for the Marin Access suite of programs. Ms. Whelan reported that postcard mailers and emails were sent to Marin Access riders active since January 1st, 2020 (approximately 2200 riders), and flyers were posted in vehicles. This public outreach was to notify riders of the free fare campaign on local fixed route service and to notify of the change in contractor. Emails were also sent to 140 community partners and a dedicated page was added to the District's website with information, FAQs, and a feedback form. The contract with Vivalon and the agreement with Golden Gate Transit for paratransit parking have been executed.

   Ms. Whelan introduced Jhashe Holloway, Transdev General Manager, and noted her many years of experience at Transdev. Ms. Whelan reported coordination between Vivalon and Transdev has begun. Open houses will commence on November 2 and 3; a job application portal is available at the

Transdev website; and Vivalon are assisting by sharing opportunities with their staff. Work is underway with Transdev to ensure facility and vehicle readiness for the commencement of service on February 1, 2022. The revokable license with Golden Gate Transit has been fully executed.

Supply chain issues continued to impact procurements both big and small, from vehicles to parts and microchips. This has not had an impact on service delivery. Ms. Whelan reported the largest concern is the delay in switch gear for electric bus battery charging. Alternative charging solutions are being investigated in preparation for the arrival of electric buses.

Overall systemwide ridership in August 2021 increased by 59.9 percent compared to August 2020, which represents a 36.6 percent decrease from the pre-COVID ridership in August 2019 and a 10.5 percent increase from July 2021. Ridership on fixed-route services increased by 55.6 percent from the prior year, which is a 36 percent decline compared to pre-COVID in August 2019. Ridership on Marin Access services increased by 53.6 percent compared to August 2020, which represents a 56.1 percent decline from August 2019. August 2021 was the eighteenth month of ridership affected by the ongoing COVID-19 global pandemic.

President Colin commended Ms. Whelan on the new graphs in the presentation and suggested adding pre-COVID data in future presentations for a comprehensive overview.

Director Moulton-Peters highlighted incoming regional funds that still need assigning and suggested that funds be diverted to current in-demand services, such as the Yellow Bus service, until there is more certainty around other services.

President Colin asked if any member of the public wished to speak.

Kate Powers made a public comment.

4. Consent Calendar

   a. Minutes for October 4, 2021
   b. Board Calendar for 2022
   c. Adoption of Resolution 2021-11 Allowing for Continued Remote Public Meetings Under State Assembly Bill (AB) 361
   d. Contract #1066 with TRC Engineering Services, LLC for Maintenance Program Review including Fleet Inspection, Vehicle Turnovers, and On-call support for maintenance facility start up
   e. Contracts for Fire Sprinkler Installation at 3000 Kerner not to exceed $190,000
   f. Design Services Contract for 3000 Kerner not to exceed $150,000
   g. 600 Rush Landing Lease Amendment

h. Purchase Agreement with Creative Bus Sales, Inc. for replacement for five accessible vehicles

Recommended Action: Approve.

M/s: Director Moulton-Peters – Director Lucan

Ayes: President Colin, Vice President Arnold, Second Vice President Moulton-Peters, Director Connolly, Director Lucan, Director Rodoni

Noes: None

Absent: Director Rice, Director Colbert

5. FY 2020/21 Year End Financial Report

Staff Report

Director of Finance and Capital Programs Lauren Gradia presented the Marin County Transit District's Year End Financial Report for Fiscal Year 2020/21.

Fiscal Year 2020/21 (July 1, 2020 - June 30, 2021) expenditures for the District's Operations and Capital Programs were $35.5 million. Operation expenses were 4 percent lower than the prior year and 15 percent below budget. Operation revenues were 4 percent lower than the prior year and 100 percent of budget. The District provided six percent more fixed route revenue service hours than the prior year and did not operate yellow bus service. Marin Transit provided 71 percent of budgeted demand response services.

FY2020/21 was the second year marked by unprecedented disruption in transit service operations and ridership demand due to the COVID- 19 pandemic. Fixed route service operated with capacity restraints and ridership grew as the shelter in place restrictions were reduced and the service continued to provide access for essential workers and others dependent on the transit network. Most supplemental school service, Muir Woods service and yellow bus service continued to be suspended. Marin Transit added and re-deployed service, increasing fixed route service to reduce pass-ups on key corridors and routes. Marin Transit continued additional cleaning and safety protocols to help ensure the safety of operators and riders. By the end of the fiscal year, fixed route ridership showed signs of recovery and the Muir Woods shuttle was restarted.

Recommended Action: Approve.

M/s: Director Arnold – Director Lucan

Ayes: President Colin, Vice President Arnold, Second Vice President Moulton-Peters, Director Connolly, Director Lucan, Director Rodoni

Noes: None

Absent: Director Rice, Director Colbert

6. FY 2020/21 Year End Performance Report

Staff Report

Manager of Planning and Marketing Aida Banihashemi presented on the operational performance of all Marin Transit local transit services for FY 2020/21 and compared the results to the District's route level performance goals adopted by the Board on April 2, 2018.

In FY 2020/21, there was an overall 38.5 percent decrease in fixed route ridership compared to the previous fiscal year. The ridership decline was due to the COVID-19 global pandemic and subsequent shelter-in-place order mandated for the State of California that began on March 16, 2020. As an essential public service, Marin Transit continued to provide regular service. However, Muir Woods Shuttle service, Yellow Bus and the Supplemental School Routes were suspended with the closure of Marin County schools and the Muir Woods National Monument.

Despite a sharp decline in demand and ridership during FY 2020/21 compared to the prior fiscal year, Marin Transit performance fared slightly better than national trends.

Ms. Banihashemi reported that the financial outlook remains uncertain beyond the next 2 fiscal years due to the impacts and unpredictability of the pandemic. She outlined a series of considerations to be examined by Marin Transit in rebuilding ridership and service as COVID related restrictions continue to lift.

President Colin commended staff on their work and updates. Ms. Colin noted the nimbleness and responsiveness of staff despite ever-changing conditions, and the dedication to provide high levels of service to the community. Ms. Colin expressed support for pilot programs that reduce fares to increase ridership.

Director Moulton-Peters expressed appreciation to staff for the information on the rebuilding phase, and the plans for comprehensive examination of future market trends. Ms. Moulton-Peters emphasized that the future of transit could be shifting, and responsiveness to changing needs will be required.

President Colin opened the item for public discussion.

Linda Jackson made a public comment.

Recommended Action: Approve.

M/s: Director Rodoni – Director Moulton-Peters

Ayes: President Colin, Vice President Arnold, Second Vice President Moulton-Peters, Director Connolly, Director Lucan, Director Rodoni

Noes: None

Absent: Director Rice, Director Colbert

7. Comments on the Golden Gate Bridge, Highway, and Transportation District on the Draft Environmental Impact Report for the San Rafael Transit Center Replacement Project

Staff Report

Director of Planning and Operations Robert Betts requested the Board authorize the General Manager to submit a letter on behalf of Marin Transit to be included as part of the public comment record for the Golden Gate Bridge Highway and Transportation District (GGBHT) Draft Environmental Impact Report (EIR) for the San Rafael Transit Center (SRTC) Relocation Project.

The letter stresses the importance of the facility during COVID operating conditions and the increased service, and associated pressure put on the facility, even when ridership was low. The letter supports using pre-COVID transit and traffic data, recognizing this facility should be designed for the future, not simply a moment in time. Marin Transit supports the selected preferred alternative.

All comments received by GGBHTD on environmental issues will be considered and addressed in the Final EIR, which is anticipated to be available for public review by early 2022.

President Colin opened the item for public discussion.

Kate Powers made a public comment.

{Director Rice Present at 11:02 AM}

President Colin reported that the City of San Rafael found the draft EIR to be inadequate. City staff gave in-depth input and hoped that the draft would be recirculated before finalization. Ms. Colin reported that the City of San Rafael and GoSlden Gate Transit are committed to working collaboratively on this project.

Recommended Action: Approve.

M/s: Director Lucan – Director Arnold

Ayes: President Colin, Vice President Arnold, Second Vice President Moulton-Peters, Director Connolly, Director Lucan, Director Rice, Director Rodoni

Noes: None

Absent: Director Colbert

8. Public Input and the Procurement Process

Staff Report

General Manger Nancy Whelan gave a presentation on the public input and procurement process, highlighting Marin Transit's commitment to public engagement, communication, and transparency.

Ms. Whelan reported that over the last month Marin Transit received comments from community members regarding the recent procurement of paratransit services for the Marin Access contract. The feedback received highlighted the need to provide more clarity around the process and how public participation and community feedback is encouraged and considered within the decision-making process. Ms. Whelan outlined the public engagement processes, the limitations on public participation in procurements, and identified the lessons learned from the recent Marin Access services procurement.

Ms. Whelan reported that staff are monitoring the transition to the new contractor, Transdev, and performance monitoring will be ongoing. Draft plans will be discussed at the Paratransit Coordinating Council (PCC) and Mobility Consortium. Discussions are underway with the Commission on Aging to see how to best involve them in monitoring contractor performance.

Director Moulton-Peters expressed appreciation for acknowledging and acting on communication gaps and listening to community feedback. She queried if Marin Transit will report back to community and stakeholder groups to explain the restrictions to discussing procurement details due to laws and guidelines. Ms. Moulton-Peters also queried if contact will be made to communicate how their concerns were encapsulated within general themes, so the information can be forwarded to members.

Ms. Whelan advised that communication did take place with the subcommittee, and that there were limitations to what could be said

whilst adhering to procurement rules. Ms. Whelan outlined that feedback was not provided to all groups with themes outlined in a detailed way. It was agreed that improved communications around procurement processes to stakeholders could be explored.

Director Rodoni highlighted the importance of ensuring the subcommittees and groups relied upon for feedback during such processes are operating optimally and have the right membership. He stressed the importance of keeping these groups strong so they can be depended upon during these types of processes. Mr. Rodoni noted that Marin Transit has a good procurement process in place, but improvements to communications could facilitate better understanding and foster more goodwill and strengthen relationships within the community.

Director Arnold commended Marin Transit staff for listening to community and stakeholder feedback regarding the procurement process and the dedication to facilitating future improvements.

President Colin opened the item for public discussion.

Alan Bortell made a public comment.

Recommended Action: Information only.

Adjourn President Colin adjourned the meeting at 11:30 A.M.

SINE DIE

_____

ATTEST: PRESIDENT

_____

CLERK

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kate colin
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city of san rafael

judy arnold
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supervisor district 5

stephanie moulton-peters
2nd vice president
supervisor district 3

damon connolly
director
supervisor district 1

eric lucan
director
city of novato

katie rice
director
supervisor district 2

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

December 6, 2021

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

SUBJECT: Adoption of Resolution 2021-12 Allowing for Continued Remote Public Meetings Under State Assembly Bill (AB) 361

Dear Board Members:

RECOMMENDATION: Staff recommends that your Board adopt Resolution 2021-12 finding that the proclaimed State of Emergency continues to impact the ability to meet safely in person and declaring that the District Board of Directors will continue to meet remotely to ensure the health and safety of the public.

SUMMARY: On September 16, 2021, Governor signed Assembly Bill (AB) 361 into law, effective October 1, 2021, to allow agencies to use teleconferencing for public meetings during proclaimed state of emergencies without requiring the teleconference locations to be accessible to the public or a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction. AB 361 will sunset on January 31, 2024.

Your Board approved a resolution allowing for remote meetings at the October 4, 2021 and November 1, 2021, Board of Directors meetings. To continue meeting under AB 361, your Board is required to declare every 30 days that it has reconsidered the circumstances of the State of Emergency and determine if conditions meet one of the two criteria listed below.

1. State or local health officials have imposed or recommend measures to promote social distancing, or
2. The legislative body finds that meeting in person would present imminent risks to the health or safety of attendees.

Based on recommendations from the Marin County Health and Human Services, staff views that criteria 2 remains applicable. The attached letter from Marin County Health and Human Services Director, Benita McLarin, recommends a continued emphasis on social distancing measures such as using video/teleconferencing when it meets community needs and spacing at in-person meetings so that individuals from different households are not sitting next to each other. There has been no update from Marin County Health Department officials that alters this recommendation.

FISCAL IMPACT: There is no fiscal impact.

Respectfully submitted,

Nancy Whelan
General Manager

Attachments

COUNTY OF MARIN

DEPARTMENT OF
HEALTH AND HUMAN SERVICES
Promoting and protecting health, well-being, self-sufficiency, and safety of all in Marin County.

MARIN HEALTH & HUMAN SERVICES
Health, Well-being & Safety

Benita McLarin, FACHE
DIRECTOR

20 North San Pedro Road
Suite 2002
San Rafael, CA 94903
415 473 6924 T
415 473 3344 TTY
www.marincounty.org/hhs

September 22, 2021

Dennis Rodoni
President, Board of Supervisors
3501 Civic Center Drive, 3rd Floor
San Rafael, CA 94903

Re: Public Meetings/Social Distancing

Dear President Rodoni:

On September 20, 2021, Governor Newsom signed AB 361. The legislation provides that local agencies may continue to hold certain public meetings via video/tele-conference as they have done during the Covid-19 emergency. The legislation allows such meetings to continue during a proclaimed state of emergency if state or local officials have recommended measures to promote social distancing.

Local government meetings are indoor meetings that are sometimes crowded, involve many different and unfamiliar households, and can last many hours. Given those circumstances, I recommend a continued emphasis on social distancing measures as much as possible to make public meetings as safe as possible. These measures can include using video/tele-conferencing when it meets community needs and spacing at in-person meetings so that individuals from different households are not sitting next to each other. I will notify you if this recommendation changes while the Governor's state of emergency for COVID-19 remains in place.

Respectfully,

Benita McLarin

Benita McLarin
Director, Health & Human Services

cc: Matthew H. Hymel, CAO
Brian E. Washington, County Counsel

RESOLUTION #2021-12

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE MARIN COUNTY TRANST DISTRICT MAKING FINDINGS THAT THE PROCLAIMED STATE OF EMERGENCY CONTINUES TO IMPACT THE ABILITY TO MEET SAFELY IN PERSON AND DECLARING THAT THE BOARD OF DIRECTORS WILL CONTINUE TO MEET REMOTELY IN ORDER TO ENSURE THE HEALTH AND SAFETY OF THE PUBLIC

WHEREAS, the Marin County Transit District (the "District") is committed to preserving and nurturing public access and participation in meetings of the Board of Directors; and

WHEREAS, all meetings of the District's legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the District's legislative body conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, on March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19; and

WHEREAS, on March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings electronically without a physical meeting place; and

WHEREAS, as a result of Executive Order N-29-20, staff set up Zoom teleconference meetings for all District Board of Directors meetings; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21, which specified that Executive Order N-29-20 would remain in effect through September 30, 2021, at which point it would expire; and

WHEREAS, since the issuance of Executive Order N-08-21, the Delta variant has emerged, causing a spike in COVID-19 cases throughout the state; and

WHEREAS, the Governor's proclaimed State of Emergency remains in effect, and State and local officials, including the Marin County Director of Health and Human Services, the

California Department of Public Health, and the Department of Industrial Relations, have imposed or recommended measures to promote social distancing; and

WHEREAS, on September 16, 2021, the Governor signed Assembly Bill 361 into law, as urgency legislation that goes into effect on October 1, 2021, amending Government Code Section 54953 of the Brown Act to allow legislative bodies to continue to meet remotely during a proclaimed state of emergency, provided certain conditions are met and certain findings are made; and

WHEREAS, the continued local rates of transmission of the virus and variants causing COVID-19 are such that the Director of Health & Human Services has recommended that the County continue to emphasize social distancing in order to minimize the potential spread of COVID-19 during indoor, public meetings.

WHEREAS, the District cannot maintain adequate safe social distance between members of the public, Board members and staff in their respective meeting locations; and

WHEREAS, because of the rise in cases due to the Delta variant, the District is concerned about the health and safety of attendees, the District's Board of Directors desires to take the actions necessary to comply with AB 361 and to continue to hold its Board and committee meetings remotely.

NOW, THEREFORE, THE MARIN COUNTY TRANSIT DISTRICT BOARD OF DIRECTORS RESOLVES AS FOLLOWS:

1. The Board has reconsidered the circumstances of the State of Emergency, and finds that:

    a. The factors triggering the State of Emergency continue to directly impact the ability of the members of the Board of Directors and District staff, and members of the public to meet safely in person; and
    b. State and local officials continue to recommend measures to promote social distancing.

2. District Board of Directors meetings will continue to be conducted remotely for the next 30 days in compliance with AB 361 and Government Code Section 54953(e)(2), in order to ensure the health and safety of the public while providing access to public meetings.

3. The Board will reconsider the circumstances of the State of Emergency and revisit the need to conduct meetings remotely within 30 days of the adoption of this Resolution.

REGULARLY PASSED AND ADOPTED this 6th day of December 2021.

_____
Board President

ATTEST:

_____
Board Secretary

marin transit

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kate colin
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city of san rafael

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vice president
supervisor district 5

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2nd vice president
supervisor district 3

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director
supervisor district 1

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director
city of novato

katie rice
director
supervisor district 2

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

December 6, 2021

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

SUBJECT: Marin County Transit District First Quarter FY 2021/22 Financial Report

Dear Board Members:

RECOMMENDATION: Accept report and approve associated budget amendment.

SUMMARY: The quarterly report is an opportunity for your Board to review the District's financial status and to provide fiscal and operational accountability. This report represents all financial transactions for the District through the first quarter of Fiscal Year 2021/22 and requests your approval of budget amendment 2022-03.

Unaudited revenues and expenditures are shown on a full accrual basis consistent with Generally Accepted Accounting Principles (GAAP) for special districts. All known revenues and expenditures for the period are reported even if they have not been received or are awaiting payment. These include recorded estimates for property tax and other significant transactions.

First quarter operations and capital expenses and revenues were consistent with the Board-adopted budget (Attachment A).

Transit Operating Expenses

FY 2021/22 transit operating expenditures through the first quarter (Attachment A, Page 1) are $7.8 million, which is 22 percent of the annual budget of $35.7. With these expenditures, Marin Transit delivered 26 percent of budget fixed route service hours and 23 percent of budgeted demand response service hours as identified in Table 1.

Transit Operating Revenue

Marin Transit's FY2021/22 operating revenues through the first quarter (Attachment A, Page 1) are $8.9 million or 24 percent of the annual budget of $37 million.

Capital Budget

Through the first quarter, Marin Transit's expenditures in the Capital Budget (Attachment A, Page 1) were $3.3 million or 24 percent of the $13.8 million budget. Capital revenues were significantly lower than expenses due to the expenditure of capital reserves on the purchase of the maintenance facility at 3000 Kerner. Attachment C includes a complete Capital Report for all major Marin Transit capital projects for the current period.

Table 1: FY 2021/22 Year to Date (YTD) thru First Quarter Service Operations

Service	Budgeted Annual Revenue Hours	Revised - Budgeted Annual Revenue Hours	YTD thru Q1 Actual Revenue Hours	% of Annual
Regular Local and Trunk Line	118,200	118,200	29,409	25%
Community Shuttles	44,800	44,800	10,525	23%
Local and School Supplemental Service[1]	9,000	9,000	4,325	48%
Muir Woods Shuttle	4,440	4,440	934	21%
West Marin Stagecoach Service	20,000	20,000	4,994	25%
Fixed Route Subtotal	196,440	196,440	50,187	26%
Rural Dial A Ride	400	400	135	34%
Transit Connect	6,120	6,120	1,575	26%
Novato Dial-A-Ride	2,600	2,600	338	13%
Local Paratransit Service	40,700	40,700	7,429	18%
Regional Paratransit Service	4,400	4,400	1,046	24%
Yellow School Bus Service	6 buses	6 buses	4	-
Service	**Annual Estimated Trips**	**Revised Estimated Annual Trips**	**YTD thru Q1 Actual Trips**	**% of Annual**
Catch A Ride	9,800	9,800	1,095	11%
Volunteer Driver	13,500	13,500	3,504	26%
Note: 1) Includes College of Marin service				

FISCAL/STAFFING IMPACT: This item includes Board adoption of one administrative budget amendment (Attachment B). Amendment 2022-03 adjusts the current year capital project budgets based on the final FY2020/21 actuals to retain the total project budgets. The amendment increases FY2021/22 capital expenses by $3,267,854. The shift of costs between fiscal years does not change the multi-year capital costs of the projects. The shift is significant this year due the facility purchase that closed on July 1, 2021.

Respectfully submitted,

Lauren Gradia
Director of Finance and Capital Projects

Attachment A: FY2021/22 First Quarter Financial Report
Attachment B: FY2021/22 Budget Amendments
Attachment C: Capital Project Report

Attachment A

Marin Transit
FY2021/22 Q1 Budget Report
From 7/1/2021 Through 9/30/2021

(In Whole Numbers)

	FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue					
Capital	5,754,427	8,158,442	8,158,442	318,973	3.91%
Facility Operations	171,360	0	0	0	0.00%
Vehicle Operations	34,368,575	36,948,095	36,948,095	8,865,391	23.99%
Total Revenue	40,294,362	45,106,537	45,106,537	9,184,364	20.36%
Expenses					
Capital	5,685,746	13,838,442	13,838,442	3,254,256	23.52%
Facility Operations	85,307	0	0	0	0.00%
Vehicle Operations	29,749,318	35,381,744	35,730,684	7,803,928	22.03%
Total Expenses	35,520,371	49,220,186	49,569,126	11,058,184	22.31%
Expenditures	35,520,371	49,220,186	49,220,186	11,050,804	22.45%
Net Revenue Over Expenditures	4,773,991	(4,113,649)	(4,462,589)	(1,873,820)	41.99%

Attachment A

Marin Transit
FY2021/22 Q1 Budget Report
From 7/1/2021 Through 9/30/2021

Operations Summary - Admin, Local, Rural, Marin Access, Yellow Bus

	FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Fare Revenue	1,654,777	3,017,579	3,017,579	643,193	21.31%
Advertising & Other Revenue	367,408	610,447	610,447	120,535	19.74%
Fee for Service	1,267,335	1,342,481	1,342,481	364,564	27.15%
Interest	125,928	160,700	160,700	139	0.08%
Measure A	1,106,168	0	0	0	0.00%
Measure AA	9,159,204	12,726,002	12,726,002	883,798	7.65%
Measure B	910,679	944,943	944,943	346,081	36.62%
Property Taxes	4,975,162	4,940,101	4,940,101	1,185,619	23.99%
Redevelopment Area (RDA) Fees	56,556	45,500	45,500	0	0.00%
State Transit Assistance (STA)	1,680,205	2,384,860	2,384,860	665,279	27.89%
Transit Development Act (TDA)	3,817,097	5,871,942	5,871,942	1,641,307	27.95%
Other State	32,769	32,300	32,300	3,464	10.72%
FTA Funds	9,207,534	5,294,542	5,294,542	2,919,090	55.13%
National Park Service	14,331	418,694	418,694	92,322	0.00%
Cost Center Revenue Transfers	(6,578)	(841,996)	(841,996)	0	0.00%
Total Revenue	34,368,575	36,948,095	36,948,095	8,865,391	23.99%
Salaries and Benefits	2,478,182	2,806,721	2,806,721	623,078	22.19%
Consultant Services	299,251	590,752	590,752	67,888	11.49%
Professional Service-Legal	15,999	103,000	103,000	12,217	11.86%
Security and Maintenance	220,559	388,631	388,631	74,064	19.05%
Customer Service	681,567	678,352	569,638	182,697	32.07%
Mobility Management Support Programs	0	92,360	92,360	0	0.00%
Grants to External Agencies	232,085	410,406	410,406	0	0.00%
Office Supplies	330,566	397,352	397,352	126,905	31.93%
Covid Cleaning and Supplies	219,261	342,000	342,000	23,464	6.86%
General Insurance	63,052	72,928	72,928	78,746	107.97%
Contract Service Operation	23,220,992	25,960,597	26,229,348	5,999,792	22.87%
Membership & Prof Development	34,694	53,888	53,888	200	0.37%
Mileage and Travel	413	25,750	25,750	90	0.34%
Marketing	96,232	178,411	178,411	5,208	2.91%
Communication	188,554	264,888	264,888	24,930	9.41%
Fuel	1,891,121	3,124,622	3,313,525	640,140	19.31%
Utilities	0	65,000	65,000	2,034	3.12%
Vehicle Leases	0	26,236	26,236	5,008	19.08%
Office - Rental and Overhead	140,532	146,260	146,260	35,303	24.13%
Cost Center Transfers	(363,742)	(346,410)	(346,410)	(97,835)	28.24%
Total Expenses	29,749,318	35,381,744	35,730,684	7,803,928	21.84%
Net Revenue Over Expenditures	4,619,257	1,566,351	1,217,411	1,061,463	87.19%

Attachment A

Marin Transit
FY2021/22 Q1 Budget Report
From 7/1/2021 Through 9/30/2021

Detail - Administration		FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Interest	4070400	125,928	160,700	160,700	139	0.08%
Redevelopment Fees	4079950	23,894	20,500	20,500	0	0.00%
Residual ABX 126	4079954	32,662	25,000	25,000	0	0.00%
PropTax-CurrntSecured	4080101	4,366,859	4,472,425	4,472,425	1,118,106	25.00%
County Fee-Admin Basic Tax	4080102	(62,492)	(68,494)	(68,494)	0	0.00%
Property Tax-Unitary	4080103	39,531	40,170	40,170	0	0.00%
PropTax-CurrntUnSecur	4080104	82,857	80,000	80,000	0	0.00%
Educ Rev Augm Fund-Redist	4080105	451,508	320,000	320,000	66,186	20.68%
PropTax-Supp CY SECR	4080106	89,757	90,000	90,000	0	0.00%
PropTax-Supp Unsecured	4080107	1,711	1,000	1,000	0	0.00%
PropTax-Redemtion	4080108	2,952	2,000	2,000	1,326	66.31%
Property Tax-Prior Unsecured	4080109	2,480	3,000	3,000	0	0.00%
National Park Service	4089901	154	150	150	0	0.00%
Other State	4119940	217	300	300	0	0.00%
Total Revenue		5,158,018	5,146,751	5,146,751	1,185,758	23.04%
Transfers						
Property Tax Transfer	4700001	(271,548)	(3,098,005)	(3,098,005)	(30,240)	0.98%
Total Transfers		(271,548)	(3,098,005)	(3,098,005)	(30,240)	0.98%
Net Revenue		4,886,470	2,048,746	2,048,746	1,155,518	56.40%
Expense						
Salaries	5010200	1,526,167	1,800,921	1,800,921	453,627	25.18%
Employee Benefits	5020000	952,015	1,005,800	1,005,800	169,451	16.84%
Consultant Services	5030301	86,368	206,000	206,000	20,146	9.77%
Professional Svcs - Legal	5030303	15,999	103,000	103,000	12,217	11.86%
Prof Svcs - Accounting and Audit	5030305	35,898	37,693	37,693	3,910	10.37%
Office Supplies	5049901	3,035	13,390	13,390	2,041	15.24%
Small Furn/Equip	5049902	10,193	10,300	10,300	4,116	39.95%
Software	5049903	90,751	90,000	90,000	47,242	52.49%
Copier Suppl & Srvc	5049904	8,286	10,017	10,017	2,067	20.63%
Postage	5049905	1,062	3,377	3,377	1,070	31.69%
Computers	5049906	9,282	22,145	22,145	4,258	19.22%
COVID- Supplies and Cleaning	5049911	561	0	0	0	0.00%
Communication - Phone	5050201	32,009	33,475	33,475	9,449	28.22%
Insurance - Gen Liability	5060301	63,052	72,928	72,928	78,746	107.97%
Membership & Prof Development	5090101	34,694	53,888	53,888	200	0.37%
Mileage and Travel	5090202	413	25,750	25,750	90	0.34%
Marketing	5090801	2,068	13,911	13,911	560	4.02%
Office Rental	5121200	140,532	146,260	146,260	35,303	24.13%
Total Expense		3,012,384	3,648,855	3,648,855	844,492	23.14%
Transfers						
Cost Center Salary/Benefit Transfers	5100100	(2,305,491)	(2,654,451)	(2,654,451)	(609,327)	22.95%
Cost Center Transfer Overhead	5100101	(444,644)	(563,590)	(563,590)	(124,851)	22.15%
Total Transfers		(2,750,134)	(3,218,041)	(3,218,041)	(734,178)	22.81%
Total Expense		262,250	430,814	430,814	110,314	25.60%

Attachment A

Marin Transit
FY2021/22 Q1 Budget Report
From 7/1/2021 Through 9/30/2021

Detail- Local

		FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Advertising Revenue	4060301	201,573	273,712	273,712	44,141	16.12%
Lease of Property	4070301	165,835	336,735	336,735	76,394	22.68%
Measure A Sales Tax	4092001	944,535	0	0	0	0.00%
Measure AA - Sales Tax	4092005	6,979,897	8,680,992	8,680,992	210,604	2.43%
State Transit Assistance - Pop Based	4110101	766,220	824,860	824,860	260,279	31.55%
Transit Develoment Act (TDA)	4110102	3,817,097	5,871,942	5,871,942	1,641,307	27.95%
State Transit Assistance -RevBased	4110104	853,985	1,500,000	1,500,000	375,000	25.00%
SREC Credits	4119911	14,010	16,000	16,000	3,464	21.64%
Fed- FTA 5307 STP	4139912	70,520	0	0	0	0.00%
Fed-FTA 5307 Federal Relief	4139914	6,760,570	3,654,814	3,654,814	2,357,811	64.51%
National Park Service	4139951	14,177	418,544	418,544	92,322	22.06%
Special Fares - Paid By Another	4020000	198,763	556,323	556,323	63,036	11.33%
Fare Revenue	4140100	1,270,458	1,563,217	1,563,217	458,414	29.33%
Total Revenue		22,057,640	23,697,139	23,697,139	5,582,772	23.56%
Transfers						
Property Tax Transfer	4700001	6,045	300,000	300,000	0	0.00%
Program Revenue Transfer	4700002	33,412	80,000	80,000	0	0.00%
Total Transfers		39,457	380,000	380,000	0	0.00%
Net Revenue		22,097,097	24,077,139	24,077,139	5,582,772	23.19%
Expense						
Consultant Services	5030301	97,336	210,000	210,000	20,434	9.73%
Fare Processing Charges	5030310	14,679	18,035	18,035	4,673	25.91%
Customer Service	5030320	352,011	338,910	338,910	97,839	28.86%
Custodial Service	5030602	58	68,291	68,291	0	0.00%
Security Services	5030701	220,501	298,324	298,324	73,707	24.70%
Fuel	5040101	1,451,828	2,268,597	2,457,500	477,205	19.41%
Electrical Power	5040160	40,695	120,000	120,000	15,091	12.57%
Utilities (Facility)	5040180	0	35,000	35,000	2,034	5.81%
Small Furn/Equip	5049902	1,586	10,000	10,000	2,523	24.20%
Software	5049903	38,188	43,260	43,260	36,106	83.46%
COVID- Supplies and Cleaning	5049911	173,290	244,927	244,927	23,159	9.45%
Communication-MERA Radio	5050204	668	0	0	0	0.00%
Communication-AVL	5050205	102,286	114,987	114,987	13,015	11.31%
Communication-Data	5050206	5,856	13,467	13,467	511	3.79%
Purchased Transportation	5080101	17,718,445	18,374,221	18,374,221	4,358,278	23.71%
Marketing	5090801	60,229	90,000	90,000	4,648	5.16%
Total Expense		20,277,655	22,248,020	22,436,923	5,129,222	22.86%
Transfers						
Cost Center Salary/Benefit	5100100	1,541,638	1,801,776	1,801,776	376,421	20.89%
Cost Center Transfer Overhead	5100101	277,803	307,752	307,752	77,129	25.06%
Total Transfers		1,819,441	2,109,528	2,109,528	453,550	21.50%
Total Expense		22,097,097	24,357,548	24,546,451	5,582,772	22.74%

Attachment A

Marin Transit
FY2021/22 Q1 Budget Report
From 7/1/2021 Through 9/30/2021

Detail - Rural

		FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Measure A Sales Tax	4092001	27,059	0	0	0	0.00%
Measure AA - Sales Tax	4092005	564,320	664,630	664,630	458,682	69.01%
Fed-FTA 5311 Rural	4139920	228,695	231,649	231,649	57,912	24.99%
Fed-FTA 5311 Federal Relief	4139923	800,000	523,877	523,877	0	0.00%
Fare Revenue	4140100	52,419	81,474	81,474	21,708	26.64%
Total Revenue		1,672,493	1,501,630	1,501,630	538,302	35.85%
Transfers						
Property Tax Transfer	4700001	258,925	1,158,429	1,158,429	0	0.00%
Total Transfers		258,925	1,158,429	1,158,429	0	0.00%
Net Revenue		1,931,418	2,660,059	2,660,059	538,302	20.24%
Expense						
Consultant Services	5030301	8,090	15,914	15,914	1,936	12.16%
Fuel	5040101	158,951	257,829	257,829	37,144	14.40%
Small Furn/Equip	5049902	1,642	5,000	5,000	0	0.00%
COVID- Supplies and Cleaning	5049911	5,014	13,073	13,073	103	0.79%
Communication-AVL	5050205	12,887	18,182	18,182	0	0.00%
Communication-Data	5050206	697	1,126	1,126	0	0.00%
Purchased Transportation	5080101	1,624,308	1,909,351	1,912,025	469,357	24.54%
Marketing	5090801	6,197	20,000	20,000	0	0.00%
Total Expense		1,817,786	2,240,473	2,243,147	508,540	22.67%
Transfers						
Cost Center Salary/Benefit	5100100	96,282	124,348	124,348	24,701	19.86%
Cost Center Transfer Overhead	5100101	17,350	37,310	37,310	5,061	13.56%
Total Transfers		113,632	161,658	161,658	29,763	18.41%
Total Expense		1,931,418	2,402,131	2,404,805	538,303	22.38%

Attachment A

Marin Transit
FY2021/22 Q1 Budget Report
From 7/1/2021 Through 9/30/2021

Detail - Marin Access

		FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Measure A Sales Tax	4092001	134,574	0	0	0	0.00%
Measure AA - Sales Tax	4092005	1,353,396	2,767,180	2,767,180	116,671	4.21%
Measure B	4099950	910,679	944,943	944,943	346,081	36.62%
State Transit Assistance - Pop. Based	4110101	60,000	60,000	60,000	30,000	50.00%
State Prop Tx Relief HOPTR	4119910	18,541	16,000	16,000	0	0.00%
Fed-FTA 5307 Urbanized Area Formula	4139910	697,574	802,802	802,802	479,816	59.76%
Fed-FTA 5307 CARES	4139914	559,614	0	0	0	0.00%
Fed-FTA 5310 Mobility	4139915	90,561	81,400	81,400	23,551	28.93%
Fare Revenue	4140100	133,137	242,900	242,900	55,044	22.66%
GGBHTD- Local Paratransit Payment	4601003	693,171	527,331	527,331	193,236	36.64%
GGBHTD- Regional Paratransit Payment	4601004	574,164	705,473	705,473	171,328	24.28%
Total Revenue		5,225,411	6,148,028	6,148,028	1,415,727	23.03%
Transfers						
Property Tax Transfer	4700001	0	784,361	784,361	23,185	2.96%
Program Revenue Transfer	4700002	(33,412)	(80,000)	(80,000)	0	0.00%
Total Transfers		(33,412)	704,361	704,361	23,185	3.29%
Net Revenue		5,191,999	6,852,389	6,852,389	1,438,912	21.00%
Expense						
Consultant Services	5030301	52,189	83,900	83,900	13,002	15.49%
Fare Processing Charges	5030310	61	0	0	228	0.00%
Customer Service	5030320	329,556	339,442	230,728	84,858	36.77%
Custodial Service	5030602	0	20,000	20,000	0	0.00%
Fuel	5040101	239,647	478,197	478,197	110,699	23.14%
Utilities (Facility)	5040180	0	30,000	30,000	0	0.00%
Small Furn/Equip	5049902	0	10,000	10,000	0	0.00%
Software	5049903	166,425	178,064	178,064	27,056	15.19%
COVID- Supplies and Cleaning	5049911	40,395	84,000	84,000	202	0.24%
Communication-MERA Radio	5050204	20,204	22,246	22,246	0	0.00%
Communication-Data	5050206	13,948	35,000	35,000	1,956	5.58%
Purchased Transportation - In Report	5080101	3,327,108	4,335,581	4,644,704	913,154	19.66%
Purchased Transportation - Regional	5080102	551,131	659,320	616,274	161,492	26.20%
Marketing	5090801	27,738	51,500	51,500	0	0.00%
Misc-Exp Transit User Training	5098001	0	12,360	12,360	0	0.00%
Gap Grant	5098002	0	80,000	80,000	0	0.00%
Total Expense		4,768,403	6,419,609	6,576,972	1,312,646	19.96%
Transfers						
Cost Center Salary/Benefit	5100100	358,919	355,281	355,281	104,793	29.49%
Cost Center Transfer Overhead	5100101	64,677	106,599	106,599	21,472	20.14%
Total Transfers		423,597	461,880	461,880	126,266	27.34%
Total Expense		5,192,000	6,881,489	7,038,852	1,438,912	20.44%

Attachment A

Marin Transit
FY2021/22 Q1 Budget Report
From 7/1/2021 Through 9/30/2021

Detail - Yellow Bus

		FY21 Actual	Total Budget - Original	Total Budget - Revised	Current Period Actual	Percent Total Budget Used
Revenue						
Yellow Bus Fares - Paid by Another Agency	4030000	0	151,000	151,000	0	0.00%
Local Government Payments	4090101	0	109,677	109,677	0	0.00%
Measure AA - Sales Tax	4092005	261,591	613,200	613,200	81,580	13.30%
Fare Revenue - Yellow Bus	4140105	0	422,665	422,665	44,991	10.64%
Total Revenue		261,591	1,296,542	1,296,542	126,572	9.76%
Transfers						
Property Tax Transfer	4700001	0	13,219	13,219	7,055	53.37%
Total Transfers		0	13,219	13,219	7,055	53.37%
Net Revenue		261,591	1,309,761	1,309,761	133,627	10.20%
Expense						
Consultant Services	5030301	3,600	0	0	1,867	0.00%
Fare Processing Charges	5030310	1,029	19,210	19,210	1,691	8.80%
Custodial Service	5030602	0	2,016	2,016	357	17.72%
Small Furn/Equip	5049902	0	1,800	1,800	15	0.84%
Software	5049903	118	0	0	412	0.00%
Communication-AVL	5050205	0	16,327	16,327	0	0.00%
Communication-Data	5050206	0	10,079	10,079	0	0.00%
Yellow Bus School Service	5080103	0	682,124	682,124	97,512	14.29%
Marketing	5090801	0	3,000	3,000	0	0.00%
Measure AA Yellow Bus Grants	5098008	232,085	410,406	410,406	0	0.00%
Leases and Rentals	5120401	0	26,236	26,236	5,008	19.08%
Total Expense		236,832	1,171,197	1,171,197	106,863	9.12%
Transfers						
Cost Center Salary/Benefit	5100100	25,184	106,584	106,584	22,213	20.84%
Cost Center Transfer Overhead	5100101	4,538	31,980	31,980	4,551	14.23%
Total Transfers		29,722	138,564	138,564	26,764	19.32%
Total Expense		266,554	1,309,761	1,309,761	133,627	10.20%

Attachment A

Marin Transit
FY2021/22 Q1 Budget Report
From 7/1/2021 Through 9/30/2021

Detail:Capital Budget

		Total Project Budget	FY2021/22 Budget	FY2021/22 Revised	FY2021/22 Actual	Total Project Expenditures
EA	Replace 2 Artics with 4 - 40ft Electric	4,366,507	4,357,915	4,356,883	67,485	77,109
PD	Purchase 5 paratransit replacements	505,000	505,000	505,000	0	0
PE	Purchase 1 electric paratransit	300,000	5,000	5,000	0	0
XC	Purchase 2 XHF Replacements	906,241	900,094	900,443	5,477	11,275
HY	Hybrid Battery Replacements	300,500	150,000	150,000	0	0
NR	Staff Car	49,000	49,000	49,000	0	0
	Subtotal Vehicles	***6,427,248***	***5,967,009***	***5,966,326***	***72,962***	***88,384***
BN	Novato Bus Stop Shelters	61,115	61,115	61,115	532	532
BP	ADA Bus Stop Improvements	303,000	303,000	303,000	0	0
	Subtotal Bus Stop Improvements	***364,115***	***364,115***	***364,115***	***532***	***532***
FS	Facility - Rush Landing Improvements	2,800,000	2,680,000	2,637,957	32,980	195,023
FA	Facility- Maintenance Facility Purchase	3,625,000	100,000	3,285,630	2,941,363	3,280,733
FD	Facility - Kerner Improvements	1,100,000	1,000,000	1,100,000	82,156	82,156
YF	Yellow Bus Parking Facility	3,000,000	3,000,000	3,000,000	0	0
	Subtotal Facility	***10,525,000***	***6,780,000***	***10,023,587***	***3,056,499***	***3,557,912***
RT	Realtime Signs	212,394	30,318	55,268	14,242	171,368
	Subtotal Technology Projects	***212,394***	***30,318***	***55,268***	***14,242***	***171,368***
GG	Golden Gate Capital Costs (GG)	17,000	17,000	17,000	5,114	5,114
BM	Bus Stop Maintenance (BM)	120,000	120,000	120,000	34,249	34,249
VR	Major Vehicle Repairs (VR)	200,000	200,000	200,000	1,022	1,022
IF	Infrastructure Support (IF)	360,000	360,000	360,000	69,636	69,636
	Subtotal Ongoing Capital Expenses	***697,000***	***697,000***	***697,000***	***110,021***	***110,021***
	Total Expenditures	***18,225,757***	***13,838,442***	***17,106,296***	***3,254,256***	***3,928,217***

Attachment B

FY2021/22 Q1
Budget Amendments

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
2022-01	9/13/2021	Increase Project budget for 2- XHF Replacements	Capital	XC	NA	5230101 Vehicles	$850,000	$56,241	$906,241
2022-02	9/13/2021	Increase local paratransit budget and adjust LPT/LPG split	Operations	LPT	NA	5080101- Purchased Transportation	$2,940,912	$192,093	$3,133,005
			Operations	LPG	NA	5080101- Purchased Transportation	$401,033	$252,411	$653,444
		Decrease regional paratransit budget	Operations	RPT	NA	5080101- Purchased Transportation	$659,320	($43,046)	$616,274
		Increase Transit Connect Budget	Operations	TCT	NA	5080101- Purchased Transportation	$533,726	$56,712	$590,438
		Increase Rural Dial A Ride Budget	Operations	TOM	NA	5080101- Purchased Transportation	$32,845	$2,674	$35,519
		Increase Novato Dial A Ride Budget	Operations	NDR	NA	5040152-Oil and Fuel	$241,500	($3,190)	$238,310
		Decrease customer service (moved to purchased transportation)	Operations	MMP	NA	5030320- Customer Service	$33,944	$5,338	$39,282
			Operations	LPG	NA	5030320- Customer Service	$12,269	($5,153)	$7,116
			Operations	LPT	NA	5030320- Customer Service	$116,285	($48,840)	$67,445
			Operations	RPT	NA	5030320- Customer Service	$7,223	($3,034)	$4,189
			Operations	TCT	NA	5030320- Customer Service	$33,944	($14,256)	$19,688
			Operations	CAR	NA	5030320- Customer Service	$101,823	($42,769)	$59,054
		Total Change for 2022-02						($348,940)	

Number	Board Authorization	Description	Function	Program	Project	GL	Original	Change	Final
2022-03	Pending	Roll forward of FY2021 Capital Project expenditures;	Capital	Capital	EA	5230101 Vehicles	$4,357,915	($1,032)	$4,356,883
					XC	5230101 Vehicles	$900,094	$349	$900,443
					FS	5230104 Facilities	$2,680,000	($42,043)	$2,637,957
					FA	5230104 Facilities	$100,000	$3,185,630	$3,285,630
					FD	5230104 Facilities	$1,000,000	$100,000	$1,100,000
					RT	5230102 Equipment	$30,318	$24,950	$55,268
		Total Change for 2022-03						$3,267,854	

Capital Projects Report FY2021/22

This capital project report provides detail FY2021/22. Project descriptions and status are given for all major capital projects. Projects are grouped according to project type as shown below.

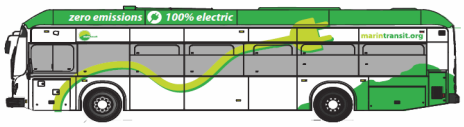
	Total Project Budgets	Total Expended FY2022	Total Project Expenditures	
Vehicles	$5,967,009	$72,962	$88,384	
Bus Stop Improvements	$364,115	$532	$532	
Facility	$6,780,000	$3,056,499	$3,557,912	
Technology Projects	$30,318	$14,242	$171,368	
Ongoing Capital Expenses	$697,000	$110,022	$110,022	(annual)
	$13,838,442	$3,254,257	$3,928,217	

VEHICLES

Purchase Four 40ft Electric Vehicles (Replac . Project Budget $4,366,507

Concept: Replace two 60ft Artics with four 40ft Electric Buses

Funding: $2,656,800 Federal Section 5307
$1,338,882 State LCTOP
$370,825 Measure AA



Description: Purchase of four 40-foot Battery Electric Buses to replace three 60-foot Articulated buses beyond their useful life

Status: These vehicles will replace three 60-ft articulated buses in a seat for seat replacement. Board authorized the purchase of four 40ft Electric buses in October 2020. After a slight delay due to availability of microchips, vehicles are estimated to begin production in late November 2021 and be delivered in early January 2022.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
EA	$4,366,507	$77,109	2%	Apr-22

VEHICLES

Purchase 5 Paratransit Vehicles (Replacements) Total Project Budget $505,000

Concept: Purchase 16 Paratransit Replacements

Funding: $414,100 Federal 5307
$90,900 Measure AA

Description: Purchase 5 Paratransit Vehicles to replace vehicles beyond their useful life.

Status: Staff plans to bring this to the board for authorization in November 2021. Lead time for the vehicles is projected at about 13 months, and the vehicles will arrive in December 2022.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
PD	$505,000	$0	0%	Mar-23

VEHICLES

Purchase 1 Electric Paratransit **Total Project Budget** **$300,000**

Concept: Purchase One Eletric Paratransit

Funding: $300,000 Measure AA

Description: Replace 1 paratransit vehicles that is beyond its useful life

Status: Marin Transit will replace one paratransit vehicle with an electric paratransit vehicle. Staff plans to bring this purchase to the Board for authorization in the Spring of 2022.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
PE	$300,000	$0	0%	Mar-23

VEHICLES

Purchase Hybrid Battery (Replacement) **Total Project Budget** **$300,500**

Concept: Purchase replacement batteries for Hybrid buses

Funding: $246,410 Federal Section 5307

$54,090 Measure AA

Description: Purchase replacement batteries for Hybrid buses

Status: As a preventive maintenance measure, under the existing maintenance contract, Marin Airporter will replace the batteries on the 2015 Hybrid Buses.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
HY	$300,500	$0	0%	Dec-22

VEHICLES

Purchase Two 35ft XHF Vehicles (Replacement) **Total Project Budget** **$906,241**

Concept: Purchase two 35ft XHF vehicles

Funding: $697,000 Federal 5307

$56,241 State STA SB1

$153,000 Measure AA

Description: Purchase of two replacement 35-foot XHFs

Status: Board authorized the purchase of two replacement XHFs in May 2020. Staff anticipates delivery of these vehicles in October 2021.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
XC	$906,241	$11,275	15%	Dec-21

VEHICLES

Staff Car **Total Project Budget** **$49,000**

Concept: Purchase an electric staff car

Funding: $2,000 Measure B
$2,000 CVRP Rebate
$45,000 State STA

Description: Purchase an electric staff car to replace a retired-active vehicle

Status: Board approved the purchase of a new electric staff car on May 4, 2020. This purchase is delayed until a charging station is installed at Marin Transit's office location, and staff return to the office.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Completion Date*
NR	$49,000	$0	0%	Dec-22

BUS STOP IMPROVEMENTS

Bus Stop Improvements - Novato Bus Shelters **Total Project Budget** **$61,115**

Concept: Replace Bus Shelters in Novato

Funding: $48,892 Federal Lifeline Program
$12,223 Measure AA

Description: Purchase up to eight shelters in Novato

Status: Marin Transit will replace up to eight advertising shelters previously under contract with an advertising company through the City of Novato with low-maintenance shelters.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Completion Date*
BN	$61,115	$532	1%	Jun-22

County Wide Stop Improvements **Total Project Budget** **$303,000**

Concept: Complete construction of Bus Stop Improvements

Funding: $242,400 Federal
$60,600 Measure AA

Description: Design and construction for ADA Bus Stop Improvements

Status: A task order for final design was initiated through Marin Transit's general engineering services contract.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Completion Date*
BP	$303,000	$0	0%	Dec-23

ADMIN AND OPERATIONS FACILITY

Facility - Capital Improvements **Total Project Budget $2,800,000**

Concept: Acquire property and develop a maintenance facility
Funding: -$103,253 Measure AA/Capital Reserves
$103,253 FTA 5339

Description: Make improvements to Rush Landing Facility

Status: Marin Transit successfully completed the purchase of right of way at 600 Rush Landing Rd in Novato. Additional improvements are being planned for the site like enhanced fencing, lighting, and infrastructure for charging electric buses. Construction of phase 1 of the improvements is anticipated in October 2021.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
FS	$2,800,000	$195,023	7%	Jun-22

Maintenance Facility Purchase **Total Project Budget $3,625,000**

Concept: Acquire a maintenance facility for paratransit vehicles
Funding: $3,625,000 Measure AA/Capital Reserves

Description: 3000 Kerner - Maintenance Facility Purchase

Status: Marin Transit complete purchase of property located at 3000 Kerner Boulevard in San Rafael in July 2021. Remaining funds are being used to retrofit the building for use as a Paratransit Vehicle Maintenance Facility

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
FA	$3,625,000	$3,280,733	100%	Aug-21

Maintenance Facility - Capital Improvements **Total Project Budget $1,100,000**

Concept: Capital improvement for maintenance facility
Funding: $1,100,000 Measure AA/Capital Reserves

Description: Capital Improvements at 3000 Kerner Blvd

Status: Once the purchase of 3000 Kerner is complete, Marin Transit will perform modifications to convert the space into a paratransit vehicle maintenance facility. Planned improvements include retrofitting warehouse space for effective use for vehicle maintenance and reconfiguration of office space.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
FD	$1,100,000	$82,156	7%	Jun-22

ADMIN AND OPERATIONS FACILITY

Yellow Bus Parking Facility **Total Project Budget** **$3,000,000**

Concept: Identify and purchase property for vehicles
Funding: $3,000,000 Capital Reserve
Description: Replace temporary leased parking with a permanent location
Status: Marin Transit is evaluating and identifying opportunities for land acquisition.

Project ID	*Budget*	*Expended to Date*	*Percent Complete*	*Anticipated Completion Date*
YF	$3,000,000	$0	0%	NA

TECHNOLOGY PROJECTS

TECHNOLOGY PROJECTS **Total Project Budget** **$212,394**

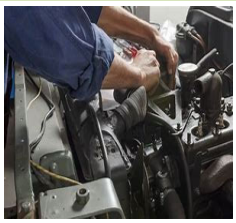
Concept: District technology projects
Funding: $99,631 Measure A
$174,163 Lifeline - Federal Section 5307
-$61,400 Federal Section 5307

Projects:		Total Project Cost	Expended to Date
RT	Realtime Signs	$212,394	$171,368

Description: Marin Transit provides technology acquisitions for vehicle operations, fare collection, and passenger information
Status: Marin Transit will continue the project to pay for fareboxes and on board equipment associated with vehicle replacements. Fleet wide AVL replacements were completed in March 2021. Real Time Signs contract has been awarded and 19 signs are installed and operational as of March 2021. The MERA radio project includes the capital bond payments.

ONGOING CAPITAL EXPENSES

Ongoing Capital Expenses **Annual Budget** **$697,000**



Concept: Ongoing capital expenses
Funding: $697,000 Measure A

Projects:		Total Project Budgets	Annual Budget	Expended in FY2022
GG	Golden Gate Capital Costs	$17,000	$17,000	$5,114
BM	Bus Stop Maintenance	$120,000	$120,000	$34,249
VR	Major Vehicle Repairs	$200,000	$200,000	$1,022
IF	Infrastructure Support	$360,000	$360,000	$69,636

Description: Ongoing capital costs associated with the Golden Gate operations
Status: Capital depreciation expenses for equipment owned by Golden Gate Transit are billed monthly. Major vehicle repairs, such as transmissions, are expended as needed. Infrastructure support includes small capital projects, staff support, and work on partner agency capital projects.

marin transit

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December 6, 2021

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

SUBJECT: Marin County Transit District First Quarter FY 2021-22 Performance Report

Dear Board Members:

RECOMMENDATION: Accept report.

SUMMARY: As part of the District's service monitoring process, staff have prepared a quarterly performance report alongside the quarterly financial report. Attached is the report for the first quarter of FY 2021/22.

The quarterly report provides route-level statistics and performance measures with financial data and an in-depth analysis of trends. The report discusses any relevant external factors such as service changes.

Additional detailed analyses of system performance and trends are provided in an annual system performance report. This report is available on the District's website at https://marintransit.org/service performance reports in addition to the monthly reports.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,

Aida Banihashemi
Planning Manager

Attachments

Quarterly Performance Report for FY 2021/22 Q1

This report summarizes the operational performance of Marin Transit services for the first quarter of FY 2021/22 from July 1, 2021 through September 30, 2021. The Quarterly Performance Report provides detailed route-level statistics, analyzes trends, and evaluates performance measures established under Measure A and Measure AA.

Report Format

The data presented in this report is generated directly from TransTrack, Marin Transit's data management system. TransTrack enables Marin Transit to consolidate and analyze all operational data from the District's transit programs and contractors as one system. The reporting tools capture all costs associated with service operations and are not limited to contractor costs. This reporting format most accurately represents the District's actual costs of providing service.

Route performance is presented relative to typology-based targets. The Board updated the targets on April 2, 2018, as part of a larger performance monitoring plan update. These typology-based targets aim to match routes and service levels to the markets they are intended to serve. All performance and financial data are consistent with the District's reporting for the National Transit Database.

Performance Goals

Performance goals at the route level are measured in both productivity (unlinked passengers per hour and per trip) and cost-effectiveness (subsidy per unlinked passenger trip). **Table 1** below summarizes route level performance goals by typology. Note that there are currently no productivity or cost-effectiveness goals identified for the Yellow Bus or Partnership service typologies.

Table 1: Productivity and Subsidy Goals by Service Typology

Service Typology	Routes	Unlinked Passenger Trips per Hour (at or above)	Subsidy per Passenger Trip (at or below)
Local Trunkline	35, 36, 71, 71x	20	$4.50
Regular Local	17, 22, 23, 23X, 29, 49	18	$6.50
Local Connector	219, 228, 233, 245, 251, 257	8	$9.00
Supplemental	613, 617, 619, 625, 645, 649, 651, 654	20 per trip	$3.00
Rural	61, 68	6	$12.00
Recreational	66 (Muir Woods Shuttle)	25	$3.00
Demand Response	Local DAR, Novato DAR, Dillon Beach/Tomales DAR, Point Reyes DAR	2	$35.00

Performance Summary

In the first quarter of FY 2021/22, Marin Transit carried a total of 545,616 passengers systemwide. This represents an increase of 61.4% in ridership compared to the first quarter of the previous fiscal year and an increase of 22.3% from the last quarter of the prior fiscal year. On fixed-route transit services, Marin Transit carried 510,607 riders. This is an increase of 56.9% from the first quarter of FY 2020/21 and an increase of 18.5% from the last quarter of the prior fiscal year. The Yellow Bus program carried 15,283 passengers, a program which did not run in FY 2020/21. Marin Access services carried 19,726 trips on demand response

and mobility management programs. This reflects an increase of 56.9% compared to the first quarter of the last fiscal year and an increase of 28.7% compared to the last quarter of FY 2020/21. The tables at the end of this report provide a breakdown of all route-level statistics.

Local Trunkline (Routes 35, 36, and 71)
In the first quarter of FY 2021/22, Local Trunkline services carried 221,016 passengers. This represents a decrease of 26.5% from the first quarter of FY19/20 pre-COVID. Collectively, these routes represent an increase of 71.9% compared to the first quarter of FY 2020/21, and an increase of 9.1% compared to the last quarter of FY2020/21. Route 35 had an average of 20.6 passengers per revenue, meeting the productivity target of 20 passengers per revenue hour. No other local trunkline routes met their productivity target of 20 passengers per hour, or their subsidy target of $4.50 per passenger. Local Trunkline service accounted for 30.6% of fixed route service in revenue hours and 43.3% of fixed route ridership in the first quarter of FY2021/22.

Local Basic (Routes 17, 22, 23, 23x, 29, and 49)
Local Basic services carried a total of 171,937 passengers during the first quarter of this fiscal year. This represents an increase of 56.2% compared to the first quarter of the last fiscal year, and an increase of 15.0% from the last quarter of the prior fiscal year. In the first quarter of FY 2021/22 the Local Basic routes had a 34.7% decline in ridership compared to the first quarter of FY19/20 pre- COVID. No routes met their performance target of 18 passengers per hour, or the subsidy target of $6.50 per passenger. Local Basic routes represented 32% of fixed route revenue hours and 33.7% of fixed route ridership in the first quarter of FY2021/22.

Local Connector (Routes 219, 228, 233, 245, 251, and 257)
During the fourth quarter of the fiscal year, Local Connector services carried 62,227 total passengers. This is 47.1% higher than the previous year and a 12.3% increase from the last quarter of the prior fiscal year. No routes met the productivity target of 8 passengers per hour, or the subsidy target of $9.00 per passenger. Local Connector routes accounted for 23% of fixed route service in revenue hours and provided 12.2% of fixed route ridership in the first quarter of FY 2021/22.

Supplemental School (Routes 613, 617, 619, 625, 645, 649, 651, and 654)
Supplemental School routes resumed service on August 17th, 2021, and were renumbered to 600-series routes. They carried 9,095 passengers in the first quarter of FY 2021/22. No routes met the productivity target of 20 passengers per trip, or the subsidy target of $3.00 per passenger (although Route 613 achieved a subsidy per passenger of $3.04, nearly reaching the target). Supplemental School routes accounted for 0.7% of fixed route service in revenue hours and provided 1.8% of fixed route ridership in the first quarter of FY 2021/22.

Rural (West Marin Stagecoach Routes 61 and 68)
In the first quarter of the fiscal year, the two Stagecoach routes carried 23,808 passengers. This is a 60.2% increase from the prior year and a 33.1% increase compared to the last quarter of FY 2020/21. Neither route met their productivity goal of 6 passengers per hour, or subsidy goal of $12.00 per passenger. Stagecoach routes accounted for 10.8% of fixed route service in revenue hours, and ridership represented 4.7% of fixed route ridership in the first quarter of FY2021/22.

Partnership Services (Route 622 – College of Marin Express)
Route 622 (previously Route 122) resumed service on August 23, 2021, and carried 530 passengers in the first quarter of FY 2021/22. There are no service targets for this route. It accounted for 0.8% of fixed route revenue hours and 0.1% of fixed route ridership in the first quarter of FY 2021/22.

Yellow Bus

Ross Valley School District yellow bus service resumed operation on August 17th, 2021, after being on hiatus in the prior fiscal year. In the first quarter of 2021/22, it carried 15,283 passengers.

Recreational (Route 66-Muir Woods Shuttle)
The Muir Woods Shuttle service was suspended on March 16, 2020 due the COVID-19 pandemic, and resumed weekend/holiday-only service on June 19, 2021, two weeks before the start of this fiscal year. In the first quarter of FY 2021/22, the Muir Woods Shuttle carried 21,405 passengers. It did not meet its productivity goal of 25 passengers per hour, nor its subsidy goal of $3.00 per passenger. The Muir Woods Shuttle accounted for 2% of fixed route service in revenue hours, and ridership represented 4.2% of fixed route ridership in the first quarter of FY2021/22.

Marin Access
Mobility Management programs offered by Marin Access include demand response services, Catch-A-Ride, and Volunteer Driver programs.

In the first quarter of FY 2021/22, local paratransit carried 13,558 passengers. The service productivity average of 1.8 passengers per hour did not meet the 2.0 standard. The number of passengers represents a 74.4% increase in ridership compared to the prior fiscal year. With a subsidy per passenger of $74.6, the service did not meet the subsidy target of $35.00 per passenger.

The Novato Dial-a-Ride service carried 615 passengers. The service productivity average of 1.8 passengers per hour did not meet the 2.0 standard. Ridership was 32.5% higher than in the previous fiscal year. The service did not meet the subsidy target of $35.00 per passenger.

The Dillon Beach/Tomales Dial-a-Ride provides curb-to-curb pick-up and drop-off between Dillon Beach, Tomales, and Petaluma, and operates on Wednesdays only. During the first quarter of the fiscal year, the service carried 140 passengers, a 154.5% increase compared to last year. The service productivity average of 1.4 passengers per hour did not meet the 2.0 passengers per hour target. The service did not meet the subsidy target of $35.00 per passenger.

In July 2016, Marin Transit added a new general public dial-a-ride service between Point Reyes Station and Novato. The service currently runs twice per month on the first and third Monday. In the first quarter of the fiscal year, the service carried 29 passengers, 27.5% lower than the first quarter of last year. At 0.9 passengers per hour, the rural dial-a-ride did not meet its 2.0 productivity target. The service did not meet its subsidy target of less than $35.00 per passenger trip.

The Volunteer Driver Program completed 2,594 trips in the first quarter of FY 2021/22. This represents a 4.4% decrease compared to the previous fiscal year.

The Catch-a-Ride program provided 1,095 one-way trips. This is a decrease of 5% compared to the prior year.

Marin Transit launched an updated on-demand microtransit service called Marin Transit Connect in July of 2020. This pilot program carried a total of 1,695 passengers in the first quarter of the FY 2021/22, a 353.2% increase from the prior year. There are currently no board-adopted performance targets for the Connect service. At the beginning of FY 2019/20, staff provided a one-year evaluation report of the previous Connect pilot program that suggested performance targets of 4.0 passengers per hour and $15.00 per passenger trip. Connect performance continued to improve in FY 2019/20. At this time, the program is not meeting outlined targets, primarily due to low utilization from first-last mile commuters. Commuters were the largest rider group prior to the COVID-19 pandemic and have significantly reduced their travel due to the ongoing risk the virus poses. In July

2020, Marin Transit expanded the Connect service area from limited areas of Northern and Downtown San Rafael to 2.5 sq. miles surrounding all of Marin's SMART rail stations.

Ridership Trends

The Governor issued a Shelter-in-Place order for the State of California that began on March 16, 2020 in response to the COVID-19 global pandemic. The order advised the public to limit travel to essential trips only, including on public transportation. This led to a precipitous decline in travel demand and in overall ridership starting in FY 2019/20. Although ridership has increased in the first quarter of FY 2021/22 compared to the beginning of the pandemic, ridership continues to be significantly lower than pre-pandemic levels. Marin Transit continues to provide regular service. However, the pandemic has led to significant disruptions to Marin Transit operations, ridership, and corresponding fare revenue on fixed route and Marin Access services. The Muir Woods Shuttle has resumed weekend/Holiday service from Pohono since mid-June 2021, and most Supplemental School routes began operation in August 2021.

In the first quarter of FY 2021/22, most ridership occurred on Local Trunkline that serve the Highway 101 corridor from Marin City to Novato and the Canal to San Rafael Transit Center corridor. These transit corridors have historically been the busiest in Marin County and serve dense, lower-income, and minority communities. Residents in these corridors are more likely to be essential workers who rely on public transportation. The District is also seeing lower declines in ridership on West Marin Stagecoach routes and rural dial-ride services, likely because transit riders who live in more rural areas of the county do not have as many transportation options.

Overall, in this quarter Marin Transit routes had a 61.4% increase in overall ridership compared to the first quarter of FY 2020/21 and a 36.4% decline in ridership compared to the first quarter of FY19/20 pre-COVID. This represents a 35.4% decrease in ridership on fixed-route and a 54.5% decline on Demand Response services compared to pre-COVID.

The increase in systemwide ridership compared to the first quarter of FY 2020/21 is more a reflection of how steep ridership fell at the beginning of the pandemic than of how strong ridership growth this quarter has been, although it does represent stronger growth than most other agencies experienced across the Bay Area and the US. According to the National Transit Database, nationwide bus ridership increased 13.6% during the first quarter of FY 2021/22 compared to the prior year. The District continues to experience a steady rebound in ridership, due to lift of COVID capacity limitations since mid-July of 2021 and the gradual reopening of the economy.

Regionally, Marin Transit fixed route services continue to perform relatively well compared to other North Bay transit agencies. In the first quarter of FY 2021/22, Golden Gate Transit carried 245,137 passengers on its fixed route bus service, representing less than half of Marin Transit's fixed route ridership (510,025), while SMART carried only 74,760 passengers. In between Marin Transit and the national trend, Golden Gate Transit experienced a 46.6% increase in fixed route bus ridership in this quarter compared to the first quarter of FY2020/21, and with their new expanded service that started in May 2021, SMART experienced a 176.5% increase in ridership compared to the first quarter last year. At 56.7%, Marin Transit experienced an increase in fixed route ridership this quarter comparable to or more robust than other Bay Area transit agencies that provide local countywide transit services. Comparing to other Countywide peer agencies, Napa Valley Transportation Authority (VINE), SamTrans, and Solano County Transit (SolTrans) experienced a 42.7%, 55.4%, and 23.4% increase in ridership, respectively, relative to the first quarter of FY 2020/21.

Compared to the prior year, demand for Marin Access mobility management and demand response programs increased by 56.9% during the first quarter of FY 2021/22. The increase can be partially attributed to the day programs reopening. Additionally, as vaccine availability has increased and their effectiveness has been further proven, seniors and other members

of the public who are more susceptible to COVID-19 have increased their traveling in comparable amounts to the general public.

Table 2 below compares these factors, and qualitatively evaluates their potential impact on ridership.

Table 2: Factors Impacting Ridership Comparison

Factor		FY 2020/21 Q1	FY 2021/22 Q1	Impact
Days Operated	Weekdays	66	66	--
	Weekends & Holidays	28	28	--
	Muir Woods Shuttle	0	27	▲▲▲
Service Disruptions (cancelled/missed service)		35	171	▼▼▼
Rainfall (inches)		0.1	0	--
Gas Prices		$3.14	$4.29	▲▲

Due to the national labor shortage, Marin Transit's operating contractors have had difficulty hiring new drivers, which has led to a significant amount of missed service on the Supplemental School routes, as they were not running the previous fiscal year and therefore needed new staff to operate them. The District continues to work and communicate with its contractors and the schools served by Supplemental School routes to minimize missed service and ensure as many students can get to and from their classes on time as possible.

FY 2022 Marin Access Outreach and Travel Training

Travel Navigator Reporting Month: July 2021

Date(s)	*Event*	*Description*	*Attendees*
7/27/2021	*Navigating Transit Presentation*	*General Marin Access Navigating Transit presentation for Community Action Marin*	*15*

Travel Navigator Reporting Month: August 2021

Date(s)	*Event*	*Description*	*Attendees*
8/10/2021	*Navigating Transit Presentation*	*General Marin Access Navigating Transit presentation for residents of Victory Village*	*8*
8/31/2021	*Navigating Transit Presentation*	*General Marin Access Navigating Transit presentation for County of Marin – Health Profession Intern Orientation*	*31*

Travel Navigator Reporting Month: September 2021

Date(s)	*Event*	*Description*	*Attendees*
9/30/2021	*Navigating Transit Presentation*	*General Marin Access Navigating Transit presentation for residents at Mercy House in Terra Linda; included detailed information about Connect and a ridealong*	*7*

Quarterly Report - Q1 FY2022

Fixed-Route

Fixed-Route Passenger Statistics by Route

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
1. Local Trunkline	35	117,270	▲52.9%	5,705	▼11.6%	20.6	▲8.7
	36	51,874	▲37.5%	3,391	▼2.6%	15.3	▲4.5
	71	51,872	▲266.1%	4,930	▲142.6%	10.5	▲3.5
	Rollup	221,016	▲71.9%	14,026	▲17.2%	15.8	▲5.0
2. Local Basic	17	43,821	▲45.2%	3,675	▲3.1%	11.9	▲3.5
	22	26,905	▲40.8%	2,956	▼28.5%	9.1	▲4.5
	23	37,959	▲68.7%	2,797	▲0.1%	13.6	▲5.5
	23X	12,042	▲97.3%	689	▲6.0%	17.5	▲8.1
	29	7,332	▲66.7%	669	▲1.6%	11.0	▲4.3
	49	43,878	▲56.7%	3,894	▲3.7%	11.3	▲3.8
	Rollup	171,937	▲55.9%	14,679	▼5.6%	11.7	▲4.6
3. Local Connector	219	8,081	▲33.0%	1,586	▼3.2%	5.1	▲1.4
	228	11,955	▲61.3%	2,420	▼3.8%	4.9	▲2.0
	233	6,016	▲41.7%	1,032	▼6.3%	5.8	▲2.0
	245	8,017	▲35.1%	1,061	▼3.2%	7.6	▲2.1
	251	17,149	▲42.2%	2,393	▼0.5%	7.2	▲2.1
	257	11,009	▲67.5%	2,033	▲2.7%	5.4	▲2.1
	Rollup	62,227	▲47.1%	10,525	▼2.0%	5.9	▲2.0
4. Supplemental	613	2,000		34		59.6	
	617	986	▼100.0%	32		30.6	
	619	1,876		75		25.0	
	625	237		24		9.7	
	645	813		31		25.9	
	649	60		14		4.1	
	651	2,803		87		32.1	
	654	320		30		10.8	
	Rollup	9,095	▼68.3%	328	▼91.7%	27.8	▲20.5
5. Rural	61	8,942	▲125.5%	2,360	▲54.3%	3.8	▲1.2
	68	14,866	▲36.5%	2,635	▼0.7%	5.6	▲1.5
	Rollup	23,808	▲60.2%	4,994	▲19.4%	4.8	▲1.2
6. Partnership Services	122	0	▼100.0%	0	▼100.0%		
	622	530		377		1.5	
	Rollup	530	▼30.4%	377	▼3.4%	1.5	▼0.5
7. Yellow Bus	Hdn Valley	1,116		2		558.0	
	White Hill	14,167	▲354,075.0%	2	▼50.0%	7,083.5	▲7,082.5
	Rollup	15,283	▲381,975.0%	4	-	3,820.8	▲3,819.8
8. Recreational	66	21,405		934	▲31,020.0%	22.9	▲22.9
	Rollup	21,405		934	▲31,020.0%	22.9	▲22.9
Rollup		525,332	▲61.4%	45,866	▼1.9%	11.5	▲4.5

Quarterly Report - Q1 FY2022

Fixed-Route

Fixed-Route Financial Statistics by Route

Typology	Route	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
1. Local Trunkline	35	$914,340	▼10.5%	$112,610	▲26.6%	$6.84	▼$5.33	12.3%	▲3.6%
	36	$541,885	▼1.4%	$51,403	▲15.7%	$9.46	▼$3.94	9.5%	▲1.4%
	71	$841,864	▲156.3%	$58,415	▲210.8%	$15.10	▼$6.76	6.9%	▲1.2%
	Rollup	$2,298,089	▲20.9%	$222,428	▲46.2%	$9.39	▼$4.20	9.7%	▲1.7%
2. Local Basic	17	$410,332	▼23.3%	$46,089	▲33.0%	$8.31	▼$8.26	11.2%	▲4.8%
	22	$327,562	▼28.1%	$30,471	▲17.7%	$11.04	▼$11.44	9.3%	▲3.6%
	23	$439,128	▲0.8%	$39,205	▲39.7%	$10.54	▼$7.59	8.9%	▲2.5%
	23X	$110,032	▲7.1%	$11,480	▲56.4%	$8.18	▼$7.44	10.4%	▲3.3%
	29	$106,663	▲2.8%	$7,596	▲36.8%	$13.51	▼$8.81	7.1%	▲1.8%
	49	$438,620	▲5.5%	$39,949	▲27.4%	$9.09	▼$4.64	9.1%	▲1.6%
	Rollup	$1,832,337	▼10.5%	$174,790	▲31.6%	$9.64	▼$7.73	9.5%	▲3.1%
3. Local Connector	219	$173,423	▼4.1%	$8,333	▲11.6%	$20.43	▼$8.13	4.8%	▲0.7%
	228	$256,640	▼5.6%	$12,935	▲20.0%	$20.39	▼$14.85	5.0%	▲1.1%
	233	$109,961	▼8.4%	$6,193	▲12.2%	$17.25	▼$9.73	5.6%	▲1.0%
	245	$115,941	▼2.1%	$7,274	▲2.4%	$13.55	▼$5.21	6.3%	▲0.3%
	251	$259,748	▼1.9%	$16,029	▲12.9%	$14.21	▼$6.56	6.2%	▲0.8%
	257	$220,555	▲2.0%	$10,514	▲21.4%	$19.08	▼$12.51	4.8%	▲0.8%
	Rollup	$1,136,269	▼3.1%	$61,278	▲14.1%	$17.28	▼$9.17	5.4%	▲0.8%
4. Supplemental	613	$9,393		$985		$4.20		10.5%	
	617	$7,303		$228		$7.18		3.1%	
	619	$17,297		$1,130		$8.62		6.5%	
	625	$5,131		$187		$20.86		3.6%	
	645	$7,247		$358		$8.47		4.9%	
	649	$2,873		$40		$47.22		1.4%	
	651	$18,122		$1,340		$5.99		7.4%	
	654	$5,595		$194		$16.88		3.5%	
	Covid	$0	▼100.0%	$0	▼100.0%				
	Rollup	$72,961	▼86.9%	$4,466	▼83.4%	$7.53	▼$11.02	6.1%	▲1.3%
5. Rural	61	$282,590	▲47.3%	$8,079	▲117.2%	$30.70	▼$16.73	2.9%	▲0.9%
	68	$312,108	▼7.9%	$13,889	▲27.7%	$20.06	▼$10.06	4.5%	▲1.2%
	Rollup	$594,698	▲12.0%	$21,969	▲50.5%	$24.06	▼$10.69	3.7%	▲0.9%
6. Partnership Services	122	$0	▼100.0%	$0	▼100.0%				
	622	$66,684		$630		$118.38		0.9%	
	Rollup	$66,684	▲33.1%	$630	▼50.3%	$118.38	▲$54.20	0.9%	▼1.6%
7. Yellow Bus	Hdn Valley	$61,909		$3,285		$52.53		5.3%	
	White Hill	$61,909	▲1,548.9%	$41,706		$1.43	▼$937.32	67.4%	▲67.4%
	Rollup	$123,819	▲3,197.8%	$44,991		$5.16	▼$933.59	36.3%	▲36.3%
8. Recreational	66	$191,031	▲87,794.9%	$58,878	▲1561639.5%	$6.17		30.8%	▲29.1%
	Rollup	$191,031	▲87,794.9%	$58,878	▲1561639.5%	$6.17		30.8%	▲29.1%

Quarterly Report - Q1 FY2022

Marin Access

Passenger Statistics by Route

Typology	Route	Passengers	%Change*	Revenue Hours	%Change*	Productivity (pax/hr)	Change*
9. Demand Response	Dillon DAR	140	▲154.5%	103	▲47.0%	1.4	▲0.6
	Local Para	13,558	▲74.4%	7,423	▲76.3%	1.8	▼0.0
	MTC	1,695	▲353.2%	1,575	▼36.2%	1.1	▲0.9
	Novato DAR	615	▲32.5%	338	▲51.8%	1.8	▼0.3
	PtReyesDAR	29	▼27.5%	32	-	0.9	▼0.3
	Rollup	16,037	▲84.2%	9,471	▲35.3%	1.7	▲0.4
Catch-A-Ride	CAR_Gen	677	▼11.8%	0			
	CAR_LowInc	418	▲8.6%	0			
	Rollup	1,095	▼5.0%	0			
Volunteer Driver	VolDrvr	2,001	▼7.4%	2,620	▲22.5%	0.8	▼0.2
	VolDvrWM	593	▲7.0%	884	▲30.7%	0.7	▼0.1
	Rollup	2,594	▼4.4%	3,504	▲24.5%	0.7	▼0.2
Rollup		19,726	▲56.9%	12,975	▲32.2%	1.5	▲0.2

Financial Statistics by Route

Typology	Route	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
9. Demand Response	Dillon DAR	$6,489	▲43.3%	$320	▲52.5%	$44.07	▼$34.47	4.9%	▲0.3%
	Local Para	$1,039,607	▼9.3%	$27,682	▲49.9%	$74.64	▼$70.46	2.7%	▲1.1%
	MTC	$149,722	▼22.9%	$6,520	▲238.3%	$84.48	▼$429.80	4.4%	▲3.4%
	Novato DAR	$44,607	▲67.0%	$2,001	▲28.9%	$69.28	▲$15.05	4.5%	▼1.3%
	PtReyesDAR	$1,995	▼2.1%	$66	▼57.8%	$66.48	▲$19.48	3.3%	▼4.4%
	Rollup	$1,242,421	▼9.6%	$36,589	▲64.0%	$75.19	▼$80.05	2.9%	▲1.3%
Catch-A-Ride	CAR_Gen	$43,272	▼23.7%	$2,001	▼25.3%	$60.96	▼$9.37	4.6%	▼0.1%
	CAR_LowInc	$21,331	▼13.7%	$1,263	▼5.8%	$48.01	▼$12.69	5.9%	▲0.5%
	Rollup	$64,604	▼20.6%	$3,264	▼18.8%	$56.02	▼$11.10	5.1%	▲0.1%
Volunteer Driver	VolDrvr	$25,520	▲15.5%	$0		$12.75	▲$2.52	0.0%	-
	VolDvrWM	$12,470	▲25.0%	$0		$21.03	▲$3.02	0.0%	-
	Rollup	$37,990	▲18.4%	$0		$14.64	▲$2.82	0.0%	-
Rollup		$1,345,015	▼9.6%	$39,853	▲51.4%	$66.16	▼$50.04	3.0%	▲1.2%

Systemwide

Passenger Statistics Summary

	Passengers	%Change*	Revenue Hours	%Change*	Productivity	Change*
Values	545,058	▲61.3%	58,841	▲4.0%	9.3	▲3.3

Financial Statistics Summary

	Operating Cost	%Change*	Passenger Revenue	%Change*	Average Subsidy	Change*	Farebox Recovery	Change*
Values	$7,660,904	▼1.2%	$572,877	▲40.5%	$13.00	▼$8.72	7.5%	▲2.2%

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alternate
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December 6, 2021

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

SUBJECT: Adoption of Resolution 2021-13 Appointing a Representative and Alternates to the Marin Emergency Radio Authority Board of Directors

Dear Board Members:

RECOMMENDATION: Staff recommends that your Board adopt Resolution 2021-13 appointing the Marin Transit General Manager as a representative and the Director of Operations and Planning and the Operations Manager as alternates to the Marin Emergency Radio Authority (MERA) Board of Directors.

SUMMARY: The Marin Emergency Radio Authority (MERA) is a Joint Powers Authority in Marin County formed in 1998 to plan, implement and manage a countywide public safety and emergency radio system for the use of all member agencies. This system helps unify public safety response and ensures communication among individual agencies and departments. The system of 17 base station radio and receiver sites provides regional or countywide radio communications among dispatch centers and mobile units throughout the county.

The system was designed to provide the member agencies with effective and reliable radio communications for routine intra-agency operations and inter-agency communications during mutual aid and disaster operations within the 606 square miles of the County. Marin Transit and its contractors rely on the MERA radio communications system for two primary functions. First, the system is used by our paratransit operations team for daily communication between drivers and dispatch. Second, the system is used during emergency situations to communicate across all contractors and back to the County's Emergency Operations Center when transportation resources are requested.

Member agency contributions for operating and current debt service are determined by formula and are described in the MERA JPA Agreement. Marin Transit's annual payment for MERA operating and debt service total $26,085 in FY 21/22.

MERA is governed by a Board of Directors comprised of representatives from the County of Marin, all cities, towns, and fire districts in Marin, and other special districts. Appointments to the

Board of Directors are made by resolution of the appointing member agency.

Marin Transit's Director of Policy and Legislation was the District's representative on the MERA Board of Directors. As that position is no longer filled, staff recommends that your Board appoint the General Manager as the representative and the Director of Operations and Planning and the Operations Manager as the alternate representatives to the MERA Board of Directors.

FISCAL IMPACT: There is no fiscal impact.

Respectfully submitted,

Nancy Whelan
General Manager

Attachment: Resolution 2021- 13 Appointing a Representative and Alternates to the Marin Emergency Radio Authority Board of Directors

RESOLUTION NO. 2021-13

A RESOLUTION OF MARIN COUNT TRANSIT DISTRICT APPOINTING A REPRESENTATIVE AND ALTERNATE(S) TO THE MARIN EMERGENCY RADIO AUTHORITY BOARD OF DIRECTORS

WHEREAS, the Federal Government has made certain radio frequencies available to local agencies in Marin County for the operation of a public safety and emergency radio system;

WHEREAS, numerous local agencies within Marin County have entered into a Joint Powers Agreement establishing the Marin Emergency Radio Authority, including the County, all cities and towns, and numerous special districts;

WHEREAS, Marin County Transit District (MCTD) is a member of the Joint Powers Agreement establishing the Marin Emergency Radio Authority;

WHEREAS, pursuant to the Joint Powers Agreement, each member entity of the Radio Authority is entitled to appoint one representative and up to two alternates to the Board of Directors of the Authority;

NOW, THEREFORE, BE IT RESOLVED by the Marin County Transit District Board of Directors as follows:

Section 1. The following individual is hereby designated as the representative to the Marin Emergency Radio Authority, and authorized to take all actions necessary to meet the duties and obligations of the Joint Powers Agreement:

MCTD General Manager

Section 2. The following individual is hereby designated as the alternate representative to the Marin Emergency Radio Authority, and authorized to take all actions necessary to meet the duties and obligations of the Joint Powers Agreement in the absence of the designated representative:

MCTD Director of Operations and Planning

Section 3. The following individual is hereby designated as the second alternate representative to the Marin Emergency Radio Authority, and authorized to take all actions necessary to meet the duties and obligations of the Joint Powers Agreement in the absence of the designated representative and the first alternate:

MCTD Operations Manager

PASSED, APPROVED AND ADOPTED at a regular meeting of the Marin County Transit District Board of Directors, held this 6th day of December, 2021 by the following vote:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

_____

ATTEST:

_____

I hereby certify that the above Resolution No. _____ was duly introduced, read and adopted by the _____ at a regular meeting held on _____, 20___.

By: _____

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dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

December 6, 2021

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903

SUBJECT: Marin Transit Annual Comprehensive Financial Report for Fiscal Year 2020/21

Dear Board Members:

RECOMMENDATION: Accept report.

SUMMARY: Brown Armstrong Accountancy Corporation has completed the annual financial audit of the Marin County Transit District for the fiscal year that ended June 30, 2021. The audit includes a detailed *single* audit as required when the expenditure of federal funds in a fiscal year exceeds $500,000. Staff have incorporated the annual financial audit into the attached Annual Comprehensive Financial Report (ACFR). The auditor presented the ACFR to the ad hoc Audit Subcommittee of your Board for review on November 15, 2021. With your acceptance of this report, the District will be up-to-date with all independent audits and will submit the required federal audit well before the required deadline of March 30, 2022.

This is the fourth year the District has published an Annual Comprehensive Financial Report. The report is designed to ensure that users of the financial statements have the information and context needed to assess the financial health of the District.

The ACFR has four main components:

- Introductory Section
- Financial Section
- Statistical Section
- Single Audit Section governed

The **Introductory Section** discusses the District's governing structure, staff structure, and service area map.

The **Statistical Section** compiles data from the District's prior financial statements and Short Range Transit Plans, along with countywide statistics from the County of Marin and other sources. This section is designed to provide information about trends and the

local economy that will provide context for the reader to assess the District's financial condition.

The **Financial** and **Single Audit Sections** contain the District's audited financial statements and the results of the federal single audit. The audit was conducted in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. The audit team found no deficiencies in internal control over financial reporting or in compliance that they considered to be material weaknesses. Similarly, the audit team found no material weaknesses or significant deficiencies in internal control over major federal award programs.

FISCAL/STAFFING IMPACT: None associated with this report.

Respectfully submitted,

Lauren Gradia
Director of Finance and Capital Programs

Attachments: Marin County Transit District FY2020/21 Annual Comprehensive Financial Report
Letter to the Board from Brown Armstrong Accountancy Corporation

MARIN COUNTY TRANSIT DISTRICT
San Rafael, California
A Component Unit of the County of Marin, California

ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the Years Ended June 30, 2021 and 2020

MARIN COUNTY TRANSIT DISTRICT
(A COMPONENT UNIT OF THE COUNTY OF MARIN, CALIFORNIA)

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020

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MARIN COUNTY TRANSIT DISTRICT
JUNE 30, 2021 AND 2020

TABLE OF CONTENTS

	Page
Introductory Section	
Letter of Transmittal	i
Principal Officials	viii
Organizational Chart	ix
Service Area Map	ix
Certificate of Achievement for Excellence in Financial Reporting	x
Financial Section	
Independent Auditor's Report	1
Management's Discussion and Analysis	4
Basic Financial Statements:	
Statements of Net Position	10
Statements of Activities and Changes in Net Position	11
Statements of Cash Flows	12
Notes to the Basic Financial Statements	14
Required Supplementary Information	
Schedule of Changes in the Net Pension Asset and Related Ratios	35
Schedule of Contributions	36
Supplementary Information	
Statements of Fiduciary Net Position – Retirement Plan	37
Statements of Changes in Fiduciary Net Position – Retirement Plan	37
Budgetary Comparison Schedule – Operations	38
Budgetary Comparison Schedule – Capital Program	39
Budgetary Comparison Schedule – Facilities	40
Budgetary Comparison Schedule – Reconciliation to Statement of Activities and Changes in Net Position	41

Page

Statistical Section

Table of Contents 42

Financial Trends:

Schedule of Net Position – Last Ten Fiscal Years 43

Statements of Activities and Changes in Net Position – Last Ten Fiscal Years 44

Revenue Capacity:

Passenger and Fare Data – Last Ten Fiscal Years 46

Fare Structure – As of June 30, 2021 47

County Sales Tax Revenue – Last Ten Fiscal Years 48

Property Tax Revenue – Last Ten Fiscal Years 49

Assessed Valuation of Taxable Property in Marin County – Last Ten Fiscal Years 50

Direct and Overlapping Property Tax Rates in Marin County – Last Ten Fiscal Years 51

Debt Capacity:

Outstanding Debt Balances – Last Ten Fiscal Years 52

Economic and Demographic Information:

Economic and Demographic Statistics – Last Ten Fiscal Years 53

Principal Employers – Current Year and Nine Years Ago 54

Operating Information:

District Profile – As of June 30, 2021 55

Nonoperating Intergovernmental Revenue by Source – Last Ten Fiscal Years 56

Summary of Service Provider Contracts – As of June 30, 2021 57

Summary of Capital Assets – Last Ten Fiscal Years 58

Vehicle Operating Statistics – Last Six Fiscal Years 59

Other Reports

Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* 60

Independent Auditor's Report on State Compliance 62

Independent Auditor's Report on Compliance for Each Major Program and on Internal Control Over Compliance Required by the Uniform Guidance 65

Schedule of Findings and Questioned Costs 67

Schedule of Expenditures of Federal Awards 69

Notes to Schedule of Expenditures of Federal Awards 70

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November 24, 2021

The Board of Directors
Marin County Transit District

We are pleased to present the Annual Comprehensive Financial Report (ACFR) of the Marin County Transit District (the District) for the fiscal years ended June 30, 2021 and 2020.

The District's enabling legislation requires an annual audit of the District's financial statements. This report is published to fulfill that requirement for the fiscal years ended June 30, 2021 and 2020.

Management of the District is responsible for establishing and maintaining internal controls designed to ensure that the assets of the District are protected from loss, theft, or misuse and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with accounting principles generally accepted in the United States. The internal controls are designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that:

(1) the cost of a control should not exceed the benefits likely to be derived; and,
(2) the valuation of costs and benefits requires estimates and judgments by management. Management believes internal controls in place are adequate to ensure the financial data provided herein is materially accurate.

Brown Armstrong Accountancy Corporation has issued an unmodified ("clean") opinion on the District's financial statements for the fiscal years ended June 30, 2021 and 2020. The independent auditor's report is located at the front of the financial section of this report. This report has been prepared by the Finance Department following the guidelines recommended by the Government Finance Officers Association of the United States and Canada (GFOA) and is in conformance with generally accepted accounting principles for state and local governmental entities established by the Governmental Accounting Standards Board (GASB). Generally accepted accounting principles require that management provide a narrative introduction, overview and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The District's MD&A can be found immediately following the report of the independent auditors. Responsibility for the accuracy, completeness and fairness of the presented data and the clarity of presentation, including all disclosures, rests with the management of the District.

The following provides an overview of the District's history, services, local economy, planning initiatives, and policies.

board of directors

kate colin
president
city of san rafael

judy arnold
vice president
supervisor district 5

stephanie moulton-peters
2nd vice president
supervisor district 3

damon connolly
director
supervisor district 1

eric lucan
director
city of novato

katie rice
director
supervisor district 2

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

PROFILE OF THE GOVERNMENT

History

The Marin County Transit District ("Marin Transit" or the "District") was formed by a vote of the people of Marin County (the County) in 1964 and was given the responsibility for providing local transit service within the County. Marin Transit is a component unit of the County of Marin, California. Although Marin Transit has responsibility for local transit services, it does not own any facilities and does not employ its own drivers. Instead, Marin Transit contracts with other providers, including Golden Gate Bridge Highway and Transportation District (Golden Gate Transit), Marin Airporter, MV Transportation, Michael's Transportation, and the Vivalon (formerly Whistlestop Transportation), for local bus and paratransit services.

Prior to a major fixed route service restructuring by Golden Gate Transit in November 2003, the primary responsibility of Marin Transit was to manage and administer the paratransit contract for both local and regional paratransit services in the County. For fixed route services, Marin Transit was historically a "pass through" agency, providing funds for local services managed by Golden Gate Transit. With the 2003 service restructuring, Marin Transit took on increased responsibility for the planning, outreach, oversight, and management of local fixed route transit services throughout the County.

The passing of Measure A, the County's ½ cent sales tax increase, in 2004 further propelled the responsibility of Marin Transit under a 20-year expenditure plan providing a dedicated local funding source for public transit within the County. This new funding source allowed the District to fund its local big bus fixed route services, expand the rural Stagecoach service, and introduce the community shuttle program. In November 2018, Measure A was reauthorized as Measure AA for a 30-year extension.

The Muir Woods Shuttle program was inaugurated in 2005 and became the responsibility of Marin Transit in 2009. Although the County started the program as a demonstration project, its success in reducing transportation impacts on the National Monument and surrounding areas has led to a formal partnership between the District and the National Park Service.

Internal growth within the District has also occurred as responsibility for local service has increased. Staffing levels prior to the passage of Measure A included one full-time and one part-time employee. With the passage of Measure A, the number of full-time employees grew from 1.5 to 3.5 in 2006 and then to 5 employees in 2008. As of June 30, 2021, the District has 16.4 authorized full time equivalent employees.

The COVID-19 pandemic, starting in March 2020 disrupted transit service operations and reduced ridership demand on both fixed route and demand response services. As the County and our District recover from the pandemic, Marin Transit's fixed route ridership has returned faster than the District's ADA paratransit ridership and faster than other Bay Area transit operators that have more commute dependent ridership.

Services

Fixed Route

Marin Transit operates transit service on 24 routes within Marin County. Over 1.4 million trips were made on the local fixed route network in fiscal year 2021. This is down from over 3.0 million trips in prior years due to the COVID-19 pandemic.

Fixed route services are organized within the District based on route typologies. Typologies define the primary function of that route and its intended market. There are currently seven typologies: Local Trunkline, Local Basic, Local Connector, Supplemental School, Rural, Partnership, and Recreational. Below is a brief summary of each typology.

Local Trunkline

- Description: Services that operate along the highest ridership corridors and often the most densely populated areas of the County. These services provide the backbone for the transit system and connect with Local Basic and Local Connector services at key transfer locations. Along Highway 101, Trunkline service supplements the Golden Gate Transit regional services that continue to San Francisco and Sonoma Counties.
- Operational Focus: Capacity, frequency, and speed.
- Routes: 35, 36, 71
- Program: Local Bus
- Typical Vehicle: 40' heavy duty

Local Basic

- Description: Services that operate along many of the County's arterial corridors with transit-supportive land use patterns with an emphasis on providing the more extensive coverage of transit services.
- Operational Focus: Frequency, accessibility, and speed.
- Routes: 17, 22, 23, 23x, 29, 49
- Program: Local Bus
- Typical Vehicle: 35' or 40' heavy duty

Local Connector

- Description: Services to lower density areas with less supportive transit land use patterns or areas where larger bus capacity is not warranted. These services rely on good transfer opportunities to the Local Trunkline and Local Basic Services for travel outside the community.
- Operational Focus: Accessibility.
- Routes: 219, 228, 233, 245, 251, 257
- Program: Community Shuttles
- Typical Vehicle: 24' cutaways

Supplemental School

- Description: Services that are provided to address the transportation needs of schools, primarily middle and high schools, within the County. These services provide additional capacity on Marin Transit routes for this purpose and are not designed for transfer opportunities.
- Operational Focus: Capacity.
- Routes: 117, 125, 135, 145, 151, 171
- Program: Local Bus
- Typical Vehicle: 35' or 40' heavy duty
- Limited services were provided during the COVID-19 pandemic

Rural

- Description: Services to the rural areas of West Marin that provide community mobility and reduce congestion in the rural areas. Topography is challenging on these routes and requires specific attributes for the fleet used to deliver these services.
- Operational Focus: Accessibility.
- Routes: 61, 68
- Program: Rural and Recreational
- Typical Vehicle: 28'-32' cutaways

Recreational

- Description: Services that support recreational or tourist-based travel within the County. Major attractions include the Muir Woods National Monument within the Golden Gate National Recreational Area.
- Operational Focus: Accessibility.
- Routes: 66
- Service was suspended during pandemic and restarted in June 2021

Partnership

- Description: Services that are provided in partnership to address specific needs within a certain community or certain rider type, such as students.
- Operational Focus: Depends on partnership goals.
- Routes: 122
- Program: Partnership
- Typical Vehicle: 35' heavy duty
- Service was reduced during the pandemic

Yellow Bus

Marin Transit provides yellow school bus service to two schools in the Ross Valley School District: White Hill Middle School and Hidden Valley Elementary School. This yellow bus school service was suspended in March 2020 due to the COVID-19 pandemic and it did not re-start in fiscal year 2021. Typically, Marin Transit handles all logistics of the program including contract management, website development, pass sales and production, customer service, and daily monitoring of the buses via GPS technology. Staff at White Hill Middle School and Hidden Valley Elementary School support the program by distributing passes and managing student loading on the buses in the afternoon.

Marin Transit staff provide planning and management support to Mill Valley School District and a Joint Powers Authority for Reed Union School District. Marin Transit also administers a yellow bus grant program with Measure AA funds.

Demand Response

In addition to fixed-route services, the District provides a suite of programs named "Marin Access" to serve the aging and disabled population in Marin County. A total of five programs provide a variety of mobility options to these users and all services are coordinated by a team of Travel Navigators. These programs include local paratransit, dial-a-ride, volunteer driver, and subsidized taxi (Catch-A-Ride). Marin Transit launched a new on-demand, micro-transit pilot service, Marin Transit Connect, on May 22, 2018. Travel Navigators provide trip planning and technical assistance to riders to empower the user to select from available travel options to best meet their mobility need.

LOCAL ECONOMY

The District operates within Marin County, one of the nine counties in the San Francisco-Oakland Bay Area. The County includes 11 incorporated cities and towns: Belvedere, Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, Ross, San Anselmo, San Rafael, Sausalito, and Tiburon.

The local economy entered a period of uncertainty with the onset of the COVID-19 pandemic. Prior to the pandemic the County had a strong economy. The County's unemployment dropped from 7.9% in 2009 to 2.4% in 2019. The County unemployment rate for fiscal year 2021 has increased to 5.8%. The higher unemployment rate has not reduced difficulties contractors have hiring and retaining drivers and other front line staff. These challenges have continued to increase during the pandemic and causing missed service, difficulties in adding service and increasing costs for our contractors.

A significant portion of the District's operating funds are derived from sales tax revenues. The COVID-19 pandemic has not significantly impacted Marin County's total sales tax receipts but has impacted the timing. In fiscal year 2020, many businesses chose to defer sales tax payments. Fiscal year 2020 sales tax decreased 5.6% and fiscal year 2021 sales tax increase 12.8%. This equates to about a 3% increase per year over the two-year period. This is slightly better than the standard 2.2% per year growth projections used by the Transportation Authority of Marin.

LONG TERM PLANNING AND MAJOR INITIATIVES

Short Range Transit Plan

The District'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 2020-2029 SRTP was adopted by the Board of Directors (the Board) on February 3, 2020.

Operating Plan

The District has made significant adjustments in response to the countywide Shelter in Place order issued on March 16, 2020. Following this order, the District suspended all supplemental school and yellow bus service and suspended service to Muir Woods on April 7, 2020 due to the closure of the National Monument. Paratransit demand dropped to an unprecedented low. In fiscal year 2021, most supplemental school service, Muir Woods service and yellow bus service continued to be suspended. Marin Transit re-deployed suspended service and added fixed route service to reduce pass-ups on key corridors and routes. Marin Transit continued additional cleaning and safety protocols to help ensure the safety of operators and riders. By the end of fiscal year 2021, fixed route ridership showed signs of recovery and the Muir Woods shuttle was restarted. Demand based ADA paratransit ridership continues to be 70% of pre-COVID levels.

Marin Transit does not directly operate any of its services and instead provides them through contracts with multiple service providers. All service contracts are now in option years and the District is preparing for competitive bids.

Marin Transit received timely and significant federal funding for transit operations which back filled fare revenue losses and allowed the District to provide increased fixed route services. Congress passed the Coronavirus Aid, Relief, and Economic Security (CARES) Act on March 27, 2020 followed by the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) on December 27, 2020, and the American Rescue Plan Act of 2021, on March 11, 2021. With no required local match, these funding sources provide a 100% federal share to support capital, operating, and other expenses eligible under those programs to prevent, prepare for, and respond to COVID-19.

Marin Transit entered this period of disruption and uncertainty in a strong financial position. Recent years of strong economic growth enabled the District to make decisions to fully fund the District's emergency and contingency reserves, and the 2018 passage of the Measure AA transportation sales tax extension provides long term baseline funding for the District. The District's long term financial stability is less certain and there are increasing challenges due to the tight labor market.

Capital Plan

The District's Capital Improvement and Funding Plan includes all expenses related to purchasing and maintaining the transit system's capital assets. The District's primary capital responsibilities and priorities are to:

1. Maintain a sufficient fleet of clean fueled vehicles for local transit service,
2. Improve and maintain the amenities and accessibility of Marin County bus stops,
3. Improve major bus transfer locations,
4. Provide passenger information, and Improvement Program, and
5. Provide needed operations equipment and infrastructure.

The District's baseline capital resources limit the Capital Plan to primarily maintaining a state of good repair for existing assets and making the minimal level of investment required to maintain and operate the local bus system. The 10-year Capital Plan includes expenditures of $69 million, of which 78% is for purchasing transit vehicles. Other major capital expenditures included in the funded plan are major vehicle repairs, bus stop improvements, and small capital.

To ensure stable operations and allow for future expansion, the District needs to find a permanent location for contract maintenance and transit vehicle parking. The District purchased a bus parking facility in fiscal year 2019/2020 and is currently purchasing a paratransit maintenance facility, but additional facilities are needed. In fiscal year 2021, the District added $4.0 million to a capital reserve to give a total balance of $19.2 million.

RELEVANT FINANCIAL POLICIES

Budget Process

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

The Marin Transit Board adopts an annual budget for the District's fiscal year starting July 1 and ending June 30. Under the direction of the Director of Finance, staff develops a balanced budget for the Board that provides sufficient and sustainable funding for local transit service needs using the following guidelines:

1. Maintain adopted reserve levels;
2. Preserve a balance of revenues and expenditures over a ten-year horizon;
3. Provide for SRTP-adopted service levels; and
4. Allow for innovative growth.

Reserve Policy

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. When the emergency reserve is fully funded and the contingency reserve is funded with the equivalent of at least two months of operations funds, the District may fund a capital reserve through the budgeting process. The reserve is designed to reduce the District's future needs for borrowing or bonding for large capital projects.

If the reserve balance exceeds six months of operating expenditures for a prolonged period, the policy advises the Board to consider options such as, but not limited to, expanding transit service or decreasing fares in an effort to provide the optimal level of transit service and benefits to Marin County residents.

Consistent with the fiscal year 2021 budget, the District added $774,858 to the operations reserve in fiscal year 2021, to maintain a total operations reserve of $12.3 million or the equivalent of six months operating expenses in the combined Emergency and Contingency Reserves.

AWARDS AND ACKNOWLEDGEMENTS

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the District for its Annual Comprehensive Financial Reports (ACFR) for the fiscal year ended June 30, 2019. Due to lengthened review times, the District has not received notification of award for the fiscal year ending June 30, 2020. The Certificate of Achievement is a prestigious national award, recognizing conformance with the highest standards for preparation of state or local government financial reports. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized ACFR. The report must satisfy both GAAP and applicable legal requirements.

A Certificate of Achievement is valid for a period of only one year. We believe that our current ACFR continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of this report required the dedicated efforts of the District's staff. We also gratefully recognize Brown Armstrong Accountancy Corporation for their timely audit and expertise on the preparation of this ACFR. Finally, we would like to thank the Board for its commitment and support in the development of a strong financial system.

Respectfully Submitted,

Nancy Whelan
General Manager

Lauren Gradia
Director

MARIN COUNTY TRANSIT DISTRICT
INTRODUCTORY SECTION
PRINCIPAL OFFICIALS

Damon Connolly District 1

Katie Rice District 2

Stephanie Moulton-Peters District 3

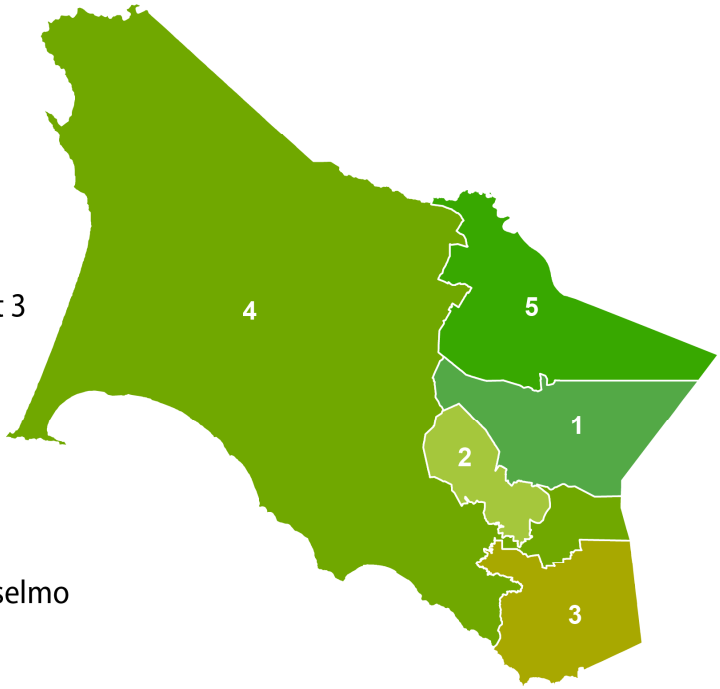
Dennis Rodoni District 4

Judy Arnold District 5

Kate Colin City of San Rafael

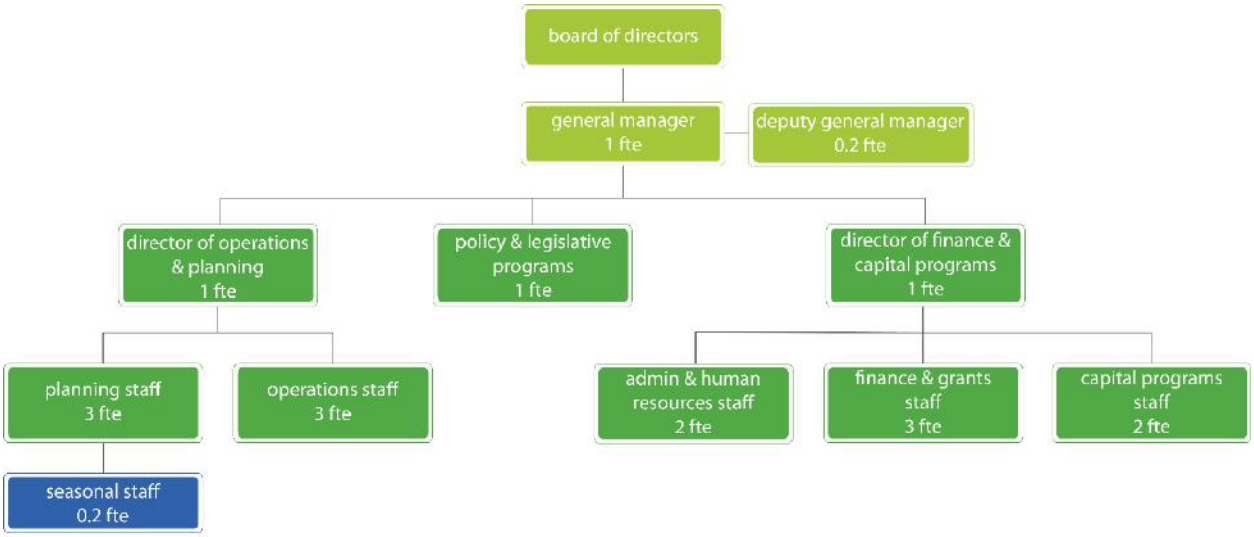
Eric Lucan City of Novato

Brian Colbert (alt) Town of San Anselmo



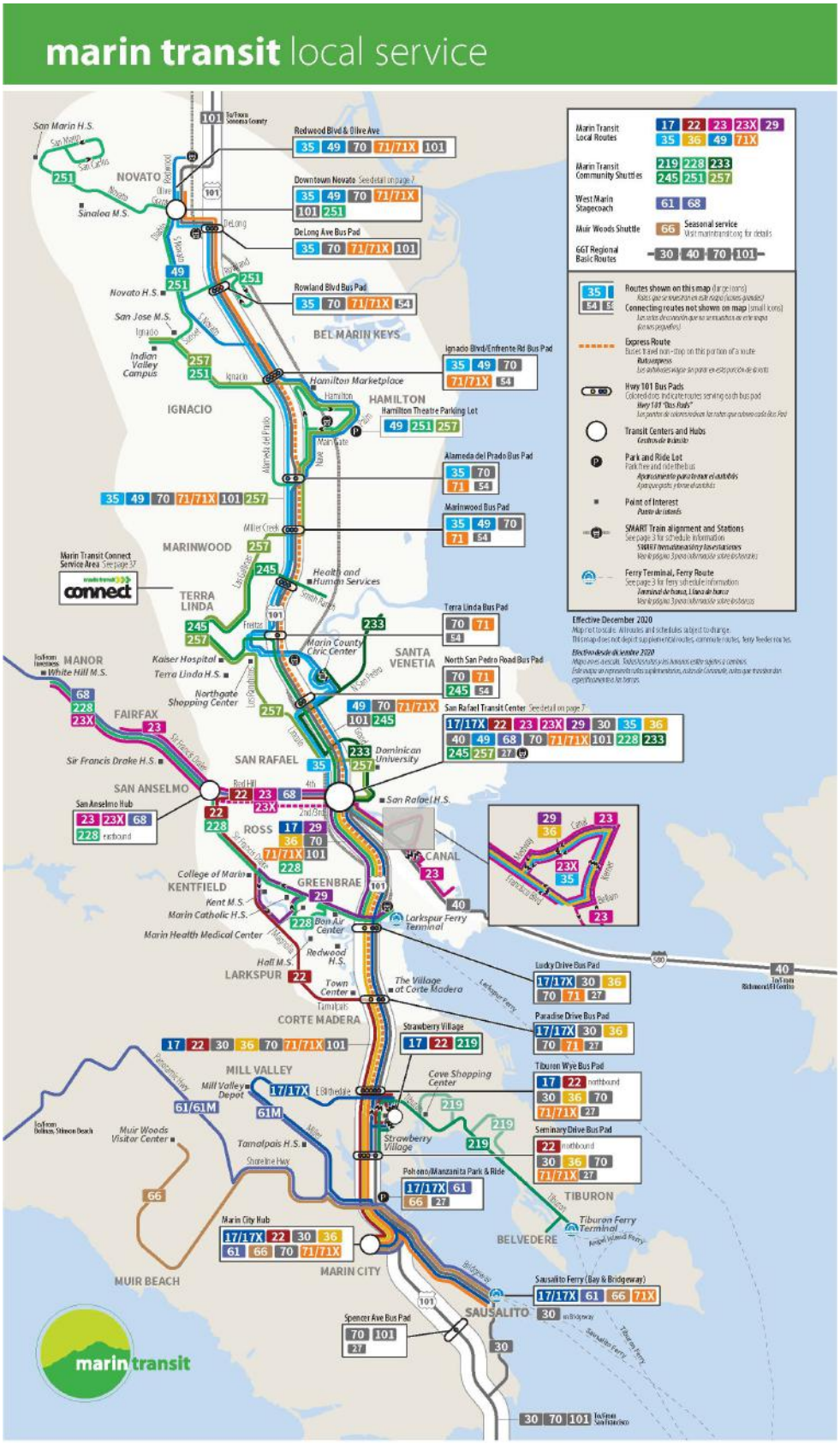
Board Member	District or City	Current Term Ends
Damon Connolly	District 1	January 1, 2023
Katie Rice	District 2	January 1, 2025
Stephanie Moulton-Peters	District 3	January 1, 2025
Dennis Rodoni	District 4	January 1, 2025
Judy Arnold	District 5	January 1, 2023
Kate Colin	City of San Rafael	January 1, 2024
Eric Lucan	City of Novato	January 1, 2025
Brian Colbert	City of San Anselmo	January 1, 2024

MARIN COUNTY TRANSIT DISTRICT
INTRODUCTORY SECTION
ORGANIZATIONAL CHART



Note:
- Total authorized FTE 16.4
- Vacancies at 6/30/21 equal 0.8 FTE

MARIN COUNTY TRANSIT DISTRICT
INTRODUCTORY SECTION
SERVICE AREA MAP



Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Marin County Transit District
California

For its Comprehensive Annual
Financial Report
For the Fiscal Year Ended

June 30, 2019

Christopher P. Morrill

Executive Director/CEO

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FINANCIAL SECTION

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BROWN ARMSTRONG
CERTIFIED PUBLIC ACCOUNTANTS

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Marin County Transit District
San Rafael, California

Report on the Financial Statements

We have audited the accompanying basic financial statements of the Marin County Transit District (the District), a component unit of the County of Marin, as of and for the fiscal years ended June 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of basic financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the District's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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REGISTERED with the Public Company Accounting Oversight Board and MEMBER of the American Institute of Certified Public Accountants

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the District as of June 30, 2021 and 2020, and the respective changes in financial position, and cash flows thereof, for the fiscal years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of changes in the net pension asset and related ratios, and schedule of contributions, as listed in the accompanying table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board (GASB), who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audits were conducted for the purpose of forming an opinion on the financial statements that collectively comprise the District's basic financial statements. The introductory section, supplementary information, and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and is also not a required part of the basic financial statements.

The supplementary information identified in the accompanying table of contents and the SEFA are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards general accepted in the United States of America. In our opinion, the supplementary information identified in the accompanying table of contents and the SEFA are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory section and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated November 24, 2021, on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
November 24, 2021

MARIN COUNTY TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2021 AND 2020

As management of the Marin County Transit District (Marin Transit or the District), we offer readers of the District's financial statements this narrative overview and analysis of the financial activities of the District for the fiscal years ended June 30, 2021 and June 30, 2020. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in our letter of transmittal, which can be found on pages i to vi of this report.

FINANCIAL HIGHLIGHTS

- The assets of the District exceeded its liabilities at June 30, 2021 and 2020, by $77,682,047 and $72,155,721 (net position), respectively. Of this amount, $40,895,229 and $40,142,892, respectively, is net investment in capital assets, and $36,786,818 and $32,012,829, respectively, is unrestricted.

- The District's total net position increased for the fiscal year ended June 30, 2021, by $5,526,326 compared to the fiscal year ended June 30, 2020. The District's total net position increased for the fiscal year ended June 30, 2020, by $16,163,110 compared to the fiscal year ended June 30, 2019. The increases are due to increased investment in capital assets and increased intergovernmental operating revenue including Federal and State funding.

- The District claimed $12,255,119 in fiscal year 2021 from the Transportation Authority of Marin as part of a voter approved sales tax. The District claimed $15,844,793 in fiscal year 2020 from the Transportation Authority of Marin as part of a voter approved sales tax, plus $85,000 in pass-through Measure A interest, for a total of $15,929,793 recognized in fiscal year 2020.

- The District's emergency reserve and contingency reserve are fully-funded, with a total value equivalent to six months operating funds. The District also added $3,999,130 to a capital reserve, for a total capital reserve of $19,228,282.

OVERVIEW OF THE FINANCIAL STATEMENTS

The discussion and analysis provided here are intended to serve as an introduction to the District's basic financial statements. The District's basic financial statements consist of two components: (1) government-wide financial statements and (2) notes to the basic financial statements. This report also contains supplementary information intended to furnish additional detail to support to the basic financial statements.

Government-Wide Financial Statements

The District is a single-purpose entity that is required to account for its activity as a proprietary fund type under governmental accounting standards. Accordingly, the District presents only government-wide financial statements. The government-wide financial statements are designed to provide readers with a broad overview of the District's finances, similar to a private-sector business.

The statements of net position present information on all of the District's assets and liabilities, with the difference between assets and liabilities reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the District is improving or deteriorating.

The statements of activities and changes in net position present information showing how the District's net position changed during the fiscal year. All changes in net position are recognized on the date the underlying event that gives rise to the change occurs, regardless of the timing of the related cash flows.

The basic financial statements can be found on pages 10-13 of this report.

Notes to the Basic Financial Statements

The notes provide additional information that is necessary to acquire a full understanding of the data provided in the government-wide statements. The notes to the basic financial statements can be found on pages 14-34 of this report.

OVERALL FINANCIAL ANALYSIS

The financial statements provide both short-term and long-term information about the District's overall financial condition. This analysis addresses the financial statements of the District as a whole.

As noted earlier, net position may serve as a useful indicator of a government's financial position over time. In the case of the District, assets and deferred outflows of resources exceeded liabilities by $77,682,047 and $72,155,721 at June 30, 2021 and 2020, respectively.

STATEMENTS OF NET POSITION

As stated earlier, increases or decreases in net position over time may serve as a useful indicator of the District's financial position. A summary of the Statements of Net Position during the fiscal years ended June 30, 2021, 2020, and 2019, is shown below. The focus is on Net Position (Note 1):

	June 30, 2021	June 30, 2020	2021 - 2020 Increase (Decrease)	June 30, 2019	2020 - 2019 Increase (Decrease)
Cash	$ 25,892,366	$ 22,732,624	$ 3,159,742	$ 22,486,562	$ 246,062
Receivables	12,153,513	13,981,420	(1,827,907)	9,716,309	4,265,111
Prepaid expenses	2,983,557	136,882	2,846,675	14,192	122,690
Net pension asset	12,047	-	12,047	-	-
Capital assets	40,895,229	40,142,892	752,337	28,758,459	11,384,433
Total Assets	81,936,712	76,993,818	4,942,894	60,975,522	16,018,296
Deferred Outflows of Resources	6,088	-	6,088	-	6,088
Current liabilities	4,237,994	4,798,796	(560,802)	4,953,820	(155,024)
Noncurrent liabilities	22,759	39,301	(16,542)	29,091	10,210
Total Liabilities	4,260,753	4,838,097	(577,344)	4,982,911	(144,814)
Net investment in capital assets	40,895,229	40,142,892	752,337	28,758,459	11,384,433
Unrestricted net position	36,786,818	32,012,829	4,773,989	27,234,152	4,778,677
Total Net Position	$ 77,682,047	$ 72,155,721	$ 5,526,326	$ 55,992,611	$ 16,163,110

A substantial portion of the District's total net position reflects its investment in capital assets. These capital assets are used to provide bus services to Marin County residents and visitors. Consequently, these assets are not available for future spending. An additional portion of the District's net position represents resources that are subject to external restrictions imposed by grantors, contributors, or laws or regulations of other governments or constraints imposed by laws through constitutional provisions or enabling legislation, that restrict the use of net position. The remainder of the District's net position is unrestricted, and represents the District's reserve account. This reserve continues to meet the requirements of the Board of Directors adopted reserve policy.

STATEMENTS OF ACTIVITIES AND CHANGES IN NET POSITION

The Statements of Activities and Changes in Net Position provide information regarding the District's revenues and expenses. The table below reflects a summary of the District's Statements of Activities and Changes in Net Position during the fiscal years ended June 30, 2021, 2020, and 2019.

	June 30, 2021	June 30, 2020	2021-2020 Increase (Decrease)	June 30, 2019	2020-2019 Increase (Decrease)
Operating Revenues					
Transit fares	$ 1,456,012	$ 2,664,354	$ (1,208,342)	$ 3,303,234	$ (638,880)
Contractual compensation	1,291,815	1,778,963	(487,148)	1,834,761	(55,798)
Special fares and school bus revenue	193,008	376,870	(183,862)	424,819	(47,949)
Total Operating Revenues	2,940,835	4,820,187	(1,879,352)	5,562,814	(742,627)
Operating Expenses					
Purchased transportation services	23,220,993	24,614,822	(1,393,829)	24,245,772	369,050
Depreciation	4,479,124	4,119,852	359,272	3,549,062	570,790
Salary and benefits	2,435,258	2,420,797	14,461	2,099,316	321,481
Fuel	1,891,121	2,112,076	(220,955)	2,521,502	(409,426)
Professional services	1,571,188	1,352,263	218,925	1,340,332	11,931
General and administrative	531,105	537,450	(6,345)	422,474	114,976
Leases and rentals	140,532	137,817	2,715	126,723	11,094
Maintenance and facility costs	249,147	160,765	88,382	88,107	72,658
Total Operating Expenses	34,518,468	35,455,842	(937,374)	34,393,288	1,062,554
Operating Loss	(31,577,633)	(30,635,655)	(941,978)	(28,830,474)	(1,805,181)
Nonoperating Revenues (Expenses)					
Intergovernmental	26,303,660	25,660,130	643,530	24,340,749	1,319,381
Property taxes	5,025,293	4,803,083	222,210	4,561,268	241,815
Advertising and rentals	538,768	520,168	18,600	412,978	107,190
Gain on disposal of capital assets	110,250	-	110,250	-	-
Other revenues (expenses)	(106,156)	268,736	(374,892)	113,695	155,041
Total Nonoperating Revenues (Expenses)	31,871,815	31,252,117	619,698	29,428,690	1,823,427
Income Before Capital Contributions	294,182	616,462	(322,280)	598,216	18,246
Capital Contributions (Grants)					
Intergovernmental	5,225,566	15,495,044	(10,269,478)	3,126,499	12,368,545
Other revenue	6,578	51,604	(45,026)	45,628	5,976
Total Capital Contributions (Grants)	5,232,144	15,546,648	(10,314,504)	3,172,127	12,374,521
Change in Net Position	5,526,326	16,163,110	(10,636,784)	3,770,343	12,392,767
Net Position at Beginning of Year	72,155,721	55,992,611	16,163,110	52,222,268	3,770,343
Net Position at End of Year	$ 77,682,047	$ 72,155,721	$ 5,526,326	$ 55,992,611	$ 16,163,110

Revenues

Operating revenues decreased to $2.9 million in the fiscal year ended June 30, 2021, as compared to $4.8 million in the fiscal year ended June 30, 2020. This decrease was due to a drop in fare revenue resulting from a significant drop in ridership due to the COVID-19 pandemic and the associated shelter in place order that began in March 2020. There was also a drop in contractual compensation from Golden Gate Bridge Highway and Transportation District due low paratransit demand and associated costs.

The District's nonoperating revenues grew for the fiscal years ended June 30, 2021 and June 30, 2020. The increase in the fiscal year ended June 30, 2020, is primarily due to claiming $2.1 million of additional federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds. The increase in the fiscal year ended June 30, 2021, was more modest as the District continued to receive federal relief funds.

The majority of construction and vehicle acquisitions are funded with capital contributions from other governmental units such as federal, state, and local agencies. Therefore, capital contribution revenue is tied to the District's capital purchases, which naturally fluctuate over time. In the fiscal year ended June 30, 2020, the District purchased a vehicle parking facility and received a large number of vehicles, resulting in large spikes in capital contributions.

Expenses

Operating expenses decreased in fiscal year ended June 30, 2021, due to lower purchased transportation costs from reduced ADA paratransit service demand. Service cancelations related to the pandemic caused fuel expenses to decline in fiscal year ended June 30, 2021. During the fiscal year ended June 30, 2020, operating expenses increased due to increased depreciation expenses and increased purchased transportation costs from increased contract rates.

In the fiscal year ended June 30, 2021, Marin Transit had no significant changes in salary and benefits and other administrative costs. In the fiscal year ended June 30, 2020, Marin Transit had fewer vacant positions resulting in higher salary and benefit costs for operations.

In the fiscal year ended June 30, 2020, Marin Transit had fewer vacant positions resulting in higher salary and benefit costs for operations.

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets

Summary of Capital Assets (net of depreciation)

	Balance at June 30, 2021	Balance at June 30, 2020	Balance at June 30, 2019
Nondepreciable			
Land	$ 1,550,836	$ 1,550,836	$ -
Work in progress	673,962	206,286	1,454,572
Total Nondepreciable	2,224,798	1,757,122	1,454,572
Capital Assets Being Depreciated			
Revenue vehicles	26,419,635	25,378,696	18,792,651
Facilities and stops	7,838,121	8,202,276	7,713,719
Communication and data equipment	621,442	682,904	417,171
Fare revenue collection equipment	13,226	29,568	64,108
Furniture and fixtures	24,073	29,318	36,965
Buildings	3,673,033	3,882,921	-
Non-revenue vehicles	80,901	180,087	279,273
Total Capital Assets Being Depreciated	38,670,431	38,385,770	27,303,887
Capital Assets, Net	$ 40,895,229	$ 40,142,892	$ 28,758,459

The District's investment in capital assets amounts to $40,895,229 and $40,142,892 and as of June 30, 2021 and June 30, 2020, respectively (net of accumulated depreciation). This investment in capital assets includes vehicles, facilities and stops, communication and data equipment, fare revenue collection equipment, and furniture and fixtures. Net assets increased in fiscal year 2021 by 2% after increasing approximately 40% in fiscal year 2020.

The most significant additions to the District's capital costs in the year ended June 30, 2021, were the purchase of 15 paratransit vehicles, nine shuttle vehicles and four rural XHF vehicles More detail on capital costs for fiscal year ended June 30, 2021, is included on page 21 of this report. The most significant additions to the District's capital costs in the year ended June 30, 2020, were purchase of a vehicle parking facility and eleven 40ft vehicle replacements. More detail on capital costs for fiscal year ended June 30, 2020, is included on page 21 of this report.

Debt Administration

Pursuant to the enabling legislation (Marin County Transit District Act of 1964, § 70225), the District has the authority to issue debt. Currently, the District has no outstanding debt.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

The on-going disruptions from the COVID-19 pandemic creates uncertainty for District revenues and transit demand levels. Federal relief funding along with significant reserves allow the District to continue to provide services. The District adopted a fully funded budget for fiscal year ending June 30, 2022, and will continue to monitor revenue projections and prepare for service adjustments to respond to changing needs and to ensure long term financial sustainability. The District entered this period of disruption and uncertainty in a strong financial position. District reserves, combined with federal relief funding will allow the District to maintain local transit service levels in Marin County.

Marin County voters passed Measure AA on November 6, 2018, to reauthorize and extend the local transportation sales tax for 30 years. The new measure continues to prioritize local transit and the expenditure plan specifies that that 55 percent of allocated sales tax revenues will go to local transit. Sales tax revenue in Marin County has continued to provide stable operation revenues throughout the pandemic.

Marin Transit's budget for fiscal year ending June 30, 2022, provides funding to continue to operate a similar level of service to the prior year. Due to the pandemic, services were adjusted based on Board actions in response to changing needs. As these adjustments are no longer needed and school and recreational transit demand returns, services are restarting. Supplemental school service, yellow bus service and the Muir Woods shuttle have all resumed operation again. Paratransit demand continues to be down about 70%. Marin Transit's contract service operations expenses continue to be the District's largest expense and are 78% of operations costs. Marin Transit operations contracts are in option years and the District will implement a new paratransit contract next year and begin procurement of new fixed route contracts.

The District does not own sufficient transit vehicle parking and maintenance facilities. Without additional transit vehicle parking, increasing bus service levels will be constrained and it will be difficult to continue investments in electric bus charging infrastructure. Marin Transit has identified this as an ongoing challenge for contract operations and a risk for future operations contracts. To reduce this risk, Marin Transit purchased a bus parking facility in fiscal year ending June 30, 2020 and the purchase a paratransit maintenance will be completed in early fiscal year 2022 but additional facilities are needed. Marin Transit has planned for two capital projects to purchase parking and maintenance facilities.

The District adopted the Short Range Transit Plan (SRTP) on February 3, 2020. The 2020-2029 SRTP provides framework for service and capital planning for the next ten years. Financial projections are updated and a financially constrained plan and priorities for services and projects are established for potential future new revenues. The SRTP financial plan guides financial decision-making for the agency and is the basis for analyzing longer range financial impacts of changes in costs and revenues. The SRTP is updated every two to four years.

The District always continues to evaluate all services provided with an emphasis on improving the efficiency and convenience of the transit system for riders. During this pandemic, the District has been monitoring services and revenues carefully to ensure the District is prepared to adjust services as revenue projections stabilize. The District continues to provide the highest levels of local bus service possible while ensuring financial stability.

REQUESTS FOR INFORMATION

This financial report is designed to provide our residents, taxpayers and creditors with a general overview of the District's finances and to demonstrate the District's accountability for the funds under its stewardship.

Please address any questions about this report or requests for additional financial information to our office at 711 Grand Avenue, Suite 110, San Rafael, California 94901.

Respectfully submitted,

Nancy Whelan
General Manager

BASIC FINANCIAL STATEMENTS

MARIN COUNTY TRANSIT DISTRICT
STATEMENTS OF NET POSITION
JUNE 30, 2021 AND 2020

	2021	2020
ASSETS		
CURRENT ASSETS:		
Cash, cash equivalents, and investments	$ 25,892,366	$ 22,732,624
Accounts receivable:		
State grants	10,510	369,455
Transportation Authority of Marin	10,223,462	8,879,461
Federal grants	862,124	2,911,825
Golden Gate Bridge Highway and Transit District	375,332	878,486
Other receivables	682,085	942,193
Prepaid expenses	2,983,557	136,882
Total Current Assets	41,029,436	36,850,926
NONCURRENT ASSETS:		
Net pension asset (Note 8)	12,047	-
Capital assets:		
Not depreciated	2,224,798	1,757,122
Depreciated, net	38,670,431	38,385,770
Total capital assets	40,895,229	40,142,892
Total Noncurrent Assets	40,907,276	40,142,892
Total Assets	81,936,712	76,993,818
DEFERRED OUTFLOWS OF RESOURCES (Note 8):	$ 6,088	$ -
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	$ 81,942,800	$ 76,993,818
LIABILITIES AND NET POSITION		
CURRENT LIABILITIES:		
Accounts payable	$ 2,920,056	$ 3,751,418
Accrued payroll and benefits	86,407	97,090
Unearned revenue	1,121,010	853,743
Compensated absences - current portion	110,521	96,545
Total Current Liabilities	4,237,994	4,798,796
NONCURRENT LIABILITIES:		
Compensated absences - noncurrent portion	22,759	39,301
Total Noncurrent Liabilities	22,759	39,301
Total Liabilities	4,260,753	4,838,097
NET POSITION:		
Net investment in capital assets	40,895,229	40,142,892
Unrestricted	36,786,818	32,012,829
Total Net Position	$ 77,682,047	$ 72,155,721

The accompanying notes are an integral part of these financial statements.

MARIN COUNTY TRANSIT DISTRICT
STATEMENTS OF ACTIVITIES AND CHANGES IN NET POSITION
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020

	2021	2020
OPERATING REVENUES:		
Transit fares	$ 1,456,012	$ 2,664,354
Contractual compensation	1,291,815	1,778,963
Special fares	193,008	225,860
School bus services revenues	-	151,010
Total Operating Revenues	2,940,835	4,820,187
OPERATING EXPENSES:		
Purchased transportation services	23,220,993	24,614,822
Depreciation	4,479,124	4,119,852
Salaries and benefits	2,435,258	2,420,797
Fuel	1,891,121	2,112,076
Professional services	1,571,188	1,352,263
General and administrative	345,271	314,814
Utilities	193,029	149,744
Marketing	96,231	126,142
Leases and rentals	140,532	137,817
Other services	23,115	48,090
Casualty and liability costs	66,488	48,404
Maintenance costs	39,422	14,578
Capital costs	16,696	(3,557)
Total Operating Expenses	34,518,468	35,455,842
OPERATING LOSS	(31,577,633)	(30,635,655)
NONOPERATING REVENUES (EXPENSES):		
Intergovernmental revenue	26,303,660	25,660,130
Property tax revenue	5,025,293	4,803,083
Advertising	201,573	237,238
Rental income	337,195	282,930
Interest income	125,929	353,736
Gain on disposal of capital assets	110,250	-
Pass through of Measure AA funds	(232,085)	(85,000)
Total nonoperating revenues (expenses)	31,871,815	31,252,117
CAPITAL CONTRIBUTIONS:		
Intergovernmental revenue	5,225,566	15,495,044
Other revenue	6,578	51,604
Total capital contributions	5,232,144	15,546,648
Change in Net Position	5,526,326	16,163,110
NET POSITION:		
Beginning of year	72,155,721	55,992,611
End of year	$ 77,682,047	$ 72,155,721

The accompanying notes are an integral part of these financial statements.

MARIN COUNTY TRANSIT DISTRICT
STATEMENTS OF CASH FLOWS
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020

	2021	2020
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash received from customers	$ 2,176,395	$ 2,853,364
Cash receipts from contracts	1,291,815	1,778,963
Cash receipts from rent and leases	337,195	282,930
Cash paid for purchased transportation service	(23,234,242)	(24,575,813)
Cash paid to suppliers for goods and services	(4,383,093)	(4,300,371)
Cash paid to employees for services	(6,131,430)	(3,016,576)
Net Cash Used by Operating Activities	(29,943,360)	(26,977,503)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Property taxes received	5,025,293	4,803,083
Intergovernmental revenues received	27,840,947	22,024,383
Net Cash Provided by Noncapital Financing Activities	32,866,240	26,827,466
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Proceeds from sale of capital assets	110,250	-
Acquisition of capital assets	(5,231,461)	(15,504,285)
Capital contribution revenues received	5,232,144	15,546,648
Net Cash Provided by Capital and Related Financing Activities	110,933	42,363
CASH FLOWS FROM INVESTING ACTIVITIES:		
Interest income received	125,929	353,736
Net Cash Provided by Investing Activities	125,929	353,736
Net Increase in Cash, Cash Equivalents, and Investments	3,159,742	246,062
CASH, CASH EQUIVALENTS, AND INVESTMENTS:		
Beginning balance	22,732,624	22,486,562
Ending balance	$ 25,892,366	$ 22,732,624

The accompanying notes are an integral part of these financial statements.

MARIN COUNTY TRANSIT DISTRICT
STATEMENT OF CASH FLOWS (Continued)
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020

	2021	2020
RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES:		
Operating loss	$ (31,577,633)	$ (30,635,655)
Adjustments to reconcile operating loss to net cash used by operating activities:		
Depreciation	4,479,124	4,119,852
Rent and lease receipts	337,195	282,930
(Increase) decrease in accounts receivable	260,108	(477,126)
(Increase) in prepaid expenses	(2,846,675)	(122,690)
(Increase) in net pension asset	(18,135)	-
(Decrease) in accounts payable	(831,362)	(473,089)
(Decrease) Increase in accrued payroll and benefits	(10,683)	10,049
Increase in unearned revenue	267,267	289,266
(Decrease) Increase in compensated absences	(2,566)	28,960
Net Cash Used by Operating Activities	$ (29,943,360)	$ (26,977,503)

The accompanying notes are an integral part of these financial statements.

MARIN COUNTY TRANSIT DISTRICT
NOTES TO THE BASIC FINANCIAL STATEMENTS
JUNE 30, 2021 AND 2020

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the Marin County Transit District (the District) are in conformity with accounting principles generally accepted in the United States of America (GAAP) applicable to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing accounting and financial reporting principles. The following is a summary of the significant accounting policies:

A. *Reporting Entity*

The District is a special district created by the authority of the Marin County Transit District Act of 1964. The District's purpose is to develop, finance, organize, and provide local Marin County transit service. Revenues are derived principally from property taxes, aid from other governmental entities, transportation contract revenue, and transit fare revenue.

The District is governed by a seven-member Board of Directors (the Board) comprised of the members of the Board of Supervisors of the County of Marin (the County) and two members chosen from city council persons or mayors of cities within the County. The District is a component unit of the County because the County controls the District's Board and may impose its will on the District.

The District contracts with five transit providers to operate transit services in Marin County:

Golden Gate Bridge Highway and Transportation District (Golden Gate): Since 1971, the District has contracted with Golden Gate to provide local transit services. In May of 2015, the District and Golden Gate entered into an agreement for transit services for the period July 1, 2014 through June, 30, 2020, that contained options to extend the contract for two additional one-year periods. As of June 30, 2021, both option years have been executed, extending the contract through June 30, 2022. The contract specifies a rate per revenue hour and range of minimum and maximum revenue hours to be incurred each fiscal year for the term of the agreement and the two option years. The contract provides for a 2.7% increase in the rate per revenue hour annually. Fuel, capital costs, customer service, as well as San Rafael Transit Center security, maintenance, and utilities are separately compensated under the agreement in addition to the rate per revenue hour. The District sets the fare structure and rates, and establishes the service levels and the frequency of local transit services. Golden Gate collects passenger fares for the District's routes and the District's portion of State funding and applies them toward the District's obligation to Golden Gate.

Under the terms of the yearly agreements in place for the fiscal years ended June 30, 2021 and 2020, Golden Gate operated seven local fixed routes. The total cost of local bus transit service under these agreements during the fiscal years ended June 30, 2021 and 2020, was $9,676,568 and $10,728,455, respectively. Related fare revenue, advertising revenue, and other revenue earned for the fiscal years ended June 30, 2021 and 2020, was $1,744,825 and $2,639,781, respectively. Golden Gate was compensated for operating costs based on revenue hours incurred multiplied by a rate per hour specified in the contract as well as the District's share of capital costs of Golden Gate buses used. The agreement allowed the District the option of assuming ownership of revenue vehicles purchased with the District's capital contribution to Golden Gate. Ownership of all seventeen buses for which this provision applied was assumed during the fiscal year ended June 30, 2016. The remaining capital costs paid by the District to Golden Gate are related to the use of Golden Gate assets, including vehicles, facilities, and other assets, for which ownership may not be assumed by the District.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

A. *Reporting Entity* (Continued)

Under the local paratransit agreement, the District contracts for local and inter-county (regional) paratransit service on behalf of Golden Gate. With the implementation of the Americans with Disabilities Act (ADA), Golden Gate was required to provide complementary local and inter-county paratransit services. Golden Gate contracted with the District to be the primary public entity responsible to provide these inter-county paratransit services. The District, in turn, contracted with Marin Senior Coordinating Council, Inc., to provide the actual services, with the understanding that the District would be adequately compensated by Golden Gate.

Marin Senior Coordinating Council, Inc.: The District has contracted with Marin Senior Coordinating Council, Inc., (MSCC, also known as "Whistlestop") since 2009 to provide local paratransit services. The contract was competitively bid, with a most recent contract start date of January 1, 2016. The contract has a 4 ½ year term with two one-year options. Paratransit services consist of demand responsive services for the disabled, which meets the requirements of the ADA and other federal provisions. Under the contract, MSCC provides the paratransit services and collects all the fare revenues. MSCC bills the District monthly for the net cost of services on an agreed-upon hourly basis. The District receives reimbursement from Golden Gate for the actual cost of the inter-county (regional) portion of this service and a portion of the local paratransit services.

MV Transportation, Inc.: MV Transportation, Inc., operates turn-key service on the Muir Woods Shuttle, Local Fixed Route Service, and Rural Service. This includes two rural routes established by the District and paid for in part by Federal Section 5311 Rural funding. This three-year contract, with two option years, was awarded in 2018 through a competitive bid process. Fare revenue on the service is collected through the District's GFI fare box system and is deposited directly into the District's account. The National Park Service pays for 50% of the Muir Woods Shuttle program.

Marin Airporter: Marin Airporter operates Local Fixed Route service and Community Shuttle Service. Marin Airporter has operated the Community Shuttle Service since 2006. The current three-year contract with two option years was awarded in 2018 through a competitive bid process. Fare revenue on this service is collected through the District's GFI fare box system and is deposited directly into the District's account.

Michael's Transportation Services: Michael's Transportation Services provides a six-yellow bus service to the Ross Valley School District. The current three-year contract, with two option years, was awarded in 2018 through a competitive bid process. Fare revenue on this service is collected through District pass sales and deposited into the District's account.

B. *Joint Ventures*

The District participates in two joint ventures. One joint venture is for risk management as disclosed in Note 11. The second joint venture is the Marin Emergency Radio Authority (the Authority). The Authority is responsible for acquiring, constructing, improving, and operating a countywide emergency radio system. During the fiscal year ended June 30, 1999, the Authority issued Revenue Bonds to be used for the acquisition of the radio system. The District is responsible for a 1.18% share of the annual contributions to the Authority for operations, which also covers debt payments. The amount of the contribution is disclosed in Note 13. The District is not directly responsible for liabilities of the Authority and only has a residual equity interest in the Authority that would result in the District's proportional share of residual assets being distributed to the District, if any, if the members vote to terminate the Authority. The Authority issues separate financial statements, which are available at: Marin Emergency Radio Authority, c/o Novato Fire Protection District, 95 Rowland Way, Novato, California 94945 or www.meraonline.org/contact.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

C. *Basis of Presentation*

The basic financial statements of the District have been prepared in conformity with GAAP as applied to government units. The GASB is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The District applies all applicable GASB pronouncements in its accounting and financial reporting. The more significant of the District's accounting policies are described below.

The District's resources are allocated to and accounted for in these financial statements as an enterprise fund type of the proprietary fund group. Enterprise funds are used to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges, or where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other policies. Net position for the enterprise fund represents the amount available for future operations.

D. *Basis of Accounting*

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. Enterprise funds are accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets, deferred outflows of resources, liabilities, and deferred inflows of resources associated with the operation of this fund are included on the Statement on Net Position. Net position is segregated into the net investment in capital assets, amounts restricted, and amounts unrestricted. Enterprise fund operating statements present increases (i.e., revenues) and decreases (i.e., expenses) in net position.

The District uses the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred. Grant revenue is recognized when program expenditures are incurred in accordance with program guidelines. When such funds are received they are recorded as unearned revenues until earned. Transportation Development Act (TDA) revenues are recorded when all eligibility requirements have been met.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the District are charges to customers for transportation services, contractual compensation, and advertising. Operating expenses include the cost of purchased transportation services, contract labor, fuel, depreciation, professional services, leases and rentals, general and administrative, direct labor, marketing, utilities, and other operating expenses. All revenues and expenses not meeting these definitions are reported as nonoperating revenues and expenses.

When both restricted and unrestricted resources are available for use, it is the District's policy to use restricted resources first, then unrestricted resources as they are needed.

E. *Cash and Cash Equivalents*

The District defines cash and cash equivalents as cash on hand, demand deposits, and short-term investments, including the investment in the County investment pool. For the purposes of reporting cash flows, the District considers all cash and highly liquid investments purchased with an original maturity of three months or less to be cash equivalents. Additionally, one contractor who provides transportation services offsets certain types of revenues and expenses against monthly transportation service charges. Only the actual cash transactions are shown on the Statement of Cash Flows.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

F. *Prepaid Expenses*

Prepaid expenses are costs paid as of the Statement of Net Position date that are related to future accounting periods. Prepaid expenses at June 30, 2021 and 2020, consisted mainly of prepaid software maintenance costs.

G. *Capital Assets*

Capital assets are valued at historical cost. Donated capital assets are reported at the acquisition value, which is the price that would be paid to acquire an asset with equivalent service potential in an orderly market transaction at the acquisition date. The District's policy defines capital assets as assets with an initial, individual cost of more than $5,000 and an estimated useful life in excess of one year. Provision is made for depreciation on the straight-line method over the estimated useful lives of the assets. The estimated useful lives are as follows:

Revenue vehicles	3 – 12 years
Facilities and stops	5 – 30 years
Communication and data equipment	3 – 5 years
Fare revenue and collection equipment	5 years
Furniture and fixtures	8 years
Non-revenue vehicles	2 years

Maintenance and repairs are expensed as operating expenses when incurred. Betterments that increase the useful lives or capacity of existing capital assets are capitalized when incurred. Costs of assets sold or retired (and the related amounts of accumulated depreciation) are eliminated from the capital asset accounts in the fiscal year of sale or retirement and the resulting gain or loss is included in nonoperating revenues (expenses).

Occasionally the District reimburses other organizations for the purchases of vehicles, facilities, and other assets. For the reimbursements in which the District does not own the assets, the transaction is recorded as capital costs within operating expenses on the Statements of Activities and Changes in Net Position.

H. *Unearned Revenue*

Unearned revenue at June 30, 2021, was primarily Low Carbon Transit Operations Program (LCTOP) funds for the purchase of 40ft electric transit vehicles expected to be delivered in the next fiscal year. Other unearned revenue at June 30, 2021 was College of Marin Student fees for transit service, security deposit fees for Rush Landing and State Transit. Unearned revenue at June 30, 2020, was State Transit Assistance funds from the State of Good Repair program for the purchase of a 30ft narrow bodied vehicle for the rural and seasonal service and Low Carbon Transit Operations Program funds for the purchase of 40ft electric transit vehicles.

I. *Compensated Absences*

At June 30, 2021 and 2020, the District's employment policy allows employees to accumulate earned, but unused, vacation leave time. Vacation accrues at a rate of 80 hours per year until the third consecutive year of employment when an additional 40 hours are earned. Administrative leave and sick leave is provided to employees, but is not payable at separation or retirement and is not accrued as part of compensated absences. The current portion of the long-term liability is estimated based on historical trends.

J. *Property Taxes*

The County levies taxes and places liens on real property as of January 1 on behalf of the District. Property taxes are due the following November 1 and March 1 and become delinquent December 10 and April 10 for the first and second installments, respectively. Unsecured property taxes are levied throughout the fiscal year.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

J. *Property Taxes* (Continued)

In 1993, the District entered into an agreement (commonly known as the Teeter Plan) with the County. The Teeter Plan calls for the County to advance the District its share of the annual gross levy of secured property taxes and special assessments. In consideration, the District gives the County its rights to penalties and interest on delinquent secured property tax receivables and actual proceeds collected. The other receivables line on the Statements of Net Position refers mainly to unsecured property taxes.

K. *Measure A*

The County's voters passed a ½ cent sales tax measure (Measure A) in 2004 to provide local funding and investment for transportation infrastructure and programs. The tax went into effect on April 1, 2005, and lasts for a period of 20 years. Under the sales tax expenditure plan, fifty-five percent (55%) of Measure A is available for Local Transit service. The Transportation Authority of Marin (TAM) is the transportation sales tax authority in the County. TAM makes Measure A funding available to the District based on projections, and adjusts future year balances to account for actual receipts. The District requests Measure A funds on a reimbursement basis and does not carry an unspent balance of these funds.

The County's voters reauthorized and extended the ½ cent sales tax measure for 30 years in November 2018. The tax (Measure AA) went into effect March 1, 2019, with a period of 30 years and replaces Measure A. Under the updated sales tax expenditure plan, fifty-five percent (55%) of Measure AA is available for Transit with forty-five and ½ percent (45.5%) available for Local Transit service. TAM will continue to be the sales tax authority in the County and make Measure AA funding available to the District based on projections, and adjusts future years balances to account for actual receipts.

L. *Measure B*

In 2010, the County's voters approved Measure B, the Vehicle Registration Fee Initiative that collects $10 annually for each vehicle registered in the County for the purpose of improving transportation within the County. The TAM board adopted the Measure B Expenditure Plan on July 28, 2011, and is effective for 10 years. The Measure B Expenditure Plan designates 35% of the funds generated to be used to fund senior and disabled transportation services in the County, and the District is the designated agency to manage this component. The District requests Measure B funds on a reimbursement basis and does not carry an unspent balance of these funds.

M. *Net Position*

Net position is categorized as net investment in capital assets, restricted, and unrestricted as follows:

Net Investment in Capital Assets – The net investment in capital assets groups all capital assets into one category of net position, which is reduced by accumulated depreciation.

Restricted Net Position – Restricted net position represents amounts that are legally restricted for specific uses. The amount reported as restricted for capital additions represents a gain on sale of Federal Transit Administration (FTA) funded buses that must be used for future bus acquisitions.

Unrestricted Net Position – Unrestricted net position represents amounts not restricted for any other project.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

M. *Net Position* (Continued***)***

The District's Board approved a reserve policy for unrestricted net position allowing for a minimum of two months and maximum of six months of operating expenses to be reserved. An emergency reserve of two months of operating expenses and contingency reserve of more than two months but less than four months of operating expenses were approved under the policy. The emergency reserve is available for one-time, unanticipated expenditures or to offset unanticipated revenue fluctuations. The contingency reserve is available to maintain current transit service levels during revenue declines or slower than anticipated revenue growth. During the fiscal year ended June 30, 2018, a capital reserve was approved by the Board. Reserves were as follows at June 30:

	June 30, 2021	June 30, 2020
Emergency reserve	$ 5,852,845	$ 5,594,559
Contingency reserve	11,705,690	11,189,118
Capital reserve	19,228,283	15,229,152
	$ 36,786,818	$ 32,012,829

N. *Use of Estimates*

The preparation of the financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

O. *Reclassifications*

Certain amounts in 2020 have been reclassified to conform to the 2021 financial statement presentation. The reclassifications had no effect on total net position or change in net position.

P. *New Accounting Pronouncements – Implemented*

GASB Statement No. 84 – *Fiduciary Activities*. There was no effect on the District's accounting and financial reporting as a result of implementing this standard.

GASB Statement No. 90 – *Majority Equity Interests – an Amendment of GASB Statements No. 14 and No. 61.* There was no effect on the District's accounting and financial reporting as a result of implementing this standard.

Q. *Future Accounting Pronouncements*

The GASB Statements listed below will be implemented in future financial statements:

GASB Statement No. 87 – *Leases.* The requirements of this statement were originally effective for periods beginning after December 15, 2019. GASB Statement No. 95 delayed the effective date to June 15, 2021. The District will implement GASB Statement No. 87 if and where applicable.

GASB Statement No. 89 – *Accounting for Interest Cost Incurred Before the End of a Construction Period.* The requirements of this statement were originally effective for periods beginning after December 15, 2019. GASB Statement No. 95 delayed the effective date to December 15, 2020. The District will implement GASB Statement No. 89 if and where applicable.

GASB Statement No. 91 – *Conduit Debt Obligations.* The requirements of this statement were originally effective for periods beginning after December 15, 2020. GASB Statement No. 95 delayed the effective date to December 15, 2021. The District will implement GASB Statement No. 91 if and where applicable.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Q. *Future Accounting Pronouncements* (Continued)

GASB Statement No. 92 – *Omnibus 2020*. The requirements of this statement were originally effective for periods beginning after June 15, 2020. GASB Statement No. 95 delayed the effective date to June 15, 2021. The District will implement GASB Statement No. 92 if and where applicable.

GASB Statement No. 93 – *Replacement of Interbank Offered Rates.* The requirements of this statement were originally effective for periods beginning after June 15, 2020. GASB Statement No. 95 delayed the effective date to June 15, 2021. The District will implement GASB Statement No. 93 if and where applicable.

GASB Statement No. 94 – *Public-Private and Public-Public Partnerships and Availability Payment Arrangements.* The requirements of this statement are effective for periods beginning after June 15, 2022. The District will implement GASB Statement No. 94 if and where applicable.

GASB Statement No. 96 – *Subscription-Based Information Technology Arrangements.* The requirements of this statement are effective for periods beginning after June 15, 2022. The District will implement GASB Statement No. 96 if and where applicable.

GASB Statement No. 97 – *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans.* The requirements of this statement are effective for periods beginning after June 15, 2021. The District will implement GASB Statement No. 97 if and where applicable.

NOTE 2 – CASH, CASH EQUIVALENTS, AND INVESTMENTS

Cash, cash equivalents, and investments as of June 30, 2021 and 2020, consist of the following:

	2021	2020
Cash on hand	$ 23	$ 23
Bank deposits	3,038,383	3,960,383
County of Marin investment pool	22,853,960	18,772,218
Total Cash, Cash Equivalents, and Investments	$ 25,892,366	$ 22,732,624

Investment in the County of Marin Investment Pool

The District's Financial Management Policies indicate the District will invest excess funds in the County's investment pool. The County's investment pool is monitored and reviewed by a Treasury Oversight Committee (Committee). The Committee and County Board of Supervisors review and approve the County's investment policy yearly. The County's investment pool is not registered by the Securities and Exchange Commission. Interest earned on the pool is allocated to participants quarterly using the average daily cash balance of each fund. Investments held in the County's investment pool are available on demand to the District and are stated at amortized cost, which approximates fair value. The investment in the County pool is withdrawn on the amortized cost basis, which is different than the fair value of the District's investment in the pool. More information about the County's investment pool can be found in the notes to the County's basic financial statements at https://www.marincounty.org.

Interest rate risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. As of June 30, 2021 and 2020, the weighted average maturity of the investments contained in the County's investment pool was approximately 218 and 220 days, respectively.

NOTE 2 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (Continued)

Credit risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The County's investment pool has maintained the highest rating of AAA by Fitch Ratings, a nationally recognized statistical rating organization, since 1994.

Custodial credit risk

Custodial risk is the risk that the government will not be able to recover its deposits or the value of its investments that are in the possession of an outside party. Custodial credit risk does not apply to a local government's indirect deposits or investment in securities through the use of government investment pools (such as the County's investment pool). At June 30, 2021 and 2020, the carrying amount of the District's deposits was $3,038,383 and $3,960,383, respectively, and the balance in the financial institutions was $3,115,195 and $4,008,263, respectively. Of the balances in financial institutions, $250,000 at June 30, 2021 and 2020, was covered by federal depository insurance and the remaining amount was secured by a pledge of securities by the financial institution, but not in the name of the District.

NOTE 3 – CAPITAL ASSETS

Capital asset activity was as follows for the fiscal years ended June 30:

	Balance July 1, 2020	Additions	Deletions	Transfers	Balance June 30, 2021
Nondepreciable:					
Land	$ 1,550,836	$ -	$ -	$ -	$ 1,550,836
Work in progress	206,286	640,878	-	(173,202)	673,962
Total Capital Assets, Not Being Depreciated	1,757,122	640,878	-	(173,202)	2,224,798
Capital Assets, Being Depreciated:					
Revenue vehicles	38,400,723	4,556,239	(2,008,403)	24,334	40,972,893
Facilities and stops	9,425,818	-	(115,233)	-	9,310,585
Communication and data equipment	1,875,943	34,344	(536,863)	148,868	1,522,292
Fare revenue collection equipment	434,929	-	-	-	434,929
Furniture and fixtures	123,907	-	-	-	123,907
Buildings	3,987,865	-	-	-	3,987,865
Non-revenue vehicles	396,744	-	-	-	396,744
Total Capital Assets, Being Depreciated	54,645,929	4,590,583	(2,660,499)	173,202	56,749,215
Less Accumulated Depreciation:					
Revenue vehicles	(13,022,027)	(3,539,634)	2,008,403	-	(14,553,258)
Facilities and stops	(1,223,542)	(364,155)	115,233	-	(1,472,464)
Communication and data equipment	(1,193,039)	(244,674)	536,863	-	(900,850)
Fare revenue collection equipment	(405,361)	(16,342)	-	-	(421,703)
Furniture and fixtures	(94,589)	(5,245)	-	-	(99,834)
Buildings	(104,944)	(209,888)	-	-	(314,832)
Non-revenue vehicles	(216,657)	(99,186)	-	-	(315,843)
Total Accumulated Depreciation	(16,260,159)	(4,479,124)	2,660,499	-	(18,078,784)
Total Capital Assets, Being Depreciated, Net	38,385,770	111,459	-	173,202	38,670,431
Total Capital Assets, Net	$ 40,142,892	$ 752,337	$ -	$ -	$ 40,895,229

Depreciation expense for the fiscal year ended June 30, 2021, was $4,479,124.

NOTE 3 – CAPITAL ASSETS (Continued)

	Balance July 1, 2019	Additions	Deletions	Transfers	Balance June 30, 2020
Nondepreciable:					
Land	$ -	$ 1,442,595	$ -	$ 108,241	$ 1,550,836
Work in progress	1,454,572	200,714	-	(1,449,000)	206,286
Total Capital Assets, Not Being Depreciated	1,454,572	1,643,309	-	(1,340,759)	1,757,122
Capital Assets, Being Depreciated:					
Revenue vehicles	29,173,879	9,888,726	(716,264)	54,382	38,400,723
Facilities and stops	8,583,219	150,453	-	692,146	9,425,818
Communication and data equipment	1,881,522	104,376	(425,851)	315,896	1,875,943
Fare revenue collection equipment	464,862	7,891	(37,824)	-	434,929
Furniture and fixtures	123,907	-	-	-	123,907
Buildings	-	3,709,530	-	278,335	3,987,865
Non-revenue vehicles	403,044	-	(6,300)	-	396,744
Total Capital Assets, Being Depreciated	40,630,433	13,860,976	(1,186,239)	1,340,759	54,645,929
Less Accumulated Depreciation:					
Revenue vehicles	(10,381,228)	(3,357,063)	716,264	-	(13,022,027)
Facilities and stops	(869,500)	(354,042)	-	-	(1,223,542)
Communication and data equipment	(1,464,351)	(154,539)	425,851	-	(1,193,039)
Fare revenue collection equipment	(400,754)	(42,431)	37,824	-	(405,361)
Furniture and fixtures	(86,942)	(7,647)	-	-	(94,589)
Buildings	-	(104,944)	-	-	(104,944)
Non-revenue vehicles	(123,771)	(99,186)	6,300	-	(216,657)
Total Accumulated Depreciation	(13,326,546)	(4,119,852)	1,186,239	-	(16,260,159)
Total Capital Assets, Being Depreciated, Net	27,303,887	9,741,124	-	1,340,759	38,385,770
Total Capital Assets, Net	$ 28,758,459	$ 11,384,433	$ -	$ -	$ 40,142,892

Depreciation expense for the fiscal year ended June 30, 2020, was $4,119,852.

NOTE 4 – COMPENSATED ABSENCES

Compensated absences activity was as follows for the fiscal years ended June 30, 2021 and 2020:

	Balance at July 1, 2020	Additions	Reductions	Balance at June 30, 2021	Due Within One Year
Compensated absences	$ 135,846	$ 116,162	$ (118,728)	$ 133,280	$ 110,521

	Balance at July 1, 2019	Additions	Reductions	Balance at June 30, 2020	Due Within One Year
Compensated absences	$ 106,886	$ 118,388	$ (89,428)	$ 135,846	$ 96,545

NOTE 5 – INTERGOVERNMENTAL REVENUE

The following is the detail of intergovernmental revenues for the fiscal years ended June 30:

	2021		
Federal revenue:	Nonoperating	Capital	Total
FTA			
Section 5307 (ADA Set-Aside)	$ 697,574	$ -	$ 697,574
Section 5307 (Preventative Maintenance)	70,520	-	-
Section 5307 (Vehicle/Equipment purchase)	-	2,730,820	2,730,820
Section 5307 (CARES)	7,320,184	-	7,320,184
Section 5310 (Mobility Management)	90,561	-	90,561
Section 5311 grant (Stagecoach operating)	228,695	-	228,695
Section 5311 (CARES)	800,000	-	800,000
Section 5320 (Transit in the Parks)	-	168,771	168,771
Section 5339 (Discretionary)	-	103,254	103,254
United States Department of the Interior			
National Park Service	14,177	-	14,177
National Park Service - Fare Revenue	5,755	-	5,755
Total federal revenue	9,227,466	3,002,845	12,230,311
State revenue:			
TDA	3,817,097	-	3,817,097
State Transit Assistance (STA)			
STA (Operations - Revenue Based)	853,985	94,089	948,074
STA (Operations - Population Based)	766,220	-	766,220
STA (Lifeline)	-	-	-
Paratransit	60,000	-	60,000
State of Good Repair (SGR)	-	508,958	508,958
State Renewable Energy Credits	14,010		
Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)	-	-	-
Home Owner Property Tax Relief	18,541	-	18,541
California Department of Transportation (Caltrans)	217	-	217
Total state revenue	5,530,070	603,047	6,133,117
Local revenue:			
Measure A			
Strategy 1.1 (Local)	62,157	-	62,157
Strategy 1.3 (Special)	1,044,011	-	1,044,011
Strategy 1.4 (Capital)	-	1,619,674	1,619,674
Measure AA			
Category 4.1 Bus Transit Service	5,822,744	-	5,822,744
Category 4.2 Rural/Recreational Bus Services	564,320	-	564,320
Category 4.3 Transit Services for Special Needs	1,353,396	-	1,353,396
Category 4.4 Bus Services to Schools	1,788,817	-	1,788,817
Measure B	910,679	-	910,679
Total local revenue	11,546,124	1,619,674	13,165,798
Total intergovernmental revenue	$ 26,303,660	$ 5,225,566	$ 31,529,226

NOTE 5 – INTERGOVERNMENTAL REVENUE (Continued)

	2020		
Federal revenue:	Nonoperating	Capital	Total
FTA			
Section 5307 (ADA Set-Aside)	$ 687,028	$ -	$ 687,028
Section 5307 (Vehicle/Equipment purchase)	-	8,088,277	8,088,277
Section 5307 (CARES	1,816,351	-	1,816,351
Section 5309 (State of Good Repair)	-	-	-
Section 5310 (On-Demand Pilot)	350,000	-	350,000
Section 5310 (Mobility Management)	150,687	-	150,687
Section 5311 grant (Stagecoach operating)	231,638	-	231,638
Section 5311 (CARES	239,772	-	239,772
Section 5316 Job Access and Reverse Commute (JARC) (Mobility Tech)	-	28,558	28,558
Section 5320 (Transit in the Parks)	-	2,870	2,870
Section 5339 (Discretionary)	-	4,296,746	4,296,746
United States Department of the Interior			
National Park Service	370,245	-	370,245
National Park Service - Fare Revenue	284,570	-	284,570
Total federal revenue	4,130,291	12,416,451	16,546,742
State revenue:			
TDA	5,225,171	-	5,225,171
State Transit Assistance (STA)			
STA (Operations - Revenue Based)	650,000	25,837	675,837
STA (Operations - Population Based)	944,383	-	944,383
STA (Lifeline)	391,151	-	391,151
Paratransit	62,368	-	62,368
State of Good Repair (SGR)	-	258,833	258,833
Bay Area Air Quality Funds	-	67,522	67,522
Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)	-	22,999	22,999
Home Owner Property Tax Relief	18,719	-	18,719
LCTOP	-	-	-
California Department of Transportation (Caltrans)	239	-	239
Total state revenue	7,292,031	375,191	7,667,222
Local revenue:			
Measure A			
Strategy 1.1 (Local)	1,699,572	-	1,699,572
Strategy 1.4 (Capital)	254,170	2,678,687	2,932,857
Interest	85,000	-	85,000
Measure AA			
Category 4.1 Bus Transit Service	7,007,838	-	7,007,838
Category 4.2 Rural/Recreational Bus Services	900,000	-	900,000
Category 4.3 Transit Services for Special Needs	2,137,479	-	2,137,479
Category 4.4 Bus Services to Schools	1,167,047	-	1,167,047
Measure B	956,702	-	956,702
MTC	30,000	-	30,000
Golden Gate Highway and Transportation District	-	24,715	24,715
Total local revenue	14,237,808	2,703,402	16,941,210
Total intergovernmental revenue	$ 25,660,130	$ 15,495,044	$ 41,155,174

NOTE 6 – OPERATING LEASE

The District leases its office space under a non-cancellable operating lease. In July 2012, the District entered into a three-year lease, with one three-year option to renew at market rates. In June 2015, the District exercised its option to renew the lease for three additional years to October 31, 2018. In March 2018, the District added 923 square feet of additional square footage and extended the lease term by five year from the date of delivery of the additional square footage. The additional square footage was delivered October 1, 2018, and the five-year lease extends to September 31, 2023. As of June 30, 2021, future minimum lease payments under the operating lease were as follows:

Fiscal Year Ending June 30:	
2022	$ 143,248
2023	145,963
2024	36,660
Total minimum lease commitments	$ 325,871

Lease expense for the fiscal years ended June 30, 2021 and 2020, totaled $140,532 and $137,817, respectively.

NOTE 7 – RETIREMENT AND OTHER POSTEMPLOYMENT BENEFITS

The District contributes to the Marin County Transit District Governmental 401(a) single employer defined contribution pension plan (the 401(a) Plan) for its employees who have attained twenty-one years of age and have more than 1,000 hours of service. The Plan is administered by the District.

Benefit terms, including contribution requirements, for the 401(a) Plan are established and may be amended by the District's Board. For each employee in the 401(a) Plan at the end of the 401(a) Plan year, the District is required to contribute 10% to 15% of annual salary, exclusive of overtime, to individual employee accounts. Employees are not permitted to make contributions to the 401(a) Plan. For the fiscal years ended June 30, 2021 and 2020, the District recognized pension expense of $238,421 and $226,407, respectively.

Employees are fully vested in employer contributions after six months of service. Non-vested District contributions are forfeited upon termination. Such forfeitures are first used to pay 401(a) Plan administrative expenses and any remaining forfeitures are used to reduce the required future employer contribution. There were no forfeitures for the fiscal years ended June 30, 2021 and 2020.

The District provides a Section 457 deferred compensation plan (Section 457 Plan) to its employees. Employees are allowed to contribute to the Section 457 Plan, but the District does not contribute to the Section 457 Plan. The District does not currently provide other postemployment benefits (OPEB) to employees.

The District also contracted with the County and an independent entity called Local Government Services (LGS) for staffing until all contract employees were hired by the District during the fiscal year ended June 30, 2014. Pension and OPEB benefits were available to County and LGS contract employees. The District does not currently have a contract with the County that defines responsibility for OPEB benefits for County employees used by the District that may be payable upon separation. However, all former County employees retired or left the County's and District's service and the District does not believe a separation liability is applicable to the District. The contract with LGS stated that LGS is responsible for OPEB benefits for its employees used by the District. Refer to Note 8 for the pension plan for LGS contract employees.

NOTE 8 – PENSION PLAN

A. General Information about the Pension Plan

Plan Description and Benefits Provided

The Marin County Transit District Service Credit Retirement Plan (the Plan) is a closed single employer pension plan sponsored by the District for the benefit of leased employees who provided services to the District. The plan covers employees that worked between November 2006 and October 2013.

The Plan's provisions and benefits in effect at June 30, 2021, are summarized as follows:

	All Members
Benefit Formula	2%@55
Benefit Vesting Schedule	5 years service
Benefit Payments	monthly for life
Retirement Age	50
Monthly Benefits, as a Percentage of Eligible Compensation	1.426%-2.418
Required Employee Contribution Rates	N/A
Required Employer Contribution Rates	N/A

Employees Covered by Benefit Terms

At June 30, 2021, the following employees were covered by the benefit terms.

	2021
Retirees and Beneficiaries Currently Receiving Benefits	-
Vested Inactives Entitled to Deferred Annuity Benefits	2
Non-Vested Inactives who may Become Entitled to Deferred Annuity Benefits	3
Active Employees	-
Total	5

Contributions

Employer contributions to the Plan are actuarially determined using the Entry-Age Normal Actuarial Cost Method (level % of pay). Under this method, any unfunded liability is amortized on an open basis in level dollar installments over 15 years beginning on July 1, 2020.

NOTE 8 – PENSION PLAN (continued)

B. Net Pension Asset

The total pension liability was determined by a roll forward of results from an actuarial valuation as of July 1, 2020, using the following actuarial assumptions:

Valuation Date	July 1, 2020
Measurement Date	June 30, 2021
Actuarial Cost Method	Entry Age Normal (level % of pay)
Actuarial Assumptions:	
Discount Rate	6.50%
Inflation	2.00%
Payroll Growth	2.75%, plus rates that vary by [1] entry age and service
Pre-Retirement Mortality	None
Post-Retirement Mortality	Rates from the 2017 CalPERS Experience Study - Health Retiree and Beneficiary Mortality

[1] Derived from 2017 California Public Employees Retirement System (CalPERS) Experience Study, Public Agency Miscellaneous, that vary by entry age and service. 2.75% Wage Inflation added to the following rates:

Service	Rate
0	7.8%
3	4.3%
5	3.0%
10	1.4%
15	1.0%
20	0.8%
25	0.7%
30	0.7%

NOTE 8 – PENSION PLAN (continued)

B. Net Pension Asset (continued)

Long-Term Expected Rate of Return

The long-term expected rate of return on pension plan investments was determined using best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The assumed asset allocation and best estimates of arithmetic real rates of return for each major asset class included in the Plan's asset allocation as of July 1, 2020, are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Cash/Short Bond	10%	-0.49%
Core Bond	18%	0.49%
Large/Mid Equity	36%	5.15%
Small Cap Equity	18%	6.37%
International Equity	18%	6.86%
Total	100%	

Discount Rate

The discount rate used to measure the total pension liability was 6.50 percent. The projection of cash flows used to determine the discount rate assumed that employer contributions will be made at the current actuarially determined contribution rate. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

NOTE 8 – PENSION PLAN (continued)

C. *Changes in the Net Pension Liability (Asset)*

The changes in the net pension liability (asset) for the Plan are as follows:

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Assets
Balance at July 1, 2020	$ 217,413	$ 224,677	$ (7,264)
Changes in the Year:			
Service Cost	-	-	-
Interest on the Total Pension Liability	18,515	-	18,515
Differences between Expected and Actual Experience	-	-	-
Changes in Assumptions	-	-	-
Changes in Benefit Terms	67,432	-	67,432
Contribution - Employer	-	10,333	(10,333)
Net Investment Income	-	9,590	(9,590)
Administrative Expenses	-	(10,333)	10,333
Other - Net Transfers from CalPERS	-	81,140	(81,140)
Net Changes	85,947	90,730	(4,783)
Balance at June 30, 2021	$ 303,360	$ 315,407	$ (12,047)

Sensitivity of the District's Proportionate Share of the Net Pension Liability (Asset) to Changes in the Discount Rate

The following presents the net pension liability (asset) of the Plan, calculated using the discount rate of 6.5 percent, as well as the net pension liability (asset) calculated using a discount rate that is 1.0 percentage point lower (5.5%), and 1.0 percentage point higher (7.5%) than the current rate:

	1% Decrease 5.50%	Current Rate 6.50%	1% Increase 7.50%
Net Pension Liability (Asset)	$ 67,255	$ (12,047)	$ (72,333)

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the separate financial report.

NOTE 8 – PENSION PLAN (continued)

D. Pension Expense and Deferred Outflows/Inflows of Resources Related to Pensions

For the year ended June 30, 2021, the District recognized pension expense of $80,602. At June 30, 2021, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between Actual and Expected Experience	$ -	$ -
Changes in Assumptions	-	-
Net Differences between Projected and Actual Earnings on Plan Investments	6,088	-
Total	$ 6,088	$ -

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Measurement Period Ended June 30	
2022	$ 1,522
2023	1,522
2024	1,522
2025	1,522
2026	-
Thereafter	-
Total	$ 6,088

NOTE 9 – COMMITMENTS AND CONTINGENCIES

Commitments

The District has the following commitments as of June 30:

Contractor	Purpose	2021	2020
Golden Gate	Local fixed route service	$ 9,641,292	$ 8,737,323
Vivalon (formerly Whistlestop)	Paratransit service	2,423,230	5,402,745
Vivalon (formerly Whistlestop)	Travel Navigator, Volunteer Driver	339,442	329,555
Gillig	Electric buses	3,653,424	-
Gillig	Vehicle Chargers	259,453	-
Marin Airporter	Shuttle and fixed route services	6,826,270	6,094,802
MV Transportation, Inc.	Rural and seasonal transit service	3,493,208	3,218,424
Jason R Strahm and Irene W.P Strahm Revocable Trust	PSA for 3000 Kerner Blvd	3,250,000	-
Mark Thomas	General Engineering Services	338,959	-
Creative Bus Sales	Vehicle replacements	859,153	5,625,661
Syncromatics	Hardware replacement	-	3,969,240
		$ 31,084,431	$ 33,377,750

NOTE 9 – COMMITMENTS AND CONTINGENCIES (Continued)

Contingencies

The District receives grants from federal and state agencies that are subject to compliance audits by the awarding agency. No such audits occurred during the fiscal year and the District's management does not believe that any such audits would result in material disallowed costs. However, it is possible that ineligible costs could be identified during any such audits in the future.

The District contracted with LGS (LGS, a Joint Powers Authority) for employees from May 1, 2010, through October 15, 2013. The contract required LGS to take responsibility for any pension benefits of LGS employees used by the District and LGS made contributions to the California Public Employees Retirement System (CalPERS) on their behalf. In June 2017, the District was made aware that CalPERS found that LGS incorrectly enrolled six of the individuals employed by LGS and used by the District into CalPERS membership. Due to this determination, it is unknown whether the employees will be allowed to retain CalPERS service credits and the status of previously made pension contributions/responsibility for any unfunded pension liability for the employees is in question. The District is working with LGS and CalPERS to explore options for retaining CalPERS service credits and other alternatives for the six current and/or former employees. The ultimate resolution of this matter is currently unknown.

The District is a party to claims arising in the normal course of business. The District's management and legal counsel are of the opinion that the ultimate liability, if any, arising from these claims will not have a material adverse impact of the financial position of the District.

Concentrations

A significant portion of the District's contracted transit services are provided by three transit contractors. A change in these relationships could have a significant impact on the District.

The District receives a substantial percentage of its revenue from sales tax, fuel tax, and property tax, including TDA, STA, and Measure A revenue. A significant change in these revenue sources could have a significant impact on the District's operations.

NOTE 10 – OTHER STATE GRANTS

PTMISEA

In November 2006, California voters passed a bond measure enacting the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the $19.25 billion of State general obligation bonds authorized, $4 billion was set aside by the State as instructed by the statute as the PTMISEA. These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety, or modernization improvements; capital service enhancements or expansions; new capital projects; bus rapid transit improvements; or for rolling stock procurement, rehabilitation, or replacement.

Final appropriations of programs funds have been made and this program has ended. The District's last award of $400,000 was in fiscal year ended June 30, 2020 for the State's PTMISEA account for the project list in the table below. The table below discloses the PTMISEA amounts received, expended, and unexpended for each approved project that was verified during the course of the audit as of June 30:

Project Name	Grant Amount	Received through June 30, 2020	Expended through June 30, 2020	Unexpended at June 30, 2020
Local bus stop revitalization	$ 400,000	$ 400,000	$ 400,000	$ -
Total	$ 400,000	$ 400,000	$ 400,000	$ -

NOTE 10 – OTHER STATE GRANTS (Continued)

LCTOP

The LCTOP was established by the California Legislature in 2014 by Senate Bill 862. The LCTOP provides funds to transit agencies to reduce greenhouse gas emission and improve mobility through operating and capital grants. Projects approved for LCTOP will support bus or rail services, or expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.

As of June 30, 2021, LCTOP funds of $553,396, plus $6,384 of interest, were allocated to the District. None of this amount was spent as of June 30, 2021.

As of June 30, 2020, LCTOP funds of $500,806, plus $10,343 of interest, were allocated to the District. None of this amount was spent as of June 30, 2020.

As of June 30, 2021, the District has $1,070,929 in unspent LCTOP funds for the purchase of four electric vehicles.

State of Good Repair

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit will be referred to as the State of Good Repair program. In the fiscal year ending June 30, 2021, the District was allocated $243,988 in State of Good Repair funds and accrued $1,659 in interest funds. The District expended funds on purchasing replacement shuttle and rural vehicles. At June 30, 2021, the District had $4,567 in unexpended funds.

In fiscal year ending June 30, 2020, the District was allocated $35,683 in State of Good Repair funds and accrued $7,185 in interest funds. The District expended funds on purchasing 40ft transit bus replacements. At June 30, 2020, the District had $313,147 in unexpended funds.

NOTE 11 – RISK MANAGEMENT

The District is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; injuries to employees; errors and omissions; and natural disasters. The risk of loss is managed by requiring contract operators to indemnify and hold harmless the District as well as maintain minimum specified levels of coverage. Additional coverage is provided by the County for errors and omissions, injuries to employees, and natural disaster. The District's insurance coverage is carried through California State Association of Counties Excess Insurance Authority (CSAC) in pooled programs and through a commercial insurance carrier.

CSAC is a public entity risk pool currently operating as a common risk management and insurance program for counties located throughout California. The purpose of CSAC is to spread the adverse effects of losses among the member entities and to purchase excess insurance as a group. The District's general liability insurance limit through CSAC was $25,000,000 with a $25,000 deductible at both June 30, 2021 and 2020. The District's claims have not exceeded the maximum insurance coverage, and there have been no reductions in insurance limits during the past three fiscal years.

The District is not directly responsible for liabilities of CSAC and only has a residual equity interest in CSAC that would result in the District's proportional share of residual assets being distributed to the District or its proportional share of additional premiums being required to be paid to CSAC if assets are not adequate to satisfy liabilities, if any, if the members vote to terminate CSAC. The financial statements of CSAC are available at CSAC's office at: 75 Iron Point Circle, Folsom, California 95630 or at www.csac-eia.org.

NOTE 12 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS

Transit operators are required to either meet a TDA funding limit of 50% of total expenses or maintain a minimum required fare revenue to operating expenses ratio in order to be eligible for TDA funding. The District's direct allocation of STA revenue meets the 50% expenditure limitation under TDA Section 99268, thereby making the District exempt from fare revenue ratio requirements.

NOTE 13 – RELATED PARTY TRANSACTIONS

The District's Board includes members of the governing bodies of the County and the City of Novato, the City of Mill Valley, and City of San Rafael (the Cities). The District has various transactions with the County, Cities, and other agencies that have City and County governing body representatives on their governing bodies.

Receivables from Golden Gate and TAM are listed on the face of the Statement of Net Position. TDA and STA revenues listed in Note 5 are received from Golden Gate as well as various FTA and state grants. Measure A and Measure B revenues listed in Note 5 are received from TAM.

The following table represents revenues, expenses, accounts payable, and unearned revenue to related agencies not separately reported in the Statements of Net Position and Statements of Activities and Changes in Net Position or Note 5:

	2021	2020
Revenues from related parties:		
Golden Gate:		
Fares	$ 684,246	$ 1,208,103
Paratransit contribution	693,171	1,036,216
Advertising	186,371	206,500
Other revenues	181,037	188,962
Total revenues from related parties	$ 1,744,825	$ 2,639,781
Expenses to related parties:		
Golden Gate - transit contract		
Local transit service operations	$ 9,659,872	$ 10,708,276
Vehicle repairs	-	149,093
Capital costs	16,696	20,179
County of Marin - fuel	868,439	1,117,888
Marin Emergency Radio Authority - emergency radio system payments	23,115	48,090
County of Marin - other expenses	20,291	54,613
Metropolitan Transportation Commission - clipper	12,271	12,411
Total expenses to related parties	$ 10,600,684	$ 12,110,550
Accounts payable to related parties:		
Golden Gate:		
Transit contract	$ 1,581,856	$ 1,537,198
County of Marin - miscellaneous	126,534	112,990
Metropolitan Transportation Commission - Clipper	2,920	-
Total accounts payable to related parties	$ 1,711,310	$ 1,650,188

NOTE 14 – SUBSEQUENT EVENTS

Subsequent events have been evaluated through November 24, 2021, the date these financial statements were available to be issued.

REQUIRED SUPPLEMENTARY INFORMATION

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MARIN COUNTY TRANSIT DISTRICT
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF CHANGES IN THE NET PENSION ASSET AND RELATED RATIOS
FOR THE LAST 10 YEARS ENDED JUNE 30, 2021*

	Measurement Period 2020/21
Total Pension Liability	
Interest on Total Pension Liability	$ 18,515
Changes in Benefits Terms	67,432
Net Change in Total Pension Liability	85,947
Total Pension Liability - Beginning	217,413
Total Pension Liability - Ending (a)	$ 303,360
Plan Fiduciary Net Position	
Contributions - Employer	$ 10,333
Contributions - Employee	-
Net Investment Income	9,590
Administrative Expenses	(10,333)
Other - Net Transfers from CalPERS	81,140
Net Change in Plan Fiduciary Net Position	90,730
Plan Fiduciary Net Position - Beginning	224,677
Plan Fiduciary Net Position - Ending (b)	$ 315,407
Net Pension (Asset) Liability - Ending [(a) - (b)]	$ (12,047)
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	103.97%
Covered Payroll	N/A
Net Pension (Asset) Liability as a Percentage of Covered Payroll	N/A

* Fiscal year 2021 was the 1st year of implementation; therefore, only one year is shown.

MARIN COUNTY TRANSIT DISTRICT
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF CONTRIBUTIONS
FOR THE LAST 10 YEARS ENDED JUNE 30, 2021

	June 30, 2021
Actuarially Determined Contributions	$ -
Contributions in Relation to the Actuarially Determined Contributions	10,333
Contribution Deficiency (Excess)	$ (10,333)
Covered Payroll	N/A
Contributions as a Percentage of Covered Payroll	N/A

Notes to Schedule:

Valuation Date	July 1, 2020

Methods and assumptions used to determine contribution rates:

Actuarial Cost Method	Entry Age Normal (level % of pay)
Asset Valuation Method	Market Value
Amortization Method and Period	Open, level dollar, 15 years starting 7/1/2020
Investment Rate of Return	6.50%
Salary Scale	2.75% wage inflation, plus rates varying by entry age
Pre-Retirement Mortality	None
Post-Retirement Mortality	CalPERS' 2017 Experience Study

* Fiscal year 2021 was the 1st year of implementation; therefore, only one year is shown.

SUPPLEMENTARY INFORMATION

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MARIN COUNTY TRANSIT DISTRICT
SUPPLEMENTARY INFORMATION
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020

STATEMENTS OF FIDUCIARY NET POSITION – RETIREMENT PLAN

	2021	2020
ASSETS		
Cash	$ -	$ -
Contributions receivable	10,333	10,019
Investments		
Fixed income	10,926	2,654
Target date funds	1,697,566	1,119,712
Bond Funds	74,162	60,422
Stock mutual funds	233,083	147,847
Total Investments	2,015,737	1,330,635
TOTAL ASSETS	2,026,070	1,340,654
TOTAL NET POSITION RESTRICTED FOR RETIREMENT BENEFITS	$ 2,026,070	$ 1,340,654

STATEMENTS OF CHANGES IN FIDUCIARY NET POSITION – RETIREMENT PLAN

	2020	2020
ADDITIONS		
Contributions - employer	$ 240,274	$ 226,407
Increase in investments*	414,483	(38,989)
Dividends	30,893	-
Capital Gains	7,799	-
TOTAL ADDITIONS	693,449	187,418
DEDUCTIONS		
Admin Expenses	8,033	3,730
Withdrawals	-	1,987
TOTAL DEDUCTIONS	8,033	5,717
NET INCREASE IN NET POSITION	685,416	181,701
Net position restricted for retirement benefits - beginning of year	1,340,654	1,158,953
NET POSITION RESTRICTED FOR RETIREMENT BENEFITS - END OF YEAR	$ 2,026,070	$ 1,340,654
Number of Participants in Retirement Plan:		
Active	14	17
Retiree	-	-
Terminated	-	7

* Includes plan administrative fee of 0.70% and 0.95% for mutual funds through April 2020. After April 2020, administrative fees are listed as deductions.

MARIN COUNTY TRANSIT DISTRICT
BUDGETARY COMPARISON SCHEDULE – OPERATIONS
FOR THE FISCAL YEAR ENDED JUNE 30, 2021

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Fares	$ 3,430,831	$ 3,157,591	$ 1,654,777	$ (1,502,814)
Advertising and other revenues	420,240	420,240	367,408	(52,832)
Fees for service	2,074,256	2,074,256	1,267,335	(806,921)
Interest	200,700	200,700	125,929	(74,771)
Measure A	727,065	727,065	1,106,168	379,103
Measure AA	11,995,237	11,995,237	9,159,204	(2,836,033)
Measure B	1,075,000	1,075,000	910,679	(164,321)
Property taxes	4,471,001	4,471,001	4,975,162	504,161
Redevelopment area (RDA) fees	45,500	45,500	56,555	11,055
State Transit Assistance (STA)	1,498,871	1,498,871	1,680,205	181,334
Transportation Development Act (TDA)	3,817,097	3,817,097	3,817,097	-
Other state revenue	16,300	16,300	32,768	16,468
Federal Transit Administration (FTA) funds	5,713,288	5,713,288	9,207,534	3,494,246
National Park Service grant	538,738	16,033	14,331	(1,702)
Cost center transfers	(900,000)	(900,000)	(6,578)	893,422
Total revenues	35,124,124	34,328,179	34,368,574	40,395
EXPENDITURES				
Salaries and benefits	2,675,000	2,675,000	2,478,182	196,818
Consultant services	560,508	560,508	299,251	261,257
Consultant - legal	100,000	100,000	15,999	84,001
Security and maintenance	312,130	312,130	220,559	91,571
Customer service	659,555	659,555	681,567	(22,012)
Mobility management support programs	72,000	72,000	-	72,000
Grants to external agencies	435,485	435,485	232,085	203,400
Office supplies	364,618	364,618	330,566	34,052
COVID-19 cleaning and supplies	375,076	375,076	219,261	155,815
General insurance	63,000	63,000	63,052	(52)
Contract service operation	26,442,927	26,050,929	23,220,992	2,829,937
Membership and prof development	52,318	52,318	34,694	17,624
Mileage and travel	25,000	25,000	413	24,587
Marketing	199,042	199,042	96,232	102,810
Communication	228,670	228,670	188,554	40,116
Fuel	2,820,333	2,967,168	1,891,121	1,076,047
Vehicle and vehicle parking leases	25,472	25,472	-	25,472
Office - rental and overhead	142,000	142,000	140,532	1,468
Cost center transfers	(436,063)	(436,063)	(363,742)	(72,321)
Total expenditures	35,117,071	34,871,908	29,749,318	5,122,590
Excess (Deficiency) of revenues over (under) expenditures	$ 7,053	$ (543,729)	$ 4,619,256	$ 5,162,985

MARIN COUNTY TRANSIT DISTRICT
BUDGETARY COMPARISON SCHEDULE – CAPITAL PROGRAM
FOR THE FISCAL YEAR ENDED JUNE 30, 2021

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Local Government Payments	$ -	$ -	$ 24,098	$ 24,098
Measure A sales tax	491,444	491,444	-	(491,444)
Measure A sales tax - capitalized	1,633,464	1,628,412	68,575	(1,559,837)
Measure A sales tax - interest	1,100,000	1,100,000	-	(1,100,000)
Measure AA sales tax	-	-	370,073	370,073
Measure AA sales tax - capitalized	-	-	1,551,099	1,551,099
Measure B	2,000	2,000	-	(2,000)
STA - Revenue Based	139,089	139,089	94,089	(45,000)
STA - State of Good Repair (SGR)	313,148	577,293	508,958	(68,335)
Proposition 1B	2,000	2,000	-	(2,000)
FTA 5307 Urbanized Area Formula	3,579,857	3,577,772	2,730,820	(846,952)
FTA 5339 Discretionary	120,000	103,254	103,254	-
FTA-5320 Transit in the Parks	168,320	166,560	168,771	2,211
Golden Gate payment for local paratransit	6,670	6,670	-	
Golden Gate payment for regional paratransit	-	-	382	382
Sale of assets	-	-	127,729	127,729
Property tax transfer	900,000	900,000	6,578	(893,422)
Total revenues	8,455,992	8,694,494	5,754,426	(2,933,398)
EXPENDITURES				
Vehicles				
Purchase 4 40ft Electric	1,000	1,000	7,404	(6,404)
Non-Revenue Vehicle	49,000	49,000	-	49,000
Purchase 16 Paratransit Vehicles	1,471,000	1,466,234	1,414,594	51,640
Purchase 9 Shuttles	1,160,000	1,155,025	1,060,775	94,250
2018 Replace 4 Rural Vehicles upgrade to XHF	1,728,598	1,727,408	1,741,386	(13,978)
Purchase 2 XHF Replacements	850,000	903,604	3,161	900,443
Facility				
Kerner Maintenance Facility Purchase	-	3,625,000	339,370	3,285,630
Kerner Facility Improvements	-	100,000	-	100,000
Facility Improvements	1,187,842	1,187,842	162,043	1,025,799
Yellow Bus Parking/Facility	3,000,000	3,000,000	-	3,000,000
Technology Projects				
AVL Equipment Replacement	-	32,056	20,441	11,615
Marin Emergency Radio Authority (MERA)	29,000	29,000	2,243	26,757
Realtime Signs	210,394	184,167	128,899	55,268
Ongoing Capital Expenses				
Bus stop maintenance	120,000	120,000	100,510	19,490
Golden Gate capital costs	17,000	17,000	16,696	304
Infrastructure support	400,000	590,000	492,075	97,925
Major vehicle repairs	300,000	300,000	196,149	103,851
Total expenditures	10,523,834	14,487,336	5,685,746	8,801,590
Deficiency of revenues (under) expenditures	$ (2,067,842)	$ (5,792,842)	$ 68,680	$ (11,734,988)

MARIN COUNTY TRANSIT DISTRICT
BUDGETARY COMPARISON SCHEDULE – FACILITIES
FOR THE FISCAL YEAR ENDED JUNE 30, 2021

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Lease of Facility	$ 173,808	$ 173,808	$ 171,360	$ (2,448)
Total revenues	173,808	173,808	171,360	(2,448)
EXPENDITURES				
Overhead Transfer				
Consultant services	14,000	14,000	37,293	23,293
Custodial service - janitorial	10,000	10,000	200	(9,800)
Landscaping	5,000	5,000	1,800	(3,200)
Security services	3,000	3,000	1,882	(1,118)
Utilities	34,200	34,200	27,135	(7,065)
Small equipment	5,000	5,000	-	(5,000)
Insurance	5,200	5,200	6,955	1,755
Salary/Benefit transfers	12,000	12,000	8,509	(3,491)
Overhead transfer	2,014	2,014	1,533	(481)
Total expenditures	90,414	90,414	85,307	(5,107)
Excess of revenues over expenditures	$ 83,394	$ 83,394	$ 86,053	$ 2,659

MARIN COUNTY TRANSIT DISTRICT
BUDGETARY COMPARISON SCHEDULE –
RECONCILIATION TO STATEMENT OF ACTIVITIES
AND CHANGES IN NET POSITION
FOR THE FISCAL YEAR ENDED JUNE 30, 2021

Excess of revenues over expenditures - budgetary basis (operations)	$ 4,619,256
Deficiency of revenues under expenditures - budgetary basis (capital program)	68,680
Excess of revenues over expenditures - budgetary basis (facilities)	86,053
Amounts not budgeted:	
Capital asset additions	5,231,461
Depreciation expense	(4,479,124)
Increase in net position	$ 5,526,326

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STATISTICAL SECTION

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STATISTICAL SECTION

This section of the Marin County Transit District's (the District) Annual Comprehensive Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the District's overall health.

Contents Pages

Financial Trends

This segment contains trend information to help the reader understand how the District's financial performance and well-being have changed over time. 43-45

Revenue Capacity

This segment includes information to help the reader assess the District's most significant own-source revenues: passenger fares and property taxes. 46-51

Debt Capacity

This segment presents information intended to assist the reader in understanding and assessing the District's current level of outstanding debt and its ability to issue additional debt in the future. 52

Economic and Demographic Information

This segment depicts county-wide demographic and economic indicators to help the reader understand the environment within which the District's financial activities take place. 53-54

Operating Information

These schedules contain information about the District's operations and resources to help the reader understand how the District's financial information relates to the services the District provides and the activities it performs. 55-59

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
FINANCIAL TRENDS
SCHEDULE OF NET POSITION
LAST TEN FISCAL YEARS

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Net investment in capital assets	$ 3,595,152	$ 6,113,707	$ 7,201,252	$ 8,665,148	$ 19,166,232	$ 20,849,921	$ 29,085,919	$ 28,758,459	$ 40,142,892	$ 40,895,229
Restricted net position	-	-	-	-	307,027	31,624	-	-	-	-
Unrestricted net position	5,794,532	7,341,199	9,236,575	11,847,226	15,421,852	19,402,481	23,136,349	27,234,152	32,012,829	36,786,818
Total net position	$ 9,389,684	$ 13,454,906	$ 16,437,827	$ 20,512,374	$ 34,895,111	$ 40,284,026	$ 52,222,268	$ 55,992,611	$ 72,155,721	$ 77,682,047

Source: MCTD Audited Financial Statements

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
FINANCIAL TRENDS
STATEMENTS OF ACTIVITIES AND CHANGES IN NET POSITION
LAST TEN FISCAL YEARS

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
OPERATING REVENUES										
Transit fares	$ 3,610,175	$ 3,720,004	$ 3,731,205	$ 3,669,514	$ 3,586,587	$ 3,528,289	$ 3,570,143	$ 3,303,234	$ 2,664,354	$ 1,456,012
Contractual compensation	1,779,524	1,734,847	1,906,714	1,950,099	2,028,796	1,765,230	1,830,716	1,834,761	1,778,963	1,291,815
Special fares	-	-	20,000	-	250,798	269,244	265,509	279,819	225,860	193,008
School bus revenues	-	-	-	-	130,000	145,000	145,000	145,000	151,010	-
Advertising[1]	464,309	-	-	-	-	-	-	-	-	-
TOTAL OPERATING REVENUES	5,854,008	5,454,851	5,657,919	5,619,613	5,996,181	5,707,763	5,811,368	5,562,814	4,820,187	2,940,835
OPERATING EXPENSES										
Purchased transportation services	21,839,008	20,517,322	21,720,736	21,888,029	20,461,632	21,422,651	22,698,220	24,245,772	24,614,822	23,220,993
Depreciation	651,343	715,867	937,139	917,002	1,753,960	2,387,889	2,908,165	3,549,062	4,119,852	4,479,124
Salaries and benefits	-	143,364	964,311	1,327,913	1,631,669	1,973,470	1,881,194	2,099,316	2,420,797	2,435,258
Fuel	704,196	953,177	1,355,476	1,291,857	1,619,444	1,818,940	2,161,545	2,521,502	2,112,076	1,891,121
Professional services	354,714	351,732	486,242	554,304	1,003,065	1,177,446	1,440,732	1,340,332	1,352,263	1,571,188
General and administrative	285,601	188,549	165,775	129,360	179,181	199,985	244,554	223,930	314,814	345,271
Utilities	30,703	43,021	73,940	91,016	106,949	116,578	98,832	64,639	149,744	193,029
Marketing	121,743	72,424	136,455	114,660	127,154	114,823	150,501	116,677	126,142	96,231
Leases and rentals	539,051	155,728	100,975	92,236	94,469	96,668	47,873	126,723	137,817	140,532
Other services	26,626	70,615	66,750	66,654	61,792	51,035	26,214	50,069	48,090	23,115
Casualty and liability costs	17,819	25,433	25,738	29,444	29,580	18,083	31,526	31,798	48,404	66,488
Maintenance costs	72,752	734	53,439	89,988	15,961	10,448	19,195	5,575	14,578	39,422
Capital costs	2,250	197,002	383,848	330,949	109,393	9,085	98,034	17,893	(3,557)	16,696
Contract labor[2]	1,358,638	1,324,074	469,169	-	-	-	-	-	-	-
TOTAL OPERATING EXPENSES	26,004,444	24,759,042	26,939,993	26,923,412	27,194,249	29,397,101	31,806,585	34,393,288	35,455,842	34,518,468
OPERATING LOSS	$ (20,150,436)	$ (19,304,191)	$ (21,282,074)	$ (21,303,799)	$ (21,198,068)	$ (23,689,338)	$ (25,995,217)	$ (28,830,474)	$ (30,635,655)	$ (31,577,633)

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
FINANCIAL TRENDS
STATEMENTS OF ACTIVITIES AND CHANGES IN NET POSITION (Continued)
LAST TEN FISCAL YEARS

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
NONOPERATING REVENUES (EXPENSES)										
Intergovernmental revenue	$ 15,113,612	$ 16,623,069	$ 18,559,479	$ 19,097,503	$ 19,069,595	$ 20,529,158	$ 22,142,502	$ 24,340,749	$ 25,660,130	$ 26,303,660
Property tax revenue	3,164,121	3,229,758	3,447,835	3,611,357	3,848,219	4,111,657	4,321,194	4,561,268	4,803,083	5,025,293
Advertising[1]	-	334,864	344,516	283,443	229,202	245,018	280,788	240,960	237,238	201,573
Rental income	-	-	-	-	157,712	152,772	158,256	172,018	282,930	337,195
Interest income	6,472	2,575	5,399	9,816	14,044	51,968	118,552	198,695	353,736	125,929
Miscellaneous income	-	-	-	2,134	-	-	-	-	-	-
Other revenues/gain (loss) on disposal of capital assets	2,844	(21,696)	30,171	-	88,571	1,102	2,093	-	-	110,250
Pass through of Measure A to Golden Gate	-	-	(85,000)	-	(85,000)	(85,000)	(85,000)	(85,000)	(85,000)	(232,085)
TOTAL NONOPERATING REVENUES (EXPENSES)	18,287,049	20,168,570	22,302,400	23,004,253	23,322,343	25,006,675	26,938,385	29,428,690	31,252,117	31,871,815
INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS	(1,863,387)	864,379	1,020,326	1,700,454	2,124,275	1,317,337	943,168	598,216	616,462	294,182
CAPITAL CONTRIBUTIONS										
Intergovernmental revenue	1,627,422	3,200,843	1,962,595	2,374,093	12,250,751	4,038,739	10,979,056	3,126,499	15,495,044	5,225,566
Other revenue	-	-	-	-	7,711	32,839	16,018	45,628	51,604	6,578
TOTAL CAPITAL CONTRIBUTIONS	1,627,422	3,200,843	1,962,595	2,374,093	12,258,462	4,071,578	10,995,074	3,172,127	15,546,648	5,232,144
CHANGE IN NET POSITION	(235,965)	4,065,222	2,982,921	4,074,547	14,382,737	5,388,915	11,938,242	3,770,343	16,163,110	5,526,326
Net position at beginning of year	9,625,649	9,389,684	13,454,906	16,437,827	20,512,374	34,895,111	40,284,026	52,222,268	55,992,611	72,155,721
Prior period adjustment	-	-	-	-	-	-	-	-	-	-
Net position at beginning of year, as restated	9,625,649	9,389,684	13,454,906	16,437,827	20,512,374	34,895,111	40,284,026	52,222,268	55,992,611	72,155,721
NET POSITION AT END OF YEAR	$ 9,389,684	$ 13,454,906	$ 16,437,827	$ 20,512,374	$ 34,895,111	$ 40,284,026	$ 52,222,268	$ 55,992,611	$ 72,155,721	$ 77,682,047

[1] Advertising revenue re-classified from Operating to Nonoperating Revenue beginning FY13.
[2] Labeled "Staff Compensation" from FY09 to FY12.

Source: MCTD Audited Financial Statements

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
REVENUE CAPACITY
PASSENGER AND FARE DATA
LAST TEN FISCAL YEARS

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fare revenue[1, 3]	$ 3,610,175	$ 3,720,004	$ 3,751,205	$ 3,669,514	$ 3,837,385	$ 3,797,533	$ 4,044,536	$ 4,024,376	$ 3,233,297	$ 1,652,855
Passengers[2]	3,426,845	3,432,469	3,546,112	3,464,628	3,332,265	3,216,894	3,293,385	3,263,451	2,643,771	1,485,512
Average fare per passenger	$ 1.05	$ 1.08	$ 1.06	$ 1.06	$ 1.15	$ 1.18	$ 1.23	$ 1.23	$ 1.22	$ 1.11

[1] *Source: MCTD Audited Financial Statements. Includes Fares and Special Fares*

[2] *Sources: MCTD Short Range Transit Plans, Monthly Monitoring & Performance Statistic Reports*

[3] *Includes National Park fare payments in 2018.*

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
REVENUE CAPACITY
FARE STRUCTURE
AS OF JUNE 30, 2021

Category	Cash Price	Clipper	6 Month Pass [1]	1-Day Pass	31-Day Pass
Adult	$2.00	$1.80	-	$5.00	$40.00
Youth (5-18)	$1.00	$1.00	$175.00 [1]	$2.50	$40.00
Children Under 5		Free when accompanied by an adult			
Seniors (65+)	$1.00	$1.00	-	$2.50	$20.00
Persons with Disabilities	$1.00	$1.00	-	$2.50	$20.00
ADA Mandated Service[2]	$3.00	-	-	-	-
ADA Non-Mandated Service[3]	$3.00	-	-	-	-

[1] Free to low income youth. $325 for a year.
[2] Americans with Disabilities Act (ADA) Regulations permit fares for ADA Mandated trips to be as high as $4.00.
[3] ADA Regulations set no maximum for Non-Mandated ADA trips.

Muir Woods Fare Category[1]	Current Fare
Adult	$3.25
Youth (16-18)	$3.25
Youth (under 16)	Free
Senior/Disabled (without NPS Pass)	$3.25
Senior/Disabled and up to three party members (with NPS Pass)	Free

[1] National Park Service (NPS) pays additional $1.75 per passenger

Source: MCTD 2018-2027 Short Range Transit Plan

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
REVENUE CAPACITY
COUNTY SALES TAX REVENUE
LAST TEN FISCAL YEARS

	2012	2013	2014	2015	2016	2017	2018[2]	2019[2]	2020[2]	2021[2]
Local Measure A half cent sales tax revenue	$ 21,265,462	$ 23,619,507	$ 24,086,678	$ 25,265,790	$ 25,702,937	$ 25,755,761	$ 27,507,852	$ 28,976,081	$ 27,345,662	$ 30,832,521
Annual growth	5.0%	11.1%	2.0%	4.9%	1.7%	0.2%	6.8%	5.3%	-5.6%	12.8%
Sales tax revenue available to Marin Transit[1]	$ 10,614,815	$ 11,944,532	$ 12,208,421	$ 12,874,175	$ 13,117,917	$ 13,144,538	$ 13,215,609	$ 14,163,872	$ 12,228,128	$ 14,814,083
Percent of Measure A revenue	50%	51%	51%	51%	51%	51%	48%	49%	45%	48%
Annual growth	5.7%	12.5%	2.2%	5.5%	1.9%	0.2%	0.5%	7.2%	-13.7%	21.1%
Sales tax reserve funds	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,200,000	$ -	$ -	$ -

[1] *55% of Sales Tax Receipts after administrative reductions*
[2] *Preliminary numbers*

Source: Transportation Authority of Marin (TAM) Annual Financial Report, TAM Measure A Programming Workbook

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
REVENUE CAPACITY
PROPERTY TAX REVENUE
LAST TEN FISCAL YEARS

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Property tax and development fee revenue	$ 3,164,121	$ 3,229,758	$ 3,447,835	$ 3,611,357	$ 3,855,930	$ 4,144,496	$ 4,337,212	$ 4,606,896	$ 4,810,992	$ 5,031,871
Expended on operations	3,164,121	3,229,758	3,447,835	3,611,357	3,848,219	4,111,657	4,321,194	4,561,268	4,803,083	5,025,293
Expended on capital	-	-	-	-	1,556,521	32,839	16,018	45,628	7,009	6,578
Annual growth	0.7%	2.1%	6.8%	4.7%	6.8%	7.5%	4.6%	6.2%	4.4%	4.6%

Source: MCTD Audited Financial Statements, Budgetary Comparison Schedule

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
REVENUE CAPACITY
ASSESSED VALUATION OF TAXABLE PROPERTY IN MARIN COUNTY
LAST TEN FISCAL YEARS
(IN THOUSANDS)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Secured [1]	$ 56,212,206	$ 56,725,179	$ 58,938,343	$ 62,341,701	$ 66,718,112	$ 70,952,207	$ 74,715,394	$ 78,744,004	$ 82,751,301	*
Unsecured [2]	1,462,190	1,470,366	1,480,668	1,530,991	1,556,521	1,566,336	1,610,799	1,790,104	2,029,049	*
Exempt [3]	1,906,079	1,958,091	2,013,902	2,037,580	2,067,204	2,079,024	2,157,806	2,336,693	2,619,669	*
Total Taxable Assessed Value	$ 55,768,317	$ 56,237,454	$ 58,405,109	$ 61,835,112	$ 66,207,429	$ 70,439,519	$ 74,168,387	$ 74,168,387	$ 87,400,019	$ -
Total Direct Tax Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	*
Growth Rate	0.7%	0.8%	3.9%	5.9%	7.1%	6.4%	5.3%	5.5%	5.3%	4.5%

[1] Secured property is generally real property, defined as land, mines, minerals, timber, and improvements such as buildings, structures, crops, trees, and vines.

[2] Unsecured property is generally personal property including machinery, equipment, office tools, and supplies.

[3] Exempt properties include numerous full and partial exclusions/exemptions provided by the State Constitution and the legislature that relieve certain tax payers from the burden of paying property taxes.

* Unavailable

Source: Department of Finance – County of Marin, California

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
REVENUE CAPACITY
DIRECT AND OVERLAPPING PROPERTY TAX RATES [1] IN MARIN COUNTY
LAST TEN FISCAL YEARS
(RATE PER $100 OF ASSESSED VALUE)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
County Direct Rate	1.0000%	1.0000%	1.0000%	1.0000%	1.0000%	1.0000%	1.0000%	1.0000%	1.0000%	*
Local Special Districts	0.8093%	0.7721%	0.2876%	0.8156%	0.8200%	0.9221%	0.9041%	1.1128%	1.0045%	*
Schools	0.7808%	0.7884%	0.7775%	0.8000%	0.8114%	0.8506%	0.8381%	0.9108%	0.8414%	*
Cities	0.2523%	0.2522%	0.2601%	0.2519%	0.2510%	0.2394%	0.2353%	0.2357%	0.2252%	*
Total Direct and Overlapping [2]	2.8424%	2.8127%	2.3252%	2.8675%	2.8824%	3.0121%	2.9775%	3.2593%	3.0711%	0.0000%

[1] On June 6, 1978, California voters approved a constitutional amendment to Article XIIIA of the California Constitution, commonly known as Proposition 13, which limits the taxing power of California public agencies. Legislation enacted by the California Legislature to implement Article XIIIA (Statutes of 1978, Chapter 292, as amended) provides that, notwithstanding any other law, local agencies may not levy property tax except to pay debt service on indebtedness approved by votes prior to July 1, 1978, and that each County will levy the maximum tax permitted by Article XIIIA of $1 per $100 of full cash value. Full cash value is equivalent to assessed value, pursuant to Senate Bill 1656, Statutes of 1978. The rates shown above are percentages of assessed value.

[2] These rates represent the maximum rate charged to taxpayers if all rates applied to them. In reality, the rates applicable to tax rate areas will vary at amounts lower than these totals.

* Unavailable

Source: Department of Finance – County of Marin, California

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
DEBT CAPACITY
OUTSTANDING DEBT BALANCES
LAST TEN FISCAL YEARS

Lender	Original Loan Amount	Date of Loan	Purpose	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
N/A	N/A	N/A	N/A	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Source: MCTD Audited Financial Statements

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
ECONOMIC AND DEMOGRAPHIC INFORMATION
ECONOMIC AND DEMOGRAPHIC STATISTICS
LAST TEN FISCAL YEARS

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Population[1]	256,064	258,506	260,516	261,054	260,651	260,955	259,666	25,826	*	*
Personal income (in thousands)[1]	$ 24,619,594	$ 25,045,431	$ 27,176,774	$ 29,227,230	$ 30,222,883	$ 32,502,500	$ 34,866,708	$ 36,684,680	*	*
Per capita personal income[1]	$ 96,146	$ 96,885	$ 104,319	$ 111,959	$ 1,556,521	$ 124,552	$ 134,275	$ 141,735	*	*
School enrollment[2]	31,107	31,868	32,793	33,207	33,638	33,633	33,741	33,441	33,516	*
Unemployment rate[3]	7.0%	5.8%	4.8%	3.9%	3.4%	3.2%	2.6%	2.4%	4.40%	5.80%

* Unavailable

Sources:

[1] US Department of Commerce, Bureau of Economic Analysis – www.bea.gov
[2] California Department of Education, Educational Demographics Office – www.ed-data.org/county/Marin
[3] Employment Development Department, Labor Market Information – www. labormarketinfo.edd.ca.gov

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
ECONOMIC AND DEMOGRAPHIC INFORMATION
PRINCIPAL EMPLOYERS
CURRENT YEAR AND TEN YEARS AGO

2021			2011		
Employer	Employees	Percentage of Total County Employment	Employer	Employees	Percentage of Total County Employment
County of Marin	2,358	1.97%	County of Marin	2,135	1.74%
Kaiser Permanente Medical Center	2,014	1.69%	San Quentin State Prison	2,058	1.68%
BioMarin Pharmaceutical	1,801	1.51%	Kaiser Permanente Medical Center	1,330	1.09%
San Quentin Prison	1,614	1.35%	Fireman's Fund Insurance Co.	1,200	0.98%
Marin General Hospital	1,279	1.07%	Autodesk, Inc	1,090	0.89%
Novato Unified School District	800	0.67%	Marin General Hospital	950	0.78%
Glassdoor Inc	700	0.59%	Novato Unified School District	928	0.76%
Marin County Office of Education	664	0.56%	Safeway, Inc.	832	0.68%
San Rafael City Schools	645	0.54%	Macy's	700	0.57%
Marin Community Clinics	540	0.45%	BioMarin	619	0.51%
Total	12,415	10.39%		11,842	9.67%
Total County Employment	119,500			122,500	

Note: When information is not available, periods that are available are provided as an alternative.

Source:

County of Marin ACFR

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
OPERATING INFORMATION
DISTRICT PROFILE
AS OF JUNE 30, 2021

Date the District was Formed	1964
Form of Governance	Board of Directors, with General Manager
Total Employees	16
Service Area	All of Marin County
Area of District (in square miles)	Approximately 520
Population of Service Area[1]	258,826
Local Financial Support	Measure A Sales Tax Revenue
Number of Fixed Route Bus Routes	25
Revenue Service Hours	215,000
Average Passenger Trips per Revenue Hour	11.3
Number of Vehicles in Service	114
Bus Stops	600+

[1] As of 2019

Source: MCTD Finance Department, FY 2018 System Performance Report

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
OPERATING INFORMATION
NONOPERATING INTERGOVERNMENTAL REVENUE BY SOURCE
LAST TEN FISCAL YEARS

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Federal Revenue										
Federal Transit Administration	$ 741,773	$ 1,070,210	$ 1,375,087	$ 1,317,128	$ 901,433	$ 1,065,347	$ 1,151,839	$ 1,421,148	$ 3,475,476	$ 9,207,534
United States Department of the Interior - National Park Service	152,465	126,276	159,028	168,665	150,865	89,009	154,736	323,371	370,245	14,177
United States Department of the Interior - NPS Fare Reimbursement	-	-	-	-	-	-	187,050	406,475	113,828 -	2,302
Total Federal Revenue	894,238	1,196,486	1,534,115	1,485,793	1,052,298	1,154,356	1,493,625	2,150,994	3,959,549	9,224,013
State Revenue										
Transportation Development Act	3,451,219	3,591,333	4,015,345	4,542,050	4,562,778	4,440,516	4,614,306	5,109,399	5,225,171	3,817,097
State Transit Assistance	1,390,390	1,602,754	1,360,737	1,310,912	1,316,134	1,576,690	1,285,220	1,909,202	2,047,902	1,680,205
Public Transportation Modernization, Improvement, and Service Enhancement Account	-	-	-	-	-	-	-	-	-	-
State Renewable Energy Credits	-	-	-	-	-	-	-	-	-	14,010
Home Owner Property Tax Relief	19,999	19,661	19,500	19,326	19,138	18,953	18,940	18,779	18,719	18,541
Low Carbon Transit Operations Program	-	-	-	-	275,413	-	128,676	335,795	-	-
Caltrans	207	232	253	208	283	320	334	284	239	217
Total State Revenue	4,861,815	5,213,980	5,395,835	5,872,496	6,173,746	6,036,479	6,047,476	7,373,459	7,292,031	5,530,070
Local Revenue										
Measure A	9,063,903	9,671,912	10,849,462	10,860,313	10,998,120	12,542,551	13,541,585	13,739,881	1,953,742	1,106,168
Measure A Interest	-	-	85,000	-	85,000	85,000	85,000	85,000	85,000	-
Measure AA	-	-	-	-	-	-	-	-	11,212,364	9,529,277
Measure B	276,677	534,025	671,308	863,617	730,335	627,198	974,816	991,415	956,702	910,679
Metropolitan Transportation Commission	13,334	6,666	-			-	-	-	-	-
Golden Gate Bridge Highway and Transportation District	-	-	-	-	-	-	-	-	30,000	-
County of Marin	-	-	-	-	-	-	-	-	-	-
Miscellaneous	3,645	-	23,759	15,284	30,096	83,574	-	-	170,742	3,453
Total Local Revenue	9,357,559	10,212,603	11,629,529	11,739,214	11,843,551	13,338,323	14,601,401	14,816,296	14,408,550	11,549,577
Total Intergovernmental Revenue	$ 15,113,612	$ 16,623,069	$ 18,559,479	$ 19,097,503	$ 19,069,595	$ 20,529,158	$ 22,142,502	$ 24,340,749	$ 25,660,130	$ 26,303,660

Source: MCTD Audited Financial Statements

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
OPERATING INFORMATION
SUMMARY OF SERVICE PROVIDER CONTRACTS
AS OF JUNE 30, 2021

Contract Type	Services Provided	Contractor	Current Term
Intergovernmental agreement	Local Fixed Route	Golden Gate Bridge Highway and Transportation District	July 1, 2015 — December 31, 2022
Competitively bid	Community Shuttles and Fixed Route Service	Marin Airporter	July 1, 2018 — June 30, 2022
Competitively bid	Rural and Seasonal Services	MV Transportation	July 1, 2018 — June 30, 2022
Competitively bid	Local Paratransit and Novato Dial-A-Ride	Vivalon	January 1, 2016 — January 31, 2022
Competitively bid	Local Paratransit and Novato Dial-A-Ride	Transdev	February 1, 2021 — June 30,2025
Competitively bid	Travel Navigator	Vivalon	July 1, 2016 — June 30, 2022
Competitively bid	Volunteer Driver and Travel Navigators	Vivalon	July 1, 2018 — June 30, 2022
Competitively bid	Volunteer Driver	West Marin Senior Services	July 1, 2018 — June 30, 2022
Competitively bid	Yellow Bus Service	Michael's Transportation	July 1, 2018 — June 30, 2022

Source: Finance Department

Source: Finance Department

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
OPERATING INFORMATION
SUMMARY OF CAPITAL ASSETS
LAST TEN FISCAL YEARS

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Number of buses owned	51	55	58	66	90	95	105	109	122	113
Cost of assets:										
Land	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,550,836	$ 1,550,836
Work in progress	515,919	701,902	1,024,112	2,176,497	1,746,405	3,610,173	748,556	1,454,572	206,286	673,962
Revenue vehicles	4,600,270	6,987,949	6,758,552	7,597,033	17,466,010	19,108,821	26,957,885	29,173,879	38,400,723	40,972,893
Facilities and stops	-	-	1,495,243	1,553,706	2,913,267	70,439,519	8,471,174	8,583,219	9,425,818	9,310,585
Communication and data equipment	680,264	984,560	1,065,948	1,251,626	1,251,626	1,634,293	1,821,367	1,881,522	1,875,943	1,522,292
Fare revenue collection equipment	193,708	257,913	266,465	412,356	412,356	459,532	464,862	464,862	434,929	434,929
Furniture and fixtures	62,735	88,351	88,351	88,351	88,351	88,351	88,351	123,907	123,907	123,907
Buildings	-	-	-	-	-	-	-	-	3,987,865	3,987,865
Non-revenue vehicles	-	6,300	6,300	6,300	6,300	6,300	403,044	403,044	396,744	396,744
Total cost of assets	6,052,896	9,026,975	10,704,971	13,085,869	23,884,315	95,346,989	38,955,239	42,085,005	56,403,051	58,974,013
Less: accumulated depreciation	2,457,744	2,913,268	3,503,719	4,420,721	4,718,083	7,001,075	9,869,320	13,326,546	16,260,159	18,078,784
Net capital assets	$ 3,595,152	$ 6,113,707	$ 7,201,252	$ 8,665,148	$ 19,166,232	$ 88,345,914	$ 29,085,919	$ 28,758,459	$ 40,142,892	$ 40,895,229

Source: MCTD Audited Financial Statements

MARIN COUNTY TRANSIT DISTRICT
STATISTICAL SECTION
OPERATING INFORMATION
VEHICLE OPERATING STATISTICS
LAST SEVEN FISCAL YEARS

	2015	2016	2017	2018	2019	2020	2021
Motorbus:							
Vehicles Operated in Annual Maximum Service (VOMS)	69	53	55	54	54	54	56
Vehicles Available for Annual Maximum Service	85	82	74	71	71	71	75
Total Actual Vehicle Revenue Miles	2,133,375	2,166,258	2,307,555	2,300,458	2,317,639	2,272,524	2,792,082
Total Actual Vehicle Revenue Hours	152,799	156,803	178,049	180,238	180,036	175,859	203,747
Unlinked Passenger Trips	3,252,116	3,031,450	2,926	3,001,619	2,978,991	2,423,027	1,429,586
Passenger Miles Traveled (PMT)	13,209,269	12,312,979	11,970,345	12,281,711	12,189,124	9,914,289	8,048,569
Days Operated	365	366	365	365	365	366	365
Demand Response:							
Vehicles Operated in Annual Maximum Service (VOMS)	38	27	26	31	33	31	18
Vehicles Available for Annual Maximum Service	39	34	46	39	42	39	37
Total Actual Vehicle Revenue Miles	927,058	688,072	617,199	704,224	753,794	599,879	298,590
Total Actual Vehicle Revenue Hours	60,417	44,764	42,806	47,569	55,083	42,439	22,829
Unlinked Passenger Trips	137,131	98,483	93,410	98,068	108,076	86,049	31,166
ADA Unlinked Passenger Trips (UPT)	132,138	98,236	93,174	97,832	106,918	85,409	25,880
Passenger Miles Traveled (PMT)	1,039,975	811,798	757,048	772,059	717,078	592,626	210,912
Days Operated	365	366	365	365	365	366	365

Note: Fiscal year 2015 was the first year the District reported its own information to the National Transit Database (NTD). Information will be added prospectively until ten years is available.

Source: National Transit Database Reports

OTHER REPORTS

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

To the Board of Directors
Marin County Transit District
San Rafael, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the Marin County Transit District (the District), a component unit of the County of Marin, California, as of and for the fiscal year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the District's basic financial statements, and have issued our report thereon dated November 24, 2021.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we do not express an opinion on the effectiveness of the District's internal control

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the District's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance

As part of obtaining reasonable assurance about whether the District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

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Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of the District's internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control or on compliance. Accordingly, this report is not suitable for any other purpose.

The report is intended for the information of management, the Board of Directors, the State Controller's Office, the U.S. Department of Transportation, and officials of applicable grantor agencies. However, this report is a matter of public record and its distribution is not limited.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
November 24, 2021

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INDEPENDENT AUDITOR'S REPORT ON STATE COMPLIANCE

To the Board of Directors
Marin County Transit District
San Rafael, California

Report on Compliance with Transportation Development Act Requirements

We have audited the Marin County Transit District's (the District), a component unit of the County of Marin, California, compliance with Transportation Development Act (TDA) requirements that funds allocated to and received by the District were expended in conformance with applicable statutes, rules, and regulations of the TDA and the allocation instructions and resolutions of the Metropolitan Transportation Commission as required by Section 6667 of Title 21, Division 3, Chapter 2, Article 5.5 of the California Code of Regulations during the fiscal year ended June 30, 2021.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to the applicable statutes, rules, and regulations of the TDA.

Auditor's Responsibility

Our responsibility is to express an opinion on each of the District's compliance requirements referred to in Section 6667, which requires that, for a transit claimant, the independent auditor will perform at least the following tasks:

(a) Determine whether the claimant was an entity eligible to receive the funds allocated to it;
(b) Determine whether the claimant is maintaining its accounts and records on an enterprise fund basis and is otherwise in compliance with the uniform system of accounts and records adopted by the State Controller, pursuant to Public Utilities Code Section 99234;
(c) Determine whether the funds received by the claimant pursuant to the TDA were expended in conformance with those sections of the TDA specifying the qualifying purposes, including Public Utilities Code Sections 99262 and 99263 for operators receiving funds under Article 4; Sections 99275, 99275.5, and 99277 for Article 4.5 claimants; Section 99400(c), (d), and (e) for Article 8 claimants for service provided under contract; and Section 99405(d) for transportation services provided by cities and counties with populations of less than 5,000;
(d) Determine whether the funds received by the claimant pursuant to the TDA were expended in conformance with the applicable rules, regulations, and procedures of the transportation planning agency and in compliance with the allocation instructions and resolutions;
(e) Determine whether interest earned on funds received by the claimant, pursuant to the TDA, were expended only for those purposes for which the funds were allocated in accordance with Public Utilities Code Sections 99234.1, 99301, 99301.5, and 99301.6;
(f) Verify the amount of the claimant's operating cost for the fiscal year, the amount of fare revenues required to meet the ratios specified in Sections 6633.2 and 6633.5, and the amount of the sum of fare revenues and local support required to meet the ratios specified in the Section 6633.2;

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(g) Verify the amount of the claimant's actual fare revenues for the fiscal year;
(h) Verify the amount of the claimant's actual local support for the fiscal year;
(i) Verify the amount the claimant was eligible to receive under the TDA during the fiscal year in accordance with Sections 6634 and 6649;
(j) Verify, if applicable, the amount of the operator's expenditure limitation in accordance with Section 6633.1;
(k) In the case of an operator, determine whether the operator's employee retirement system or private pension plan is in conformance with the provisions of Public Utilities Code Sections 99271, 99272, and 99273;
(l) In the case of an operator, determine whether the operator has had a certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, as required in Public Utilities Code Section 99251;
(m) In the case of an operator, verify, if applicable, its State Transit Assistance eligibility pursuant to Public Utilities Code Section 99314.6 or 99314.7; and
(n) In the case of a claimant for community transit services, determine whether it is in compliance with Public Utilities Code Sections 99155 and 99155.5.

Compliance with the requirements referred to above is the responsibility of the District's management. Our responsibility is to express an opinion on the District's compliance based on our audit.

Report on Public Transportation Modernization, Improvement, and Service Enhancement Account and the Transit System Safety, Security, Disaster Response Account, and the Low Carbon Transit Operations Program

Also, as part of our audit, we performed tests of compliance to determine whether certain state funds were received and expended in accordance with the applicable bond act and state accounting requirements.

In November 2006, California voters passed a bond measure enacting the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B). Of the $19.925 billion of state general obligation bonds authorized, $4 billion was set aside by the State as instructed by the statute as the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA).

Additionally, Section 8879.23 (h) directs that $1 billion dollars be deposited in the Transit System Safety, Security, and Disaster Response Account. This section further directs that $100 million dollars be made available upon appropriation by the legislature to entities for eligible transit system safety, security, and disaster response projects (Office of Homeland Security (OHS)). These funds are available to the California Department of Transportation for intercity rail projects and to transit operations in California for rehabilitation, safety, or modernization improvements; capital service enhancements or expansions; new capital projects; bus rapid transit improvements; or for rolling stock procurement, rehabilitation, or replacement.

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project required to reduce greenhouse gas emissions.

As of June 30, 2021, all Proposition 1B funds received and expended were verified in the course of our audit as follows:

	Proposition 1B Grant Fund		
	PTMISEA	LCTOP	Total
Unexpended proceeds - July 1, 2020	$ -	$ 511,149	$ 511,149
Proceeds received	-	553,396	553,396
Interest earned	-	6,384	6,384
Expenditures			
Local bus stop revitalization	-	-	-
Bus stop improvements	-	-	-
Unexpended proceeds - June 30, 2021	$ -	$ 1,070,929	$ 1,070,929

Opinion on Compliance

In our opinion, the District complied, in all material respects, with the compliance requirements referred to above that are applicable to the District for the fiscal year ended June 30, 2021.

Purpose of this Report

The purpose of this report on compliance is solely to describe the scope of our testing of compliance and the results of that testing. Accordingly, this report is not suitable for any other purpose.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
November 24, 2021

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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

To the Board of Directors
Marin County Transit District
San Rafael, California

Report on Compliance for Each Major Federal Program

We have audited the Marin County Transit District's (the District), a component unit of the County of Marin, California, compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could have a direct and material effect on each of the District's major federal programs for year ended June 30, 2021. The District's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the District's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations,* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the District's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of the District's compliance.

Opinion on Each Major Federal Program

In our opinion, the District complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the fiscal year ended June 30, 2021.

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Report on Internal Control Over Compliance

Management of the District is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the District's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the District's internal control over compliance.

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Purpose of Report

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

BROWN ARMSTRONG
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Bakersfield, California
November 24, 2021

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MARIN COUNTY TRANSIT DISTRICT
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2021

A. SUMMARY OF AUDITOR'S RESULTS

Financial Statements

1. Type of auditor's report issued	Unmodified
2. Internal controls over financial reporting:	No
a. Material weakness identified	No
b. Significant deficiencies identified not to be considered material weaknesses?	No
3. Noncompliance material to financial statements under *Government Auditing Standards* noted?	No

Federal Awards

1. Internal control over major programs:	
a. Material weaknesses identified?	No
b. Significant deficiencies identified not to be considered material weaknesses?	No
2. Type of auditor's report issued on compliance for major programs:	Unmodified
3. Any audit findings disclosed that were are required to be reported in accordance with the Uniform Guidance?	No

4. Identification of major programs:

CFDA Number	Name of Federal Program
20.507 and 20.526	U.S. Department of Transportation, Federal Transit Formula Grants, 20.507; Bus and Bus Facilities Formula and Discretionary Program, 20.526
20.509	Formula Grants for Rural Areas, 20.509

5. Dollar threshold used to distinguish between Type A and Type B Programs?	$750,000
6. Auditee qualified as a low-risk auditee under 2 CFR Section 200.516(a)?	Yes

MARIN COUNTY TRANSIT DISTRICT
SCHEDULE OF FINDINGS AND QUESTIONED COSTS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2021

B. CURRENT YEAR FINDINGS – FINANCIAL STATEMENTS

None.

C. CURRENT YEAR FINDINGS AND QUESTIONED COSTS – FEDERAL AWARDS PROGRAMS

None.

D. PRIOR YEAR FINDINGS – FINANCIAL STATEMENTS

None

E. PRIOR YEAR FINDINGS AND QUESTIONED COSTS – FEDERAL AWARD PROGRAMS

None.

MARIN COUNTY TRANSIT DISTRICT
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE FISCAL YEAR ENDED JUNE 30, 2021

Federal Grantor/Pass-Through Grantor, if Applicable/ Program Title/Grant or Pass-Through Number	Federal CFDA Number	Pass-Through Entity Identifying Number	Passed Through to Subrecipients	Expenditures
U.S. Department of the Interior, National Park Service				
National Park Service Conservation, Protection, Outreach, and Education - Direct Program				
(Muir Woods Shuttle)	15.954	P18AC00483	$ -	$ 16,479
Total U.S. Department of the Interior Direct Programs, National Park Service			-	16,479
U.S. Department of Transportation, Federal Transit Administration				
Federal Transit Cluster - 20.507 and 20.526				
Federal Transit Formula Grants - Direct Program				
(5307 - Equipment)	20.507	CA-2016-055	-	72,383
(5307 - Replace 4 Rural Cutaway)	20.507	CA-2018-091	-	514,928
(5307 - Real Time Sings)	20.507	CA-2019-073	-	105,547
(5307 - Fixed Route and Paratransit Operations)	20.507	CA-2020-094	-	7,320,184
(5307 - ADA Paratransit Operations)	20.507	CA-2020-148	-	697,574
(5307 - Replace 9 Shuttle Vehicles)	20.507	CA-2020-148	-	868,685
(5307 - Replace Paratransit Vehicles)	20.507	CA-2020-148	-	1,161,918
(5307 - Replace 2 35' XHF Vehicles)	20.507	CA-2020-148	-	2,203
(5307 - Preventative Maintenance)	20.507	CA-2020-148	-	70,520
(5307 - Purchase 4 Electric Buses)	20.507	CA-2020-148	-	5,157
Total Federal Transit Formula Grants			-	10,819,099
Bus and Bus Facilities Formula Program - Direct Program				
(5339 - Facility ROW and Improvements)	20.526	CA-2017-063-00	-	103,254
Total Federal Transit Cluster - 20.507 and 20.526			-	10,922,353
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	CA-2020-210	-	73,325
Passed-Through California State Transportation Agency, Department of Transportation				
Formula Grants for Rural Areas				
(5311 - Stagecoach Rural Operations)	20.509	Pending	-	228,695
(5311 - CARES Act)	20.509	64VO20-01326	-	800,000
Total Formula Grants for Rural Areas			-	1,028,695
Enhanced Mobility of Seniors and Individuals with Disabilities				
(5310 - Mobility Management/Travel Navigators)	20.513	64AM18-00756	-	17,235
Total Passed-Through California State Transportation Agency, Department of Transportation			-	1,045,930
Paul S. Sarbanes Transit in the Parks - Direct Program				
(Muir Woods Infrastructure)	20.520	CA-20-X013-00	-	168,771
Total U.S. Department of Transportation, Federal Transit Administration			-	12,210,379
TOTAL FEDERAL AWARDS			$ -	$ 12,226,858

The accompanying notes to the schedule of expenditures of federal awards are an integral part of this schedule.

MARIN COUNTY TRANSIT DISTRICT
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE FISCAL YEAR ENDED JUNE 30, 2021

NOTE 1 – BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal grant activity of the Marin County Transit District (the District) under programs of the federal government for the fiscal year ended June 30, 2021. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the District's operations, it is not intended to, and does not, present the financial position, changes in net position, or cash flows of the District.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenses reported on the Schedule are reported on the accrual basis of accounting. Such expenses are recognized following the cost principles contained in the Uniform Guidance and/or U.S. Office of Management and Budget (OMB) Circular A-87, *Cost Principles for State, Local, and Indian Tribal Governments*, wherein certain types of expenses are not allowable or are limited as to reimbursement.

NOTE 3 – INDIRECT COST ALLOCATION PLAN

The District has an indirect cost allocation plan (ICAP) approved by the United States Department of Transportation, Federal Transit Administration (FTA) that is charged to programs where allowed under the related agreements. The ICAP during the fiscal year ended June 30, 2021, included an ICAP rate of 57.31% and a fringe benefit rate of 18.02% of total direct salaries and wages.

The District has elected not to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

NOTE 4 – SUBRECIPIENTS

There were no subrecipients of the District's programs during the fiscal year ended June 30, 2021.

BROWN ARMSTRONG
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To the Board of Directors
Marin County Transit District
San Rafael, California

We have audited the financial statements of Marin County Transit District (the District) for the fiscal year ended June 30, 2021. Professional standards require that we provide you with information about our responsibilities under auditing standards generally accepted in the United States of America, *Government Auditing Standards,* and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated November 22, 2021. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

Qualitative Aspects of Accounting Practices
Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the District are described in Note 1 to the financial statements. The District implemented Governmental Accounting Standards Board (GASB) Statement No. 84 – *Fiduciary Activities* and GASB Statement No. 90 – *Majority Equity Interests* during the fiscal year ended June 30, 2021. We noted no transactions entered into by the District during the fiscal year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the District's financial statements were:

> Management's estimate of the useful lives of capital assets for the purpose of calculating annual depreciation expense. Estimated useful lives range from two to thirty years. We evaluated the key factors and assumptions used to develop the estimate of the useful lives of capital assets in determining that it is reasonable in relation to the financial statements taken as a whole.
>
> Management's estimates of its net pension asset and related deferred inflows of resources and deferred outflows of resources are based on actuarial valuations that involve estimates of the value of reported amounts and assumptions about key factors and assumptions about the probability of occurrence of events far into the future. We evaluated the key factors and assumptions used to develop the estimates of the net pension asset and related deferred inflows of resources and deferred outflows of resources in determining that they are reasonable in relation to the financial statements taken as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements were:

> The disclosures of Capital Assets and Pension in Notes 3 and 8 to the financial statements.

The financial statement disclosures are neutral, consistent, and clear.

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Difficulties Encountered in Performing the Audit
We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements
Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. No such misstatements occurred during the course of our audit.

Disagreements with Management
For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations
We have requested certain representations from management that are included in the management representation letter dated November 24, 2021.

Management Consultations with Other Independent Accountants
In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the District's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues
We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each fiscal year prior to retention as the District's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to Management's Discussion and Analysis, Schedule of Changes in the Net Pension Asset and Related Ratios, and Schedule of Contributions, which are required supplementary information (RSI) that supplement the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the Schedule of Expenditures of Federal Awards, Statement of Fiduciary Net Position – Retirement Plan, Statement of Changes in Fiduciary Net Position – Retirement Plan, Budgetary Comparison Schedule – Operations, Budgetary Comparison Schedule – Capital Program, Budgetary Comparison Schedule – Facility, and Budgetary Comparison Schedule – Reconciliation to the Statement of Activities and Changes in Net Position, which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We were not engaged to report on the introductory and statistical sections, which accompany the financial statements but are not RSI. Such information has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

Restriction on Use

This information is intended solely for the information and use of the Board of Directors and management of Marin County Transit District and is not intended to be, and should not be, used by anyone other than these specified parties.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
November 24, 2021