



MARIN COUNTY TRANSIT DISTRICT

San Rafael, California

A Component Unit of the County of Marin, California

ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the Year Ended June 30, 2024

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

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED JUNE 30, 2024

PREPARED BY THE FINANCE DEPARTMENT

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MARIN COUNTY TRANSIT DISTRICT
ANNUAL COMPREHENSIVE FINANCIAL REPORT
For the Year Ended June 30, 2024

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Board of Directors

Brian Colbert

President
Town of San Anselmo

Eric Lucan

Vice President
Supervisor District 5

Mary Sackett

Second Vice President
Supervisor District 1

Katie Rice

Director
Supervisor District 2

Stephanie

Moulton-Peters
Director
Supervisor District 3

Dennis Rodoni

Director
Supervisor District 4

Maribeth Bushey

Director
City of San Rafael

Fred Casissa

Alternate
Town of Corte Madera

December 2, 2024

Dear Board Members and Residents of the County of Marin, California:

We are pleased to present the Annual Comprehensive Financial Report (ACFR) of the Marin County Transit District (the District) for the fiscal year ended June 30, 2024.

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 end June 30, 2024.

The District's Management team 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.

Maze & Associates Accounting Corporation has issued an unmodified ("clean") opinion on the District's financial statements for the fiscal year ended June 30, 2024. 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.

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, the District owns limited 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, Bauer’s Intelligent Transportation, and Transdev Services, Inc, for fixed route, supplemental 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. Historically, Marin Transit was a “pass through” agency for fixed route services, providing funds for local services managed by Golden Gate Transit. With the 2003 service restructuring, Marin Transit took on increased responsibility for the planning, scheduling, 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, 2024, the District has 17.3 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 regional transit operators that have more commute dependent ridership.

SERVICES

FIXED ROUTE

Marin Transit operates public transit service on 19 routes within Marin County. Over 2.8 million trips were made on the local fixed route network in fiscal year 2024. This is roughly equivalent to the fixed route ridership levels seen prior to the COVID-19 pandemic, but an increase from the 2.6 million trips made in the prior fiscal year.

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 four fixed route typologies: Local, Community, Supplemental, and Rural. Below is a summary of each typology.

Local

Description: Services that operate along the major corridors and serve the larger destinations within the County. These services provide the core of the transit system and connect with the other typologies, as well as regional services, at key transfer locations. Along Highway 101, Local service complements the Golden Gate Transit regional services that continue to San Francisco and Sonoma Counties.

- Operational Focus: Capacity, frequency, and speed.
- Routes: 17, 22, 23, 35, 36, 49, 71
- Typical Vehicle: 30’, 35’ or 40’ heavy duty

Community

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 Local services for travel outside the community.

- Operational Focus: Accessibility.
- Routes: 29, 57, 219, 228, 233, 245
- Typical Vehicle: 24’ cutaways or 30’ heavy duty

Supplemental

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: 613, 619, 625, 654
- Typical Vehicle: 35' or 40' heavy duty

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
- Typical Vehicle: 24' cutaways or 30' or 35' heavy duty

OTHER SERVICES

In addition to fixed route bus service, Marin Transit operate several other transportation services throughout the County.

Muir Woods Shuttle

In close consultation with the National Parks Service, Marin Transit operates the Muir Woods Shuttle, which provides service between the Larkspur Ferry Terminal and the Muir Woods National Monument on most weekends and provides service to the woods from the Sausalito Ferry Terminal on weekdays during the summer.

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 re-started in fiscal year 2022. Marin Transit handles all logistics of the program including contract management, website development, pass sales and production and customer service. Marin Transit staff provide planning and management support to a Joint Powers Authority for Reed Union School District and 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 variety of programs provide mobility options to these users and all services are coordinated by a team of Travel Navigators. These programs include local paratransit, volunteer driver, and subsidized taxi (Catch-A-Ride). 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 and has shown a return to the strong economy that existed before the pandemic. The County's unemployment increased during the pandemic from a low of 2.4% to a high of 6.1% in fiscal year 2021 and dropped again to 3.0% in fiscal year 2022. In the fiscal year ended 2024, the County's unemployment rate was 4.2%. The Contractors for the District continue to have increasing difficulties hiring and retaining drivers and other front-line staff. These challenges have continued to increase following the pandemic 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 did not negatively impact 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 and 2022 sales tax increased 12.8% and 12.7% respectively. More recent sales tax numbers indicate slowing and decline in growth. Fiscal year ended 2024 sales tax decreased by 1.3% after limited growth in fiscal year 2023. This equates to a 3.6% increase per year in sales tax over a five-year period, which 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 (S RTP) 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 S RTP was adopted by the Board of Directors (the Board) on February 3, 2020. The District completed a partial update on December 5, 2022 and will do a full update in 2025.

Operating Plan

In Fiscal Year ended 2024, there was a 9% increase in fixed route ridership compared to fiscal year ended 2023. The increase in fixed route ridership brought Marin Transit up to 100% of pre-COVID levels. After a moderate recovery in fiscal year 2022, demand for Marin Access and ADA paratransit services dropped slightly in fiscal year 2023. In response, Marin Transit implemented changes to the Marin Access programs to stabilize mandated ADA paratransit service, reduce service duplication, and concentrate resources on the populations most in need. After one full year of these changes, Marin Access ridership increased by 1% in fiscal year ended 2024 compared to the prior year. Marin Transit is budgeting for a similar level of fixed route service in fiscal year 2025 and planning for a continued recovery of paratransit transit demand.



Marin Transit does not directly operate any of its services and instead provides them through contracts with multiple service providers. The District began a new service contract for paratransit service and other Marin Access programs on February 1, 2022. Marin Transit started a new contract with Golden Gate Bridge Highway and Transportation District (GGBHTD) effective October 1, 2022, competitively bid new contracts for yellow school bus service and the Muir Woods Shuttles, and negotiated a two year contract extension with Marin Airporter effective July 1, 2023.

Marin Transit continues to be 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 continues to provide 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 and lack of ownership of sufficient fixed route parking and maintenance facilities.

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
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. Replacing and maintaining vehicles are almost 80% of these expenses.

Discretionary grant funding and capital reserve funds are needed to fund facility projects to ensure stable operations and allow for future expansion. The District purchased a bus parking facility in fiscal year 2019/2020, a paratransit maintenance facility in FY2020/21, and a future parking facility adjacent to the paratransit maintenance facility in FY2022/23. The District needs to find a permanent location for electric bus maintenance and parking. The District received a federal grant of \$31.5 million towards the purchase of an electric fixed route bus charging and maintenance facility. In fiscal year ended 2024, the District added \$3.9 million to the capital reserve and has a total capital reserve balance of \$20 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.

The District added \$5.2 million to reserves in fiscal year 2024. Consistent with the fiscal year 2024 budget, the District added \$1.2 million to the operations reserves (Emergency and Contingency) to maintain the equivalent of six months operating expenses and the Capital Reserve increased by \$3.9 million.

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, 2023. The Certificate of Achievement is a prestigious national award, recognizing conformance with the highest standards for preparation of state or local government financial reports. 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 Maze & Associates Accounting 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,

A handwritten signature in black ink that reads "Nancy E. Whelan".

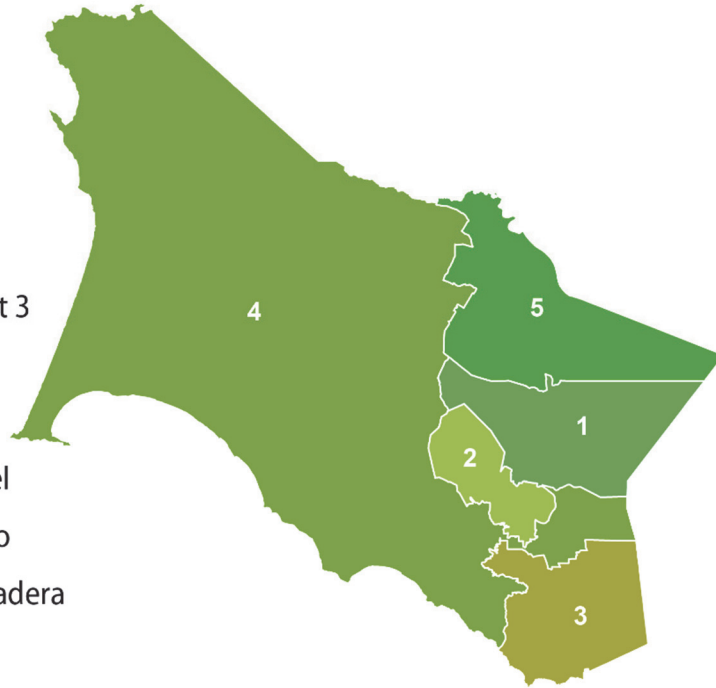
Nancy Whelan
General Manager

A handwritten signature in black ink that reads "Lauren Gradia".

Lauren Gradia
Director of Finance and Capital Programs

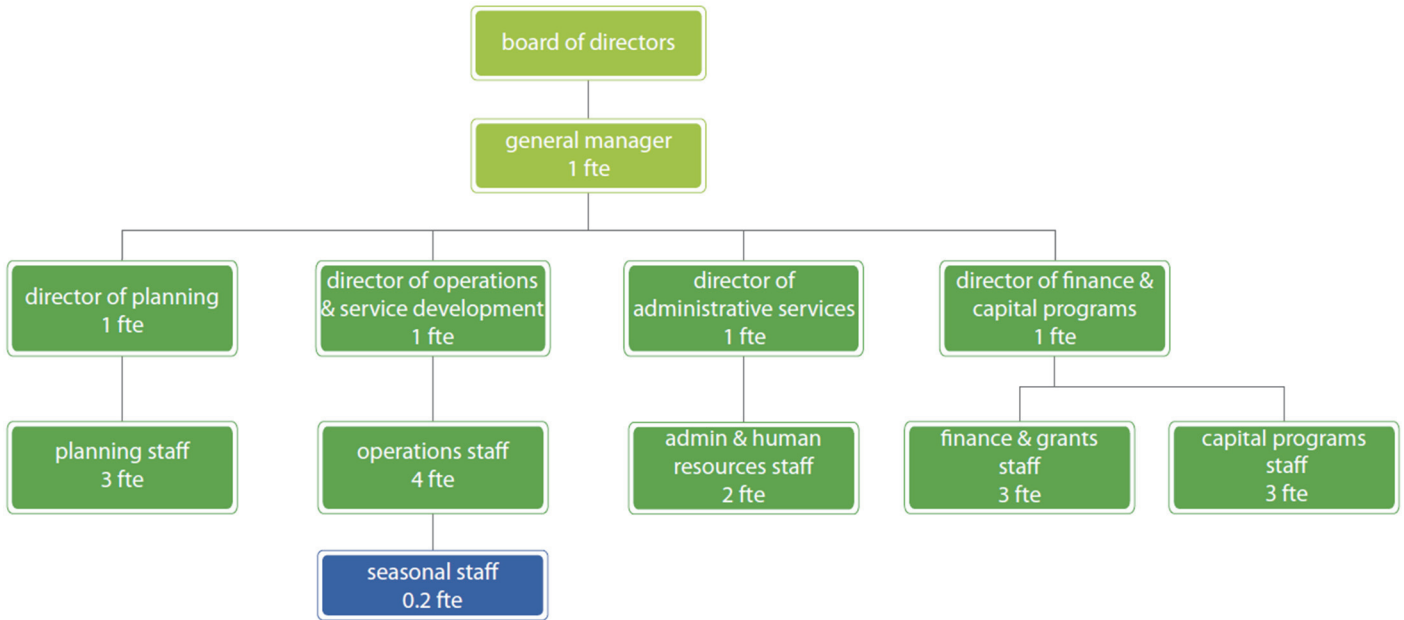
**MARIN COUNTY TRANSIT DISTRICT
INTRODUCTORY SECTION
PRINCIPAL OFFICIALS**

- Mary Sackett** District 1
- Katie Rice** District 2
- Stephanie Moulton-Peters** District 3
- Dennis Rodoni** District 4
- Eric Lucan** District 5
- Maribeth Bushey** City of San Rafael
- Brian Colbert** Town of San Anselmo
- Fred Cassisa (alt)** Town of Corte Madera



Board Member	District or City	Current Term Ends
Mary Sackett	Marin County, District 1	January 1, 2026
Katie Rice	Marin County, District 2	January 1, 2025
Stephanie Moulton-Peters	Marin County, District 3	January 1, 2025
Dennis Rodoni	Marin County, District 4	January 1, 2025
Eric Lucan	Marin County, District 5	January 1, 2025
Maribeth Bushey	City of San Rafael	January 1, 2025
Fred Casissa	Town of Corte Madera	January 1, 2025
Brian Colbert	Town of San Anselmo	January 1, 2026

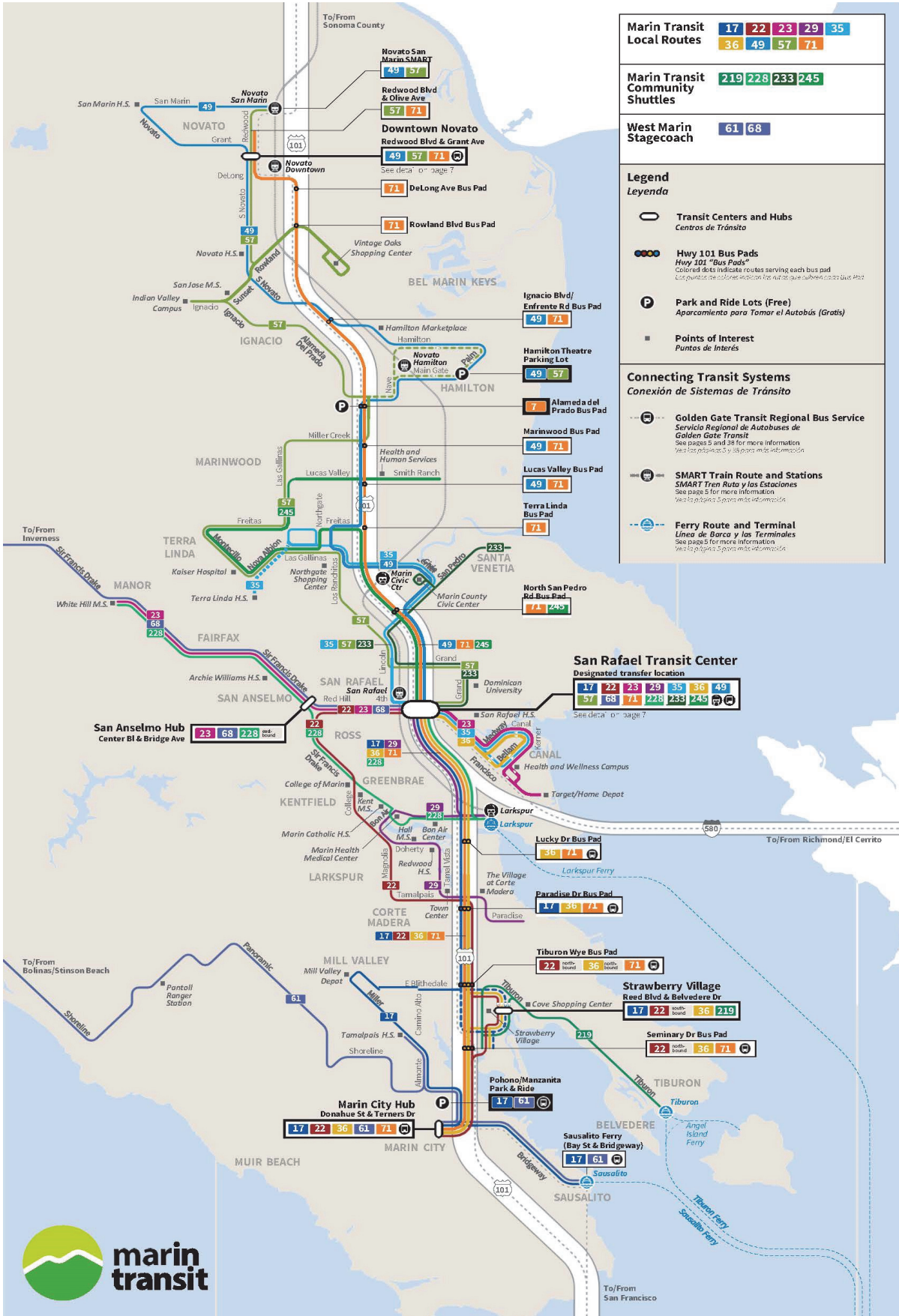
**MARIN COUNTY TRANSIT DISTRICT
INTRODUCTORY SECTION
ORGANIZATIONAL CHART**



Note:

- Total authorized FTE 20.2
- Vacancies at 6/30/24 equal 3 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 Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2023

Christopher P. Morill

Executive Director/CEO

FINANCIAL SECTION

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INDEPENDENT AUDITOR'S REPORT

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

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the business-type activities and fiduciary fund of the Marin County Transit District (District), a component unit of the County of Marin, California, as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the Table of Contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary fund of the District as of June 30, 2024, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit 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. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with the relevant ethical requirement relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management 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, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of the financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis and other required supplementary information as listed in the Table of Contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, 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.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the District's basic financial statements. The accompanying Supplementary Information, as listed in the Table of Contents, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The 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 directly 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 generally accepted in the United States of America. In our opinion, the Supplementary Information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the Introductory Section and Statistical Section listed in the Table of Contents, but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 6, 2024, 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.

Report on Summarized Comparative Information

We have previously audited the District's June 30, 2023, financial statements, and we expressed unmodified opinions on the respective financial statements of the business type activities and the fiduciary fund in our report dated November 6, 2023. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2023, is consistent, in all material respects, with the audited financial statements from which it has been derived.

Maze + Associates

Pleasant Hill, California
November 6, 2024

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**MARIN COUNTY TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2024 AND 2023**

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, 2024 and June 30, 2023. 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 v to xiii of this report.

FINANCIAL HIGHLIGHTS

- The assets and deferred outflows of resources of the District exceeded its liabilities at June 30, 2024 and 2023, by \$87,315,430 and \$84,935,953 (net position), respectively. Of this amount, \$45,876,537 and \$48,674,795, respectively, is net investment in capital assets, and \$41,438,893 and \$36,261,158, respectively, is unrestricted.
- The District's total net position increased for the fiscal year ended June 30, 2024, by \$2,379,478 compared to the fiscal year ended June 30, 2023. The District's total net position increased for the fiscal year ended June 30, 2023, by \$2,977,361 compared to the fiscal year ended June 30, 2022. The increases are due to increased investment in capital assets.
- The District claimed \$19,801,131 in fiscal year 2024 from the Transportation Authority of Marin as part of a voter approved sales tax. The District claimed \$13,477,367 in fiscal year 2023 from the Transportation Authority of Marin as part of a voter approved sales tax.
- The District's emergency reserve and contingency reserve are fully-funded, with a total value equivalent to six months operating funds. The District's capital reserve increased by \$3,948,218, for a total capital reserve of \$19,983,376.

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 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 13-16 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 17-42 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 \$87,315,430 and \$84,935,953 at June 30, 2024 and 2023, 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, 2024, 2023, and 2022, is shown below. The focus is on Net Position (Note 1):

	June 30, 2024	June 30, 2023	2024-2023 Increase (Decrease)	June 30, 2022	2023-2022 Increase (Decrease)
Cash	\$36,308,055	\$35,886,151	\$421,904	\$28,577,971	\$7,308,180
Receivables	12,187,005	6,777,673	5,409,332	12,516,216	(5,738,543)
Prepaid expenses	238,191	66,648	171,543	8,229	58,419
Net pension asset	-	-	-	-	-
Capital assets, net	46,410,070	49,381,974	(2,971,904)	47,252,222	2,129,752
Total Assets	95,143,321	92,112,446	3,030,875	88,354,638	3,757,808
Deferred Outflows of Resources	54,879	105,659	(50,780)	148,898	(43,239)
Current liabilities	7,345,255	6,551,688	793,567	5,656,763	894,925
Noncurrent liabilities	506,975	730,464	(223,489)	888,181	(157,717)
Total Liabilities	7,852,230	7,282,152	570,078	6,544,944	737,208
Deferred Inflows of Resources	30,540	-	30,540	-	-
Unrestricted net position	41,438,893	36,261,158	5,192,125	35,579,756	681,402
Net investment in capital assets	45,876,537	48,674,795	(2,812,648)	46,378,836	2,295,959
Total Net Position	\$87,315,430	\$84,935,953	\$2,379,478	\$81,958,592	\$2,977,361

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, 2024, 2023, and 2022.

	June 30, 2024	June 30, 2023	2024-2023 Increase (Decrease)	June 30, 2022	2023-2022 Increase (Decrease)
Operating Revenues					
Transit fares	\$3,164,763	\$2,986,759	\$179,004	\$2,494,806	\$491,953
Contractual compensation	1,479,825	1,220,388	259,437	1,607,414	(387,026)
Special fares and school bus revenue	344,611	334,991	9,620	304,605	30,386
Total Operating Revenues	4,989,199	4,542,138	447,061	4,406,825	135,313
Operating Expenses					
Purchased transportation services	32,436,525	29,353,390	3,083,135	24,818,237	4,535,153
Depreciation and amortization	5,119,722	4,774,382	345,340	4,784,362	(9,980)
Salaries and benefits	3,255,548	2,970,674	284,874	2,527,315	443,359
Fuel	2,948,794	2,902,027	46,767	2,997,169	(95,142)
Professional services	665,125	602,754	62,371	1,696,700	(1,093,946)
General and administrative	727,186	466,522	260,664	598,660	(132,138)
Lease and rentals	27,130	26,210	920	143,874	(117,664)
Maintenance and facility costs	649,144	711,664	(62,520)	393,610	318,054
Total Operating Expense	45,829,174	41,807,623	4,021,551	37,959,927	3,847,696
Operating Loss	(40,839,975)	(37,265,485)	(3,574,490)	(33,553,102)	(3,712,383)
Nonoperating Revenues (Expenses)					
Intergovernmental revenue	34,841,998	31,490,602	3,351,396	26,855,061	4,635,541
Property tax	5,993,956	5,705,817	288,139	5,382,566	323,251
Advertising and rentals	48,325	320,422	(272,097)	553,176	(232,754)
Gain on disposal of capital assets	(80,996)	30,870	(111,866)	32,281	(1,411)
Other revenues (expenses)	150,192	(229,468)	(379,660)	(577,472)	348,004
Interest expense	(13,191)	(16,753)	(3,562)	(1,552)	(15,201)
Total Nonoperating Revenues (Expenses)	40,940,284	37,301,490	3,638,794	32,244,060	5,057,430
Income Before Capital Contributions	100,309	36,005	64,304	(1,309,042)	1,345,047
Capital Contributions (Grants)					
Intergovernmental revenue	2,279,168	2,941,356	(662,188)	5,563,381	(2,622,025)
Other revenue	-	-	-	22,206	(22,206)
Total Capital Contributions (Grants)	2,279,168	2,941,356	(662,188)	5,585,587	(2,644,231)
Change in net position	2,379,477	2,977,361	(597,884)	4,276,545	(1,299,184)
Net Position at Beginning of Year	84,935,953	81,958,592	2,977,361	77,682,047	4,276,545
Net Position at End of Year	<u>\$87,315,430</u>	<u>\$84,935,953</u>	<u>\$2,379,477</u>	<u>\$81,958,592</u>	<u>\$2,977,361</u>

Revenues

Operating revenues increased to \$4.9 million in the fiscal year ended June 30, 2024, as compared to the fiscal year ended June 30, 2023. Fiscal Year ended June 30, 2024 was the fifth year after the COVID-19 pandemic and Marin Transit fixed route ridership has recovered to pre-COVID levels with new program changes reflecting an increase in ridership and transit fare revenue.

The District's nonoperating revenues grew by \$3.6 million for the fiscal year ended June 30, 2024 compared to fiscal year ended June 30, 2023. The increase was primarily due to additional revenue claim on a reimbursement basis for increased expenses in FY2023/24 since there were no additional federal relief funds available for operations.

The majority of the District's 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 fiscal year ended June 30, 2024, the District's capital contributions decreased \$600,000 due to the delay in expenditures for planned facility improvements.

Expenses


Operating expenses increased in both fiscal year ended June 30, 2024 and fiscal year ended June 30, 2023. In fiscal year ended June 30, 2024 the increases were in Purchase transportation services due to new contracts with increased hourly rates. Salary and benefit costs in fiscal year ended June 30, 2024 increased due to increased benefit costs and a lower vacancy rate for positions.

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets

Summary of Capital Assets (net of depreciation)

	Balance at June 30, 2024	Balance at June 30, 2023	Balance at June 30, 2022
Nondepreciable:			
Land	\$6,717,174	\$6,717,174	\$3,027,166
Work in progress	1,219,737	2,928,305	6,132,780
Total Nondepreciable	<u>7,936,911</u>	<u>9,645,479</u>	<u>9,159,946</u>
Capital Assets Being Depreciated			
Revenue Vehicles	21,495,666	24,360,205	23,518,043
Facilities and stops	6,882,415	7,199,527	7,517,652
Communication and data equipment	440,386	730,836	623,807
Fare revenue collection equipment	657	2,235	5,875
Furniture and fixtures	92,351	110,707	126,604
Administrative buildings	6,057,148	3,552,643	3,519,724
Maintenance buildings	2,967,672	3,053,727	1,908,426
Non-revenue vehicles	65,608	34,914	
Total capital assets, being depreciated	<u>37,961,902</u>	<u>39,044,794</u>	<u>37,220,131</u>
Right-to-use Leased Assets Amortized			
Office Space	511,257	691,701	
Total Right-to-use Leased Assets Amortized	<u>511,257</u>	<u>691,701</u>	
Capital Assets, Net	<u><u>\$46,410,070</u></u>	<u><u>\$49,381,974</u></u>	<u><u>\$46,380,077</u></u>



The District's investment in capital assets amounts to \$46,410,070 and \$49,381,974 as of June 30, 2024 and 2023, 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 decreased in fiscal year 2024 by 6% after increasing 5% in fiscal year 2023.

The most significant additions to the District's capital assets in the year ended June 30, 2024 were the purchase of ten paratransit vehicles. Additions to capital assets were less than the annual accumulated depreciation on existing assets. The most significant additions to the District's capital assets in the year ended June 30, 2023 were the purchase of property to expand an existing operations maintenance facility and other capital improvements at the District's facilities. More detail on capital costs for fiscal years ended June 30, 2024 and June 30, 2023, is included on page 27 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 COVID-19 pandemic created uncertainty for District revenues and transit demand levels. The District entered this period of disruption in a strong financial position and federal relief funding along with significant reserves allowed the District to continue to provide services. The significant uncertainties and fluctuations that were central to the budget cycles during the first three years of the pandemic have calmed. FY2023/24 fixed route ridership has recovered to pre-COVID levels although travel patterns have shifted in some areas. Demand response services have stabilized at about 50% of pre-Pandemic ridership and new program changes are increasing ridership. Marin Transit's contract service operations expenses continue to be the District's largest expense and are 79% of operations costs. The District had challenges with missed trips and service quality but worked with contractors to make changes to address increased costs due to inflation and changing service conditions. New contracts led to increased purchased transportation costs. Marin Transit started a new contract with Golden Gate Bridge Highway and Transportation District (GGBHTD) effective October 1, 2022, re-procured contracts for yellow school bus service and the Muir Woods Shuttles and negotiated a two year contract extension with Marin Airporter effective July 1, 2023.

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 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.

Local sales tax revenues have grown, state operations revenues have increased, and the budget includes the final expenditure of federal relief funds. Offsetting the strong revenue growth, inflation is at record highs and driving labor shortages that translate to increases in purchased transportation costs and challenges maintaining service quality.

The District's long term financial stability is less certain and there are increasing challenges due to the tight labor market. It continues to be difficult for our contractors to hire and retain frontline staff. This challenge is manifesting in missed service, difficulty adding service, increased costs to our contractors, and ultimately increased costs for the District as purchased transportation contracts are rebid or renegotiated.

The lack of ownership of sufficient zero emission bus charging, parking, and maintenance facilities continues to be a critical vulnerability in ensuring long term financial stability. The District purchased the Rush Landing bus parking facility in FY2019/20, purchased a paratransit maintenance facility, in San Rafael in FY2021/22 and initiated a purchase of a small parking facility adjacent to the paratransit maintenance facility in FY2022/23. The District received a federal grant of \$31.5 million towards the purchase of an electric vehicle charging and fixed route maintenance facility.



The District adopted an update to the Short Range Transit Plan (SRTP) on December 5, 2022. The 2023-2028 SRTP provides the 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 and the District plans to do another full update in 2025.

The District continues to evaluate all services provided with an emphasis on improving the efficiency and convenience of the transit system for riders. Staff provides regular quarterly financial updates to the Board of Directors to monitor the District's financial position. 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

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MARIN COUNTY TRANSIT DISTRICT
STATEMENT OF NET POSITION
JUNE 30, 2024
WITH SUMMARIZED TOTALS AS OF JUNE 30, 2023

	2024	2023
ASSETS		
Current Assets		
Cash and investments (Note 2)	\$36,308,055	\$35,886,151
Accounts receivables:		
State grants	310,375	743,401
Transportation Authority of Marin	5,333,270	4,947,237
Federal grants	5,616,662	540,322
Golden Gate Bridge Highway and Transit District	461,613	381,165
County of Marin	85,727	74,153
Other receivables	379,358	91,395
Prepaid expenses	238,191	66,648
Total current assets	48,733,251	42,730,472
Noncurrent Assets		
Capital Assets (Note 3):		
Not depreciated	7,936,911	9,645,479
Depreciable assets, net	37,961,902	39,044,794
Right-to-use leased assets, net	511,257	691,701
Total capital assets	46,410,070	49,381,974
Total noncurrent assets	46,410,070	49,381,974
Total Assets	95,143,321	92,112,446
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflow Pension related (Note 7)	54,879	105,659
Total Deferred Outflows of Resources	54,879	105,659
Total Assets and Deferred Outflows of Resources	95,198,200	92,218,105
LIABILITIES		
Current Liabilities		
Account payable	4,328,969	4,969,788
Accrued payroll and benefits	119,044	124,425
Unearned revenue	2,630,589	1,198,146
Compensated absences - current portion (Note 4)	85,407	85,682
Lease liability - current portion (Note 4)	181,246	173,647
Total current liabilities	7,345,255	6,551,688
Noncurrent Liabilities		
Compensated absences (Note 4)	65,977	41,291
Lease liability (Note 4)	352,287	533,532
Net pension liability (Note 7)	88,711	155,641
Total noncurrent liabilities	506,975	730,464
Total Liabilities	7,852,230	7,282,152
DEFERRED INFLOWS OF RESOURCES		
Deferred outflow Pension related (Note 7)	30,540	
Total Deferred Inflows of Resources	30,540	
NET POSITION		
Net investment in capital assets	45,876,537	48,674,795
Unrestricted (Note 1M)	41,438,893	36,261,158
Total Net Position	\$87,315,430	\$84,935,953

See accompanying notes to basic financial statements

MARIN COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEAR ENDED JUNE 30, 2024
WITH SUMMARIZED TOTALS FOR THE YEAR ENDED JUNE 30, 2023

	2024	2023
OPERATING REVENUES		
Transit fares	\$3,164,763	\$2,986,759
Contractual compensation	1,479,825	1,220,388
Special fares	330,501	291,465
School bus services revenues	14,110	43,526
	4,989,199	4,542,138
OPERATING EXPENSES		
Purchased transportation services	32,436,525	29,353,390
Depreciation and amortization (Note 3)	5,119,722	4,774,382
Salaries and benefits	3,255,548	2,970,674
Fuel	2,948,794	2,902,027
Professional services	665,125	602,754
General and administrative	727,186	461,010
Utilities	194,418	215,512
Marketing	105,570	127,998
Lease and rentals	27,130	26,210
Other services	33,742	26,935
Casualty and liability costs	128,991	96,077
Maintenance costs	166,482	233,618
Capital costs	19,941	17,036
	45,829,174	41,807,623
OPERATING LOSSES	(40,839,975)	(37,265,485)
NON-OPERATING REVENUES (EXPENSES)		
Intergovernmental revenue (Note 5)	34,841,998	31,490,602
Property tax revenue	5,993,956	5,705,817
Advertising and other	48,324	227,233
Rental income	1	93,189
Interest income	922,091	285,138
Interest expense	(13,191)	(16,753)
Gain on disposal of capital assets	(80,996)	30,870
Pass through of Measure AA funds	(771,899)	(514,606)
	40,940,284	37,301,490
Net non-operating revenues, before capital contributions (grants)	40,940,284	37,301,490
Capital contributions (grants) (Note 5):		
Intergovernmental revenue	2,279,168	2,941,356
	2,279,168	2,941,356
Total capital contributions (grants)	2,279,168	2,941,356
Net non-operating revenues and contributions	43,219,452	40,242,846
Change in net position	2,379,477	2,977,361
NET POSITION,		
Beginning of Year	84,935,953	81,958,592
End of Year	\$87,315,430	\$84,935,953

See accompanying notes to basic financial statements

MARIN COUNTY TRANSIT DISTRICT
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED JUNE 30, 2024
WITH SUMMARIZED TOTALS FOR THE YEAR ENDED JUNE 30, 2023

	2024	2023
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from customers	(\$467,515)	\$9,668,614
Cash receipts from contracts	1,479,825	1,220,388
Cash paid to suppliers for purchased transportation service	(33,248,887)	(29,276,450)
Cash paid to suppliers for goods and services	(5,017,379)	(4,709,177)
Cash paid to employees for services	(3,222,128)	(2,891,198)
Net Cash Used by Operating Activities	(40,476,084)	(25,987,823)
CASH FLOWS FROM NON CAPITAL FINANCING ACTIVITIES		
Property taxes received	5,993,956	5,705,817
Rent and lease receipts	1	93,189
Advertising and other	48,324	189,519
Intergovernmental revenues received	34,070,099	31,099,494
Net Cash Provided by Noncapital Financing Activities	40,112,380	37,088,019
CASH FLOWS FORM CAPITAL AND RELATED FINANCING ACTIVITIES		
Proceeds from sale of capital assets	46,918	30,870
Acquisition of capital assets	(2,283,171)	(6,904,134)
Payment of lease liability	(166,207)	(128,493)
Payment of interest expense	(13,191)	(16,753)
Capital contribution revenues received	2,279,168	2,941,356
Net Cash (Used) Provided by Capital and Related Financing Activities	(136,483)	(4,077,154)
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest income received	922,091	285,138
Net Cash Provided by Investing Activities	922,091	285,138
Net Increase in Cash, Cash Equivalents, and Investments	421,904	7,308,180
CASH AND INVESTMENTS AT BEGINNING OF YEAR	35,886,151	28,577,971
CASH AND INVESTMENTS AT END OF YEAR	\$36,308,055	\$35,886,151
Reconciliation of operating loss to net cash provided (used) by operating activities:		
Operating losses	(\$40,839,975)	(\$37,388,983)
Adjustments to reconcile operating loss to net cash provided by operating activities:		
Depreciation and amortization	5,119,722	4,774,382
(Increase) Decrease in accounts receivable	(5,409,332)	5,738,543
Decrease (Increase) in prepaid expenses	(171,543)	(58,419)
Decrease (Increase) in net pension liability (asset)	14,390	20,439
Increase (Decrease) in accounts payable	(640,819)	135,359
Increase (Decrease) in accrued payroll and benefits	(5,381)	35,480
(Decrease) Increase in unearned revenue	1,432,443	731,819
Decrease compensated absences	24,411	23,557
Net cash provided (used) by operating activities	(\$40,476,084)	(\$25,987,823)

See accompanying notes to basic financial statements

MARIN COUNTY TRANSIT DISTRICT
STATEMENT OF FIDUCIARY NET POSITION - RETIREMENT PLAN
JUNE 30, 2024 and 2023

	2024	2023
ASSETS		
Contributions receivable	\$8,038	\$12,506
Investments		
Fixed income	3,086	1,623
Target date funds	2,244,048	1,999,921
Bond funds	143,704	119,767
Stock mutual funds	170,092	120,581
Total Investments	2,568,968	2,254,398
 TOTAL ASSETS	 2,568,968	 2,254,398
 TOTAL NET POSITION RESTRICTED FOR RETIREMENT BENEFITS	 \$2,568,968	 \$2,254,398

MARIN COUNTY TRANSIT DISTRICT
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION - RETIREMENT PLAN
FOR THE FISCAL YEARS ENDED JUNE 30, 2024 AND 2023

	2024	2023
ADDITIONS		
Contributions - employer	\$303,697	\$280,324
Increase in investments	296,210	174,346
Dividends	34,710	41,926
Capital Gains	13,213	14,456
TOTAL ADDITIONS	647,830	511,052
DEDUCTIONS		
Administrative expenses	(11,485)	(9,400)
Withdrawals	(321,775)	(76,946)
TOTAL DEDUCTIONS	(333,260)	(86,346)
NET INCREASE IN NET POSITION	314,570	424,706
 NET POSITION RESTRICTED FOR RETIREMENT BENEFITS -BEGINNING OF YEAR	 2,254,398	 1,829,692
 NET POSITION RESTRICTED FOR RETIREMENT BENEFITS -END OF YEAR	 \$2,568,968	 \$2,254,398

See accompanying notes to basic financial statements

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

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, 2022 both option years had been executed and an additional amendment was signed extending the agreement through December 31, 2022 while a new contract was negotiated. A new fixed route transit service contract was signed for the period October 1, 2022 through June 30, 2026 with the option to extend the contract for two additional one-year periods. 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 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. This inter-agency agreement uses a different financial structure than the prior agreement which simplifies the payment process between the two Districts, but also has financial and contractual implications. The new operations agreement with Golden Gate, reduces the District's share of advertising and eliminates direct payments for customer service and maintenance of the San Rafael Transit Center.

Under the terms of the yearly agreements in place for the fiscal years ended June 30, 2024 and 2023, Golden Gate operated six local fixed routes. The total cost of local bus transit service under these agreements during the fiscal years ended June 30, 2024 and 2023, was \$12,959,870 and \$12,155,247, respectively. Related fare revenue, advertising revenue, and other revenue earned for the fiscal years ended June 30, 2024 and 2023, was \$2,801,457 and \$2,707,203, respectively. Golden Gate was compensated for operating costs based on revenue hours incurred multiplied by a rate per hour specified. The District also pays for customer service, operation of the San Rafael Transit Center, fuel and electrical power costs and a contribution to capital assets purchased before the agreement.

MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023

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 Transdev Transportation Inc., to provide the actual services, with the understanding that the District would be adequately compensated by Golden Gate. The new operations agreement with Golden Gate, effective October 2023 lowered Golden Gate’s obligation to fund local paratransit.

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. An amendment was signed in April 2023 to extend the current contract an additional two years and increase service hours effective July 1, 2023.

Transdev Transportation, Inc.: The District signed a new competitive bid contract with Transdev Transportation, Inc (Transdev) on September 13, 2021. Paratransit service and associated Marin Access programs transitioned to Transdev on February 1, 2022. The Transdev contract is 3 years and 5 months with 3 one-year options. Transdev operates services out of a District owned maintenance facility (3000 Kerner) and parks vehicles at locations owned by Golden Gate. Paratransit services consist of demand responsive services for the disabled, which meets the requirements of the ADA and other federal provisions. Under the contract, Transdev provides the paratransit services and collects all the fare revenues. Transdev bills the District monthly for the net cost of services on an agreed-upon monthly fixed fee plus an hourly rate. 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.

Michael’s Transportation Services: Michael’s Transportation Services provided a six-yellow bus service to the Ross Valley School District. The three-year contract, with two option years, was awarded in 2018 through a competitive bid process. Fare revenue on this service was collected through District pass sales and deposited into the District’s account. This contract ended June 30, 2023 and a new competitively bid contract was awarded to Bauer’s Intelligent Transportation Inc beginning August 10, 2023.

Bauer’s Intelligent Transportation: The District signed a new competitive bid contract with Bauer’s Intelligent Transportation on February 5, 2024 to operate the seasonal Muir Woods Shuttle Service providing service to and from the Muir Woods National Park. The National Park Service pays for 50% of the Muir Woods Shuttle program. In addition, The District awarded a new competitive bid contract to Bauer’s Intelligent Transportation on August 10, 2023. This three-year contract, with two options years, is for a six-yellow bus service to the Ross Valley School District. Fare revenue on this service is collected through District pass sales and is deposited into the District’s account.

MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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 12. 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.

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.

MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

D. Basis of Accounting (Continued)

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.

In addition to the District's enterprise activities, the District maintains a fiduciary fund to account for the assets held in a trustee capacity. Fiduciary funds are also accounted for using the economic resources measurement focus and accrual basis of accounting. The District reports the Retirement Plan Fiduciary fund is an irrevocable trust fund used to account for assets held by the District as Trustee for Retirement Plan.

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.

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, 2024 and 2023, consisted mainly of prepaid software maintenance costs.

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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 Statement of Activities and Changes in Net Position.

H. Unearned Revenue

Unearned revenue at June 30, 2024, was primarily Low Carbon Transit Operations Program (LCTOP) funds for EV vehicle and infrastructure improvements for future periods. Unearned revenue at June 30, 2023, was primarily other State funding from State of Good Repair program (Note 9) for upcoming replacement of 40ft transit buses and funds from yellow bus pass sales for service in fiscal year ending June 30, 2024.

I. Compensated Absences

At June 30, 2024 and 2023, 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.

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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.

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 Statement of Net Position refers mainly to unsecured property taxes.

K. Measure AA (Previously 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 was available for Local Transit service.

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. The Transportation Authority of Marin (TAM) is the transportation sales tax authority in the County. TAM makes Measure AA funding available to the District based on projections, and adjusts future year balances to account for actual receipts. The District requests Measure AA funds on a reimbursement basis and does not carry an unspent balance of these funds.

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.

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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.

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, 2024	June 30, 2023
Emergency reserve	\$7,156,636	\$6,742,000
Contingency Reserve	14,313,271	13,484,000
Capital Reserve	19,968,986	16,035,158
	\$41,438,893	\$36,261,158

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.

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

O. Leases

The District is a lessee for an office lease. The District recognizes a lease liability and an intangible right-to-use lease asset (lease asset) in its financial statement. At the commencement of a lease, District initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over its useful life. The District also established a threshold for leases that have an annual exchange value of greater than \$100,000 or a total contract value of \$500,000 or be part of an asset group of similar assets that when combined exceed one or both of these thresholds. There was only one lease subject to GASB 87 in 2024.

Key estimates and judgments related to leases include how the District determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments.

P. Subscription Based Information Technology Arrangements

In May 2020, GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements*. The objective of this Statement is to provide guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. The District established a materiality threshold and the arrangement must have an annual exchange value greater than \$100,000 or a total contract value greater than \$500,000 or be part of an asset group of similar assets that when combined exceed one or both thresholds. The District has determined that there are no subscriptions that meet these requirements as of June 30, 2024.

Q. New Accounting Pronouncements

GASB Statement No. 100 – In June 2022, GASB issued Statement No. 100, *Accounting for Changes and Error Corrections*. The primary objective of this Statement is to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability. This Statement is effective for reporting periods beginning after June 15, 2023, or the fiscal year 2023-24. The implementation of this Statement did not have a material effect on the financial statements.

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Q. New Accounting Pronouncements (Continued)

GASB Statement No. 101 – In June 2022, GASB issued Statement No. 101, *Compensated Absences*. The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. This Statement is effective for reporting periods beginning after December 15, 2023, or the fiscal year 2024-25.

GASB Statement No. 102 – In December 2023, GASB issued Statement No. 102, *Certain Risk Disclosures*. The objective of this Statement is to provide users of government financial statements with essential information about risks related to a government’s vulnerabilities due to certain concentrations or constraints. This Statement is effective for reporting periods beginning after June 15, 2024, or the fiscal year 2024-25.

GASB Statement No. 103 – In April 2024, GASB issued Statement No. 103, *Financial Reporting Model Improvements*. The objective of this Statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government’s accountability. This Statement is effective for reporting periods beginning after June 15, 2025, or the fiscal year 2025-26.

R. Prior-Period Comparative Financial Information

The basic financial statements include certain prior-year summarized comparative information in total, but not at the level of detail required for a presentation in accordance with generally accepted accounting principles. Accordingly, such information should be read in conjunction with the District’s financial statements for the year ended June 30, 2023, from which the summarized information was derived.

NOTE 2 – CASH, CASH EQUIVALENTS, AND INVESTMENTS

Cash, cash equivalents, and investments as of June 30, 2024 and 2023, consist of the following:

	2024	2023
Cash on hand	\$23	\$23
Bank deposits	11,799,154	10,671,864
County of Marin investment pool	24,508,878	25,214,264
Total Cash, Cash Equivalents, and Investments	\$36,308,055	\$35,886,151

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

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

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, 2024 and 2023, the weighted average maturity of the investments contained in the County's investment pool was approximately 252 and 196, respectively.

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, 2024 and 2023, the carrying amount of the District's deposits was \$11,799,154 and \$10,671,864, respectively, and the balance in the financial institutions was \$11,961,303 and \$10,888,010, respectively. Of the balances in financial institutions, \$250,000 at June 30, 2024 and 2023, 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.

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 3 – CAPITAL ASSETS

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

	Balance June 30, 2023	Additions / Adjustments	Retirements	Transfers	Balance June 30, 2024
Nondepreciable:					
Land	\$6,717,174				\$6,717,174
Work in progress	2,928,305	\$783,751		(\$2,492,319)	1,219,737
Total capital assets, not being depreciated	<u>9,645,479</u>	<u>783,751</u>		<u>(2,492,319)</u>	<u>7,936,911</u>
Capital assets, being depreciated:					
Revenue Vehicles	44,936,890	1,053,462	(\$3,969,595)	11,751	42,032,508
Facilities and stops	9,310,585		(59,843)		9,250,742
Communication and data equipment	2,080,425		(148,992)		1,931,433
Fare revenue collection equipment	434,929				434,929
Furniture and fixtures	235,205				235,205
Administrative buildings	4,305,455	356,299		2,480,568	7,142,322
Maintenance buildings	3,170,785	89,659			3,260,444
Non-revenue vehicles	433,964				433,964
Total capital assets, being depreciated	<u>64,908,238</u>	<u>1,499,420</u>	<u>(4,178,430)</u>	<u>2,492,319</u>	<u>64,721,547</u>
Less accumulated depreciation for:					
Revenue Vehicles	(20,576,685)	(3,804,819)	3,844,664		(20,536,840)
Facilities and stops	(2,111,058)	(306,692)	49,421		(2,368,329)
Communication and data equipment	(1,349,589)	(290,450)	148,992		(1,491,047)
Fare revenue collection equipment	(432,694)	(1,578)			(434,272)
Furniture and fixtures	(124,498)	(18,357)			(142,855)
Administrative buildings	(752,812)	(332,362)			(1,085,174)
Maintenance buildings	(117,058)	(175,715)			(292,773)
Non-revenue vehicles	(399,050)	(9,305)			(408,355)
Total accumulated depreciation	<u>(25,863,444)</u>	<u>(4,939,278)</u>	<u>4,043,077</u>		<u>(26,759,645)</u>
Total capital assets, being depreciated, net	<u>39,044,794</u>	<u>(3,439,858)</u>	<u>(135,353)</u>	<u>\$2,492,319</u>	<u>37,961,902</u>
Right-to-use leased assets, amortizable:					
Office Space	902,219				902,219
Total right-to-use leased assets, being amortizable	<u>902,219</u>				<u>902,219</u>
Less accumulated amortization:					
Office space	(210,518)	(180,444)			(390,962)
Total Right to Use Lease Assets, Amortizable net	<u>691,701</u>	<u>(180,444)</u>			<u>511,257</u>
Total Capital Assets Net	<u>\$49,381,974</u>	<u>(\$2,836,551)</u>	<u>(\$135,353)</u>		<u>\$46,410,070</u>

Depreciation and amortization expense for the fiscal year ended June 30, 2024, was \$5,119,722.

MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023

NOTE 3 – CAPITAL ASSETS (Continued)

	Balance June 30, 2022	Additions / Adjustments	Retirements	Transfers	Balance June 30, 2023
Nondepreciable:					
Land	\$3,027,166	\$3,514,715		\$175,293	\$6,717,174
Work in progress	6,132,780	2,040,300		(5,244,775)	2,928,305
Total capital assets, not being depreciated	<u>9,159,946</u>	<u>5,555,015</u>		<u>(5,069,482)</u>	<u>9,645,479</u>
Capital assets, being depreciated:					
Revenue Vehicles	40,767,669	773,885	(\$372,581)	3,767,917	44,936,890
Facilities and stops	9,310,585				9,310,585
Communication and data equipment	1,728,266	307,025		45,134	2,080,425
Fare revenue collection equipment	434,929				434,929
Furniture and fixtures	232,770	2,435			235,205
Administrative buildings	4,045,565			259,890	4,305,455
Maintenance buildings	1,945,690	228,875		996,220	3,170,785
Non-revenue vehicles	396,744	36,899		321	433,964
Total capital assets, being depreciated	<u>58,862,218</u>	<u>1,349,119</u>	<u>(372,581)</u>	<u>5,069,482</u>	<u>64,908,238</u>
Less accumulated depreciation for:					
Revenue Vehicles	(17,249,626)	(3,699,640)	372,581		(20,576,685)
Facilities and stops	(1,792,933)	(318,125)			(2,111,058)
Communication and data equipment	(1,104,459)	(245,130)			(1,349,589)
Fare revenue collection equipment	(429,054)	(3,640)			(432,694)
Furniture and fixtures	(106,166)	(18,332)			(124,498)
Administrative buildings	(525,841)	(226,971)			(752,812)
Maintenance buildings	(37,264)	(79,794)			(117,058)
Non-revenue vehicles	(396,744)	(2,306)			(399,050)
Total accumulated depreciation	<u>(21,642,087)</u>	<u>(4,593,938)</u>	<u>\$372,581</u>		<u>(25,863,444)</u>
Total capital assets, being depreciated, net	<u>37,220,131</u>	<u>(3,244,819)</u>		<u>\$5,069,482</u>	<u>39,044,794</u>
Right-to-use leased assets, amortizable:					
Office Space	902,219				902,219
Total right-to-use leased assets, being amortizable	<u>902,219</u>				<u>902,219</u>
Less accumulated amortization:					
Office space	(30,074)	(180,444)			(210,518)
Total Right to Use Lease Assets, Amortizable net		<u>(180,444)</u>			<u>691,701</u>
Total Capital Assets Net	<u>\$46,380,077</u>	<u>\$2,129,752</u>			<u>\$49,381,974</u>

Depreciation and amortization expense for the fiscal year ended June 30, 2023, was \$4,774,382.

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 4 – LONG-TERM LIABILITY

Long-term liability activity was as follows for the fiscal years ended June 30, 2024, and 2023:

	<u>Balance at July 1, 2023</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance at June 20, 2024</u>	<u>Due Within One Year</u>
Lease liability	\$707,179		(\$173,646)	\$533,533	\$181,246
Compensated absences	126,973	\$24,686	(275)	151,384	85,407
	<u>\$834,152</u>	<u>\$24,686</u>	<u>(\$173,921)</u>	<u>\$684,917</u>	<u>\$266,653</u>

	<u>Balance at July 1, 2022</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance at June 20, 2023</u>	<u>Due Within One Year</u>
Lease liability	\$873,386		(\$166,207)	\$707,179	\$173,647
Compensated absences	103,416	\$38,731	(15,174)	126,973	85,682
	<u>\$976,802</u>	<u>\$38,731</u>	<u>(\$181,381)</u>	<u>\$834,152</u>	<u>\$259,329</u>

Lease liability

On April 4, 2023, the District entered into a contract lease for approximately 6,465 rentable square feet at 711 Grand Avenue for the location of Marin Transit’s administrative offices. The term is for five years commencing May 1, 2023, and expiring April 30, 2027. The base rent is \$15,193 per month with a 2.1% annual escalation, due the first day of each month commencing May 1, 2023. In accordance with GASB Statement No. 87, the District recognized a right-to-use leased asset of \$902,219 and with related accumulated amortization \$390,962 and \$210,518 as of June 30, 2024, and 2023, respectively.

At June 30, 2024, future minimum payments on the lease liabilities were as follows:

<u>June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$181,246	\$9,472	\$190,718
2026	189,005	5,591	194,596
2027	163,281	1,576	164,857
	<u>\$533,532</u>	<u>\$16,639</u>	<u>\$550,171</u>

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 5 – INTERGOVERNMENTAL REVENUE

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

	2024		
	Nonoperating	Capital	Total
Federal revenue:			
FTA			
Section 5307 (ADA Set-Aside)	\$1,065,277		\$1,065,277
Section 5307 (Preventative Maintenance)	284,002		284,002
Section 5307 (Vehicle/Equipment purchase)		\$1,154,717	1,154,717
Section 5310 (Mobility Management)	201,250		201,250
Section 5311 grant (Stagecoach operating)	413		413
Section 5339 Discretionary		103,534	103,534
United States Department of the Interior			
National Park Service	548,596		548,596
National Park Service - Fare Revenue	2,715		2,715
Total federal revenue	<u>2,102,253</u>	<u>1,258,251</u>	<u>3,360,504</u>
State revenue:			
TDA	7,881,923		7,881,923
State Transit Assistance (STA)			
STA (Operations - Revenue Based)	2,500,000		2,500,000
STA (Operations - Population Based)	2,736,693		2,736,693
State of Good Repair (SGR)		9,997	9,997
State Renewable Energy Credits	7,579		7,579
Home Owner Property Tax Relief	18,361		18,361
Low Carbon Transit Operations Program (LCTOP)		11,110	11,110
California Department of Transportation (Caltrans)	192		192
Total state revenue	<u>13,144,748</u>	<u>21,107</u>	<u>13,165,855</u>
Local revenue:			
Measure A			
Strategy 1.1 (Local)	712,000		712,000
Strategy 1.2 (Rural)	57,672		57,672
Strategy 1.3 (Special)	173,194		173,194
Strategy 1.4 (Capital)		115,522	115,522
Measure AA			
Category 4.1 Bus Transit Service	12,637,595		12,637,595
Category 4.2 Rural/Recreational Bus Services	926,812		926,812
Category 4.3 Transit Services for Special Needs	2,830,506		2,830,506
Category 4.4 Bus Services to Schools	1,360,084		1,360,084
Category 4.5 Bus Transit Facilities	103,459	884,288	987,747
Measure B	793,675		793,675
Total local revenue	<u>19,594,997</u>	<u>999,810</u>	<u>20,594,807</u>
Total intergovernmental revenue	<u>\$34,841,998</u>	<u>\$2,279,168</u>	<u>\$37,121,166</u>

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 5 – INTERGOVERNMENTAL REVENUE (Continued)

	2023		
	Nonoperating	Capital	Total
Federal revenue:			
FTA			
Section 5307 (ADA Set-Aside)	\$1,039,640		\$1,039,640
Section 5307 (Preventative Maintenance)	239,570		239,570
Section 5307 (Vehicle/Equipment purchase)		\$106,360	106,360
Section 5307 (ARPA)	3,589,664		3,589,664
Section 5310 (Mobility Management)	9,330		9,330
Section 5311 grant (Stagecoach operating)	297,303		297,303
Section 5311 (ARPA)	246,000		246,000
United States Department of the Interior			
National Park Service	521,982		521,982
National Park Service - Fare Revenue	82,332		82,332
Total federal revenue	6,025,821	106,360	6,132,181
State revenue:			
TDA	10,909,658		10,909,658
State Transit Assistance (STA)			
STA (Operations - Revenue Based)	1,500,000		1,500,000
STA (Operations - Population Based)	1,521,034		1,521,034
STA (Operations - Population Based - Clipper)			
State Renewable Energy Credits	6,915		6,915
Home Owner Property Tax Relief	18,298		18,298
Low Carbon Transit Operations Program (LCTOP)		40,988	40,988
California Department of Transportation (Caltrans)	206		206
Total state revenue	13,956,111	40,988	13,997,099
Local revenue:			
Measure A			
Strategy 1.1 (Local)	680,000		680,000
Strategy 1.2 (Rural)	55,080		55,080
Strategy 1.3 (Special)	165,410		165,410
Strategy 1.4 (Capital)	280,123	1,264,617	1,544,740
Measure AA			
Category 4.1 Bus Transit Service	4,579,793		4,579,793
Category 4.2 Rural/Recreational Bus Services	1,131,141		1,131,141
Category 4.3 Transit Services for Special Needs	2,594,817		2,594,817
Category 4.4 Bus Services to Schools	1,098,029		1,098,029
Category 4.5 Bus Transit Facilities	98,966	1,529,391	1,628,357
Measure B	825,311		825,311
Total local revenue	11,508,670	2,794,008	14,302,678
Total intergovernmental revenue	\$31,490,602	\$2,941,356	\$34,431,958

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 6 – 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, 2024, and 2023, the District recognized pension expense of \$303,697 and \$280,324, 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, 2024 and 2023.

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 7 for the pension plan for LGS contract employees.

NOTE 7 – 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 also does not issue a stand-alone financial report.

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 7 – PENSION PLAN (Continued)

A. General Information about the Pension Plan (Continued)

The Plan’s provisions and benefits in effect at June 30, 2024, 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, 2024, the following employees were covered by the benefit terms.

	2024
Retirees and Beneficiaries Currently Receiving Benefits	4
Vested Inactives Entitled to Deferred Annuity Benefits	1
Non-Vested Inactives who may Become Entitled to Deferred Annuity Benefits	1
Active Employees	5
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.

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 7 – PENSION PLAN (Continued)

B. Net Pension (Asset) Liability

The total pension liability was determined by a roll forward of results from an actuarial valuation as of June 30, 2024, using the following actuarial assumptions:

Valuation Date	June 30, 2024
Measurement Date	June 30, 2024
Actuarial Cost Method	Entry Age Normal (level % of pay)
Actuarial Assumptions:	
Discount Rate	6.00%
Inflation	2.50%
Payroll Growth	Rates from the 2021 CalPERS Experience Study, Public Agency Miscellaneous
Pre-Retirement Mortality	None
Post-Retirement Mortality	Rates from the 2021 CalPERS Experience Study, PA Misc, Healthy Retiree Mortality

Rates from the 2021 CALPERS Experience Study, Public Agency Miscellaneous, that vary by entry age and service. 2.80% Wage inflation was added to the following sample rates:

Service	Rate
0	6.2%
3	3.8%
5	2.8%
10	1.3%
15	1.0%
20	0.8%
25	0.7%
30	0.5%

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 June 30, 2024, are summarized in the following table:

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 7 – PENSION PLAN (Continued)

B. Net Pension (Asset) Liability (Continued)

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Cash/Short Bond	10%	-0.04%
Core Bond	10%	2.20%
High Yield Bond	10%	3.94%
Large Cap Equity	20%	4.75%
Small/Mid Cap Equity	25%	5.12%
International Equity	16%	5.15%
Specialty - Energy	10%	2.34%
Total	101%	

Discount Rate

The discount rate used to measure the total pension liability was 6.00 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.

C. Changes in the Net Pension (Asset) Liability

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

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension (Asset) Liability
Balance at July 1, 2023	\$474,653	\$319,012	\$155,641
Changes on the Year:			
Employer Contributions		26,011	(26,011)
Interest on the Total Pension Liability	28,479		28,479
Changes in Assumptions			
Difference between expected and actual	(43,704)		(43,704)
Other Liability Experience (Gain)/Loss			
Administrative Expenses		(7,750)	7,750
Net Investment Income		33,444	(33,444)
Net Changes	(15,225)	51,705	(66,930)
Balance at June 30, 2024	\$459,428	\$370,717	\$88,711

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 7 – PENSION PLAN (Continued)

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

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

The following presents the net pension (asset) liability of the Plan, calculated using the discount rate of 6.00 percent, as well as the net pension (asset) liability calculated using a discount rate that is 1.0 percentage point lower (5.00%), and 1.0 percentage point higher (7.00%) than the current rate:

	1% Decrease 5.00%	Current Rate 6.00%	1% Increase 7.00%
Net Pension Liability	\$203,946	\$88,711	\$538

Pension Plan Fiduciary Net Position

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

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

For the year ended June 30, 2024, the District recognized pension expense of \$40,401. At June 30, 2024, 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
Difference Between Actual and Expected Experience	\$24,907	\$30,540
Changes in Assumptions	18,114	
Net Difference between Projected and Actual Earnings on Plan Investments	11,858	
Total	\$54,879	\$30,540

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	
2024	\$23,853
2025	10,895
2026	(7,658)
2027	(2,751)
Total	\$24,339

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 8 – COMMITMENTS AND CONTINGENCIES

Commitments

The District has the following commitments as of June 30:

Contractor	Purpose	2024	2023
Arntz Builders	Construction - 600 Rush Landing		\$273,854
A-Z Bus Sales	Purchase 10 Accessible Vans		975,422
Bauer's Intelligent Transportation	Muir Woods Shuttle Operations	\$892,056	683,892
Bauer's Intelligent Transportation	Ross Valley Yellow Bus Program	2,400,000	2,400,000
Bender Rosenthal	Real Estate Appraisal Services	50,000	
BKF Engineers	Design, Engineering & PS&E for 3010/3020 Kerner Blvd	89,349	123,180
Blink Tag	Website Support	210,000	132,785
Brave New Day	On Call Graphics	100,000	
Carpi & Clay	Federal Advocacy Services Agreement	110,000	172,500
CBRE Valuation & Advisory Services	Real Estate Appraisal Services	50,000	
Clean Solutions Services, Inc.	Bus Stop Maintenance	362,000	
Consolidated Printers, Inc.	Riders Guide Printing and Distribution	75,600	
Eugene Burger Management Corporation		72,300	
Fehr & Peers	On Call Graphics	75,000	
FirstNet	On Board Data Services Plan	92,088	
Gillig	Purchase 4 - 35ft Hybrid buses and 3 - 40ft Hybrid buses	6,326,742	6,326,742
Golden Gate Bridge, Highway & Transportation District	Local fixed route service	13,859,962	36,291,750
Kimley-Horn and Associates Inc.	On Call Planning Consulting Services	163,612	884,966
Lyft	CAR Voucher Agreement	59,206	
Marin Airporter	Shuttle and fixed route services	14,628,373	28,361,719
Mark Thomas	General Engineering Services	469,084	1,114,413
North Bay Taxi	Taxi Voucher Program and Catch-A-Ride Pilot Agreement	338,000	235,000
Paragon Partners Consultants, Inc.	Relocation & Specialty Appraisal Services	300,000	
Park Engineering, Inc.	Property Management Services for Rush Landing, Kerner	145,310	
San Rafael City Schools	Measure AA School Funding	381,866	260,453
Miller Creek	Measure AA School Funding	47,926	28,590
RCN Technologies	Cradlepoint Routers Purchase and Installation	227,951	
Resource Environmental, Inc.	Demolition contract for 3010/3020 Kerner	156,000	
Roebbelen Contracting Inc.	Construction Management - 3010 Kerner Improvements	280,370	
Sausalito Marin City Schools	Measure AA School Funding	39,742	27,106
Tiburon Peninsula Traffic Relief JPA	Measure AA School Funding	309,833	211,322
Tolar Manufacturing Company, Inc.	Purchase Eight Bus Shelters	75,273	
Transdev Services, Inc.	Marin Access Service Operations	5,689,679	18,926,119
TransTrack Solutions	Data Management Platform	77,530	
TripSpark/Trapeze	Maintenance & Hosting Services for Demand Response	97,178	
Uber Technologies Inc	CAR Voucher Agreement	71,000	180,000
Verizon	On Board Data Services Plan	92,088	
		\$48,415,118	\$97,609,813

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.

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 8 – COMMITMENTS AND CONTINGENCIES (Continued)

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 9 – OTHER STAFF GRANTS

Low Carbon Transit Operations Program (LCTOP)

The LCTOP was established by the California Legislature in 2014 by Senate Bill (SB) 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.

During the year ended June 30, 2023, District received the grant amount of \$677,208 for the EV vehicle and charging infrastructure. During the years ended June 30, 2024 and 2023, the District earned interest of \$36,348 and \$8,003, respectively, on deposits on unspent LCTOP funds. During the years ended June 30, 2024, and 2023, the District disbursed \$5,567 and \$0, respectively.

During the year ended June 30, 2024, the grant amount for grant amount of installation of solar panels to support EV charging was \$809,818. The District earned interest of \$20,950 on deposits on unspent LCTOP funds. The District disbursed \$5,543 during the fiscal year ended June 30, 2024.

As of June 30, 2024 and 2023, the District has \$1,533,212 and \$685,211, respectively, in unspent LCTOP funds.

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 9 – OTHER STAFF GRANTS (Continued)

Cumulative receipts and disbursements for the years ended June 30, 2024, and 2023, are as follows:

Project Name	Grant Amount	Accumulated Allocations Received	Accumulated Interest Received	Accumulated Amounts Expended	Unexpended at June 30, 2024
Installation of Solar Panels to support EV Charging	\$809,815	\$809,815	\$20,950	(\$5,543)	\$825,222
EV Vehicle & Charging infrastructure	<u>677,208</u>	<u>677,208</u>	<u>36,348</u>	<u>(5,566)</u>	<u>707,990</u>
Total	<u>\$1,487,023</u>	<u>\$1,487,023</u>	<u>\$57,298</u>	<u>(\$11,109)</u>	<u>\$1,533,212</u>

Project Name	Grant Amount	Accumulated Allocations Received	Accumulated Interest Received	Accumulated Amounts Expended	Unexpended at June 30, 2023
Four Electric Vehicles	\$1,338,884	\$1,338,884	\$17,220	(\$1,356,104)	\$0
EV Vehicle & Charging infrastructure	<u>677,208</u>	<u>677,208</u>	<u>8,003</u>	<u></u>	<u>685,211</u>
Total	<u>\$2,016,092</u>	<u>\$2,016,092</u>	<u>\$25,223</u>	<u>(\$1,356,104)</u>	<u>\$685,211</u>

State of Good Repair (SGR)

The Road Repair and Accountability Act of 2017, 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 years ending June 30, 2024 and 2023, the District was allocated \$261,606 and \$252,014 in SGR funds, respectively. During the years ended June 30, 2024 and 2023, the District earned interest of \$26,567 and \$4,287, respectively, on deposits of unspent SGR funds. The District disbursed \$9,997 during fiscal year ended June 30, 2024.

At June 30, 2024 and 2023, the District had \$712,476 and \$456,687, respectively, in unexpended funds.

Cumulative receipts and disbursements for the years ended June 30, 2024, and 2023, are as follows:

Project Name	Funding Year	Grant Amount	Accumulated Allocations Received	Accumulated Interest Received	Accumulated Amounts Expended	Unexpended at June 30, 2024
35ft Vehicle Replacements	FY24	\$261,606	\$200,547	\$2,077		\$202,624
35ft Vehicle Replacements	FY23	252,014	252,014	11,505		263,519
35ft Vehicle Replacements	FY22	<u>243,345</u>	<u>243,345</u>	<u>12,985</u>	<u>(\$9,997)</u>	<u>246,333</u>
Total State of Good Repair		<u>\$756,965</u>	<u>\$695,906</u>	<u>\$26,567</u>	<u>(\$9,997)</u>	<u>\$712,476</u>

Project Name	Funding Year	Grant Amount	Accumulated Allocations Received	Accumulated Interest Received	Accumulated Amounts Expended	Unexpended at June 30, 2023
35ft Vehicle Replacements	FY23	\$252,014	\$209,055	\$1,348		\$210,403
35ft Vehicle Replacements	FY22	<u>243,345</u>	<u>243,345</u>	<u>2,939</u>	<u></u>	<u>246,284</u>
Total State of Good Repair		<u>\$495,359</u>	<u>\$452,400</u>	<u>\$4,287</u>	<u></u>	<u>\$456,687</u>

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 10 – 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, 2024 and 2023. 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 11 – 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 12 – 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.

**MARIN COUNTY TRANSIT DISTRICT
NOTES TO BASIC FINANCIAL STATEMENTS
For The Years Ended June 30, 2024 and 2023**

NOTE 12 – RELATED PARTY TRANSACTIONS (Continued)

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:

	2024	2023
Revenues from related parties:		
Golden Gate:		
Fares	\$1,273,308	\$1,294,465
Paratransit contribution	668,028	682,849
Regional Paratransit Payment	800,005	525,969
Advertising	48,324	137,330
Other revenues	11,792	66,590
Total revenues from related parties	\$2,801,457	\$2,707,203
Expenses to related parties:		
Golden Gate - transit contract		
Local transit service operations	\$12,939,929	\$12,138,211
Vehicle repairs		
Capital costs	19,941	17,036
County of Marin - fuel	851,678	891,205
County of Marin - other expenses	45,929	42,480
Marin Emergency Radio Authority - emergency radio system	33,742	26,935
Metropolitan Transportation Commission - clipper	32,487	21,276
Total expenses to related parties	\$13,923,706	\$13,137,143
Golden Gate:		
Transit contract	\$1,933,035	\$1,819,439
County of Marin - miscellaneous	237,143	212,867
Metropolitan Transportation Commission - Clipper	9,968	7,723
Other Government Agencies	400	
Total accounts payable to related parties	\$2,180,546	\$2,040,029

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REQUIRED SUPPLEMENTARY INFORMATION

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**MARIN COUNTY TRANSIT DISTRICT
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF CHANGES IN THE NET PENSION ASSET (LIABILITY) AND RELATED
RATIOS
FOR THE LAST 10 YEARS ENDED JUNE 30, 2024***

	Measurement Period 2023/24	Measurement Period 2022/23	Measurement Period 2021/22	Measurement Period 2020/21
Total Pension Liability				
Interest on Total Pension Liability	\$28,479	\$26,867	\$19,718	\$18,515
Changes in Benefits Terms				67,432
Differences between Expected and Actual Experience	(43,704)		72,196	
Changes in Assumptions			52,512	
Net change in Total Pension Liability	(\$15,225)	26,867	144,426	85,947
Total Pension Liability - Beginning	\$474,653	447,786	303,360	217,413
Total Pension Liability - Ending (a)	\$459,428	\$474,653	\$447,786	\$303,360
Plan Fiduciary Net Position				
Contributions -Employer	\$26,011	\$36,925		\$10,333
Contributions - Employee				
Net investment income			(\$38,312)	9,590
Administrative Expenses	(7,750)	(7,750)	(7,750)	(10,333)
Investment Experience (Loss)/Gain	33,444	20,492		81,140
Net Change in Plan Fiduciary Net Position	51,705	49,667	(46,062)	90,730
Plan Fiduciary Net Position - Beginning	319,012	269,345	315,407	224,677
Plan Fiduciary Net Position - Ending (b)	\$370,717	\$319,012	\$269,345	\$315,407
Net Pension (Asset) Liability - Ending [(a) - (b)]	\$88,711	\$155,641	\$178,441	(\$12,047)
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	80.69%	67.21%	60.15%	103.97%
Covered Payroll	N/A	N/A	N/A	N/A
Net Pension (Asset) Liability as a Percentage of Covered Payroll	N/A	N/A	N/A	N/A

* Fiscal year 2021 was the 1st year of implementation

**MARIN COUNTY TRANSIT DISTRICT
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF CONTRIBUTIONS
FOR THE LAST 10 YEARS ENDED JUNE 30, 2024**

	<u>June 30, 2024</u>	<u>June 30, 2023</u>	<u>June 30, 2022</u>	<u>June 30, 2021</u>
Actuarial Determined Contributions	\$26,011	\$27,557	\$9,368	
Contributions in Relation to the Actuarially Determined Contributions	<u>26,011</u>	<u>36,925</u>		<u>\$10,333</u>
Contribution Deficiency (Excess)	<u>\$0</u>	<u>(\$9,368)</u>	<u>\$9,368</u>	<u>(\$10,333)</u>
Covered Payroll	N/A	N/A	N/A	N/A
Contributions as a Percentage of Covered Payroll	N/A	N/A	N/A	N/A

Notes to Schedule:

Valuation Date June 30, 2024

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 7/1/20

Investment Rate of Return	6%
Salary Scale	2.8% wage inflation, plus rates varying by entry age

Pre-Retirement Mortality	None assumed.
Post-Retirement Mortality	Rates from the 2021 CALPERS Experience Study, PA Misc., Healthy Retiree and Beneficiary Mortality Tables

SUPPLEMENTARY INFORMATION

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MARIN COUNTY TRANSIT DISTRICT
BUDGETARY COMPARISON SCHEDULE - OPERATIONS
BUDGETARY BASIS
FOR THE YEAR ENDED JUNE 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Fare Revenue	\$3,367,118	\$3,367,118	\$3,489,555	\$122,437
Advertising & Other Revenue	60,000	60,000	48,325	(11,675)
Fee for Service	1,441,552	1,441,552	1,493,935	52,383
Interest	90,700	90,700	922,103	831,403
Measure A	942,869	942,869	942,866	(3)
Measure AA	17,703,716	17,703,716	17,754,997	51,281
Measure B	895,000	895,000	793,674	(101,326)
Property Taxes	5,682,781	5,682,781	5,909,281	226,500
Redevelopment Area (RDA) Fees	67,500	67,500	84,675	17,175
State Transit Assistance (STA)	5,158,794	5,158,794	5,245,116	86,322
Transit Development Act (TDA)	7,881,923	7,881,923	7,881,923	
Other State	32,300	32,300	26,132	(6,168)
FTA Funds	1,681,360	1,681,360	1,550,942	(130,418)
National Park Service	655,985	655,985	548,596	(107,389)
Cost Center Revenue Transfers	(1,796,134)	(1,796,134)	(4,003)	1,792,131
Total revenues	43,865,464	43,865,464	46,688,117	2,822,653
EXPENDITURES				
Salaries and Benefits	3,523,449	3,523,449	3,317,126	(206,323)
Consultant Services	654,585	654,585	622,871	(31,714)
Professional Service-Legal	150,000	150,000	27,563	(122,437)
Security and Maintenance	272,628	272,628	195,017	(77,611)
Customer Service				
Mobility Management Support Programs	63,113	63,113	6,472	(56,641)
Grants to External Agencies	758,571	758,571	771,899	13,328
Office Supplies	398,997	398,997	349,611	(49,386)
Covid Cleaning and Supplies				
General Insurance	122,000	122,000	125,419	3,419
Contract Service Operation	32,701,974	33,551,974	32,699,205	(852,769)
Membership & Prof Development	88,065	88,065	73,978	(14,087)
Mileage and Travel	25,750	25,750	23,933	(1,817)
Marketing	167,483	167,483	105,570	(61,913)
Communication	255,623	255,623	171,859	(83,764)
Fuel	3,662,108	3,662,108	2,948,794	(713,314)
Utilities	68,032	68,032	55,363	(12,669)
Vehicle Leases	32,556	32,556	27,130	(5,426)
Office - Rental and Overhead	189,479	189,479	186,839	(2,641)
Cost Center Transfers	(194,600)	(194,600)	(171,566)	23,034
Total expenditures	42,939,813	43,789,813	41,537,083	(2,252,731)
Excess (Deficiency) of revenues over (under) expenditures	<u>\$925,651</u>	<u>\$75,651</u>	<u>\$5,151,035</u>	<u>\$5,075,384</u>

MARIN COUNTY TRANSIT DISTRICT
BUDGETARY COMPARISON SCHEDULE - CAPITAL PROGRAM
BUDGETARY BASIS
FOR THE YEAR ENDED JUNE 30, 2024

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Measure A sales tax - capitalized	\$115,522	\$115,522	\$115,522	
Measure A sales tax - interest	1,100,000	1,100,000		(\$1,100,000)
Measure AA sales tax	18,000	18,000	103,459	85,459
Measure AA sales tax - capitalized	1,217,749	1,540,958	884,288	(656,670)
State Transit Assistance - SGA	756,088	756,088	9,997	(746,091)
State- Low Carbon Transit Operations Program	1,328,955	1,482,728	11,110	(1,471,618)
Fed-FTA 5307 Urbanized Area Formula	8,475,209	9,329,469	1,154,717	(8,174,752)
Fed-FTA 5339 Discretionary			103,534	103,534
Sale of Assets			54,799	54,799
Property Tax Transfer	1,436,134	1,960,807	4,003	(1,956,804)
Total revenues	<u>14,447,657</u>	<u>16,303,572</u>	<u>2,441,429</u>	<u>(13,862,143)</u>
EXPENDITURES				
<i>Vehicles</i>				
Purchase 4 40 ft Electric Hybrid Battery Refresh		600,000	948	599,052
Hybrid Battery Replacement				
7 35 ft Hybrids	6,422,474	6,421,111	39,573	6,381,538
Non Revenue Vehicle				
Replace 5 paratransit vehicles	496,594	497,687	498,076	(389)
Paratransit Electric Vehicles	673,208	672,913	5,567	667,346
Replace 5 paratransit vehicles (2022)	509,500	510,562	506,139	4,423
<i>Facilities and Stops</i>				
Novato Bus Stops	52,052	50,143	285	49,858
ADA Bus Stop Improvements	1,477,288	1,441,679	99,694	1,341,985
Capital Corridor Improvements	500,000	500,000	78,245	421,755
<i>Facility</i>				
Kerner Facility Improvements				
Parking Facility ROW				
Fixed Route Facility	300,000	300,000	209,444	90,556
Kerner Parking Facility Improvements	1,848,537	3,414,041	349,996	3,064,045
Facility - Kerner Driver Break Room	650,000	650,000		650,000
Facility Improvements		319,432	317,790	1,642
Yellow Bus Parking/Facility	3,000,000	3,000,000		3,000,000
<i>Technology Projects</i>				
On Board Vehicle Equipment				
<i>Ongoing Capital Expenses</i>				
Bus stop maintenance				
Golden Gate capital costs	18,000	18,000	19,941	(1,941)
Infrastructure support	200,000	200,000	225,391	(25,391)
Major vehicle repairs	200,000	200,000	49,246	150,754
Total expenditures	<u>16,347,653</u>	<u>18,795,568</u>	<u>2,400,335</u>	<u>16,395,233</u>
Deficiency of revenues (under) expenditures	<u>(\$1,899,996)</u>	<u>(\$2,491,996)</u>	<u>\$41,094</u>	<u>(\$30,257,376)</u>

MARIN COUNTY TRANSIT DISTRICT
 BUDGETARY COMPARISON SCHEDULE - RECONCILIATION TO
 STATEMENT OF ACTIVITIES AND CHANGES IN NET POSITION
 FOR THE YEAR ENDED JUNE 30, 2024

Excess of revenues over expenditures - budgetary basis (operations)	\$5,151,035
Deficiency of revenues under expenditures - budgetary basis (capital program)	41,094
Amounts not budgeted:	
Capital asset additions	(1,895,261)
Depreciation and amortization expense	(896,201)
Lease addition	(180,440)
Lease liability addition to budget	173,647
Defined Benefit Plan	<u>(14,396)</u>
Increase in net position	<u><u>\$2,379,477</u></u>

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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..... 56-58

Revenue Capacity

This segment includes information to help the reader assess the District’s most significant own-source revenues: passenger fares and property taxes. 59-64

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. 65-66

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. 67-68

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..... 69-73

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

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Net investment in capital assets	\$ 8,665,148	\$ 19,166,232	\$ 20,849,921	\$ 29,085,919	\$ 28,758,459	\$ 40,142,892	\$ 40,895,229	\$ 46,378,836	\$ 48,674,795	\$ 45,876,537
Restricted net position	-	307,027	31,624	-	-	-	-	-	-	-
Unrestricted net position	<u>11,847,226</u>	<u>15,421,852</u>	<u>19,402,481</u>	<u>23,136,349</u>	<u>27,234,152</u>	<u>32,012,829</u>	<u>36,786,818</u>	<u>35,579,756</u>	<u>36,261,158</u>	<u>41,438,893</u>
Total net position	<u>\$ 20,512,374</u>	<u>\$ 34,895,111</u>	<u>\$ 40,284,026</u>	<u>\$ 52,222,268</u>	<u>\$ 55,992,611</u>	<u>\$ 72,155,721</u>	<u>\$ 77,682,047</u>	<u>\$ 81,958,592</u>	<u>\$ 84,935,953</u>	<u>\$ 87,315,430</u>

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

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
OPERATING REVENUES										
Transit fares	\$ 3,669,514	\$ 3,586,587	\$ 3,528,289	\$ 3,570,143	\$ 3,303,234	\$ 2,664,354	\$ 1,456,012	\$ 2,494,806	\$ 2,986,759	\$ 3,164,763
Contractual compensation	1,950,099	2,028,796	1,765,230	1,830,716	1,834,761	1,778,963	1,291,815	1,607,414	1,220,388	1,479,825
Special fares	-	250,798	269,244	265,509	279,819	225,860	193,008	258,493	291,465	330,501
School bus revenues	-	130,000	145,000	145,000	145,000	151,010	-	46,112	43,526	14,110
Advertising ¹	-	-	-	-	-	-	-	-	-	-
TOTAL OPERATING REVENUES	5,619,613	5,996,181	5,707,763	5,811,368	5,562,814	4,820,187	2,940,835	4,406,825	4,542,138	4,989,199
OPERATING EXPENSES										
Purchased transportation services	21,888,029	20,461,632	21,422,651	22,698,220	24,245,772	24,614,822	23,220,993	24,818,237	29,353,390	32,436,525
Depreciation and amortization	917,002	1,753,960	2,387,889	2,908,165	3,549,062	4,119,852	4,479,124	4,784,362	4,774,382	5,119,722
Salaries and benefits	1,327,913	1,631,669	1,973,470	1,881,194	2,099,316	2,420,797	2,435,258	2,527,315	2,970,674	3,255,548
Fuel	1,291,857	1,619,444	1,818,940	2,161,545	2,521,502	2,112,076	1,891,121	2,997,169	2,902,027	2,948,794
Professional services	554,304	1,003,065	1,177,446	1,440,732	1,340,332	1,352,263	1,571,188	1,696,700	602,754	665,125
General and administrative	129,360	179,181	199,985	244,554	223,930	314,814	345,271	411,724	461,010	727,186
Utilities	91,016	106,949	116,578	98,832	64,639	149,744	193,029	205,875	215,512	194,418
Marketing	114,660	127,154	114,823	150,501	116,677	126,142	96,231	56,052	127,998	105,570
Leases and rentals	92,236	94,469	96,668	47,873	126,723	137,817	140,532	143,874	26,210	27,130
Other services	66,654	61,792	51,035	26,214	50,069	48,090	23,115	51,120	26,935	33,742
Casualty and liability costs	29,444	29,580	18,083	31,526	31,798	48,404	66,488	79,764	96,077	128,991
Maintenance costs	89,988	15,961	10,448	19,195	5,575	14,578	39,422	167,280	233,618	166,482
Capital costs	330,949	109,393	9,085	98,034	17,893	(3,557)	16,696	20,455	17,036	19,941
Contract labor ²	-	-	-	-	-	-	-	-	-	-
TOTAL OPERATING EXPENSES	26,923,412	27,194,249	29,397,101	31,806,585	34,393,288	35,455,842	34,518,468	37,959,927	41,807,623	45,829,174
OPERATING LOSS	\$ (21,303,799)	\$ (21,198,068)	\$ (23,689,338)	\$ (25,995,217)	\$ (28,830,474)	\$ (30,635,655)	\$ (31,577,633)	\$ (33,553,102)	\$ (37,265,485)	\$ (40,839,975)

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

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NONOPERATING REVENUES (EXPENSES)										
Intergovernmental revenue	\$ 19,097,503	\$ 19,069,595	\$ 20,529,158	\$ 22,142,502	\$ 24,340,749	\$ 25,660,130	\$ 26,303,660	\$ 26,855,061	\$ 31,490,602	\$ 34,841,998
Property tax revenue	3,611,357	3,848,219	4,111,657	4,321,194	4,561,268	4,803,083	5,025,293	5,382,566	5,705,817	5,993,956
Advertising ¹	283,443	229,202	245,018	280,788	240,960	237,238	201,573	232,513	227,233	48,324
Rental income	-	157,712	152,772	158,256	172,018	282,930	337,195	320,663	93,189	1
Interest income	9,816	14,044	51,968	118,552	198,695	353,736	125,929	14,463	285,138	922,091
Miscellaneous income	2,134	-	-	-	-	-	-	-	-	-
Interest Expense	-	-	-	-	-	-	-	(1,552)	(16,753)	(13,191)
Other revenues/gain (loss) on disposal of capital assets	-	88,571	1,102	2,093	-	-	110,250	32,281	30,870	(80,996)
Pass through of Measure A to Golden Gate	-	(85,000)	(85,000)	(85,000)	(85,000)	(85,000)	(232,085)	(591,935)	(514,606)	(771,899)
TOTAL NONOPERATING REVENUES (EXPENSES)	23,004,253	23,322,343	25,006,675	26,938,385	29,428,690	31,252,117	31,871,815	32,244,060	37,301,490	40,940,284
INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS	1,700,454	2,124,275	1,317,337	943,168	598,216	616,462	294,182	(1,309,042)	36,005	100,309
CAPITAL CONTRIBUTIONS										
Intergovernmental revenue	2,374,093	12,250,751	4,038,739	10,979,056	3,126,499	15,495,044	5,225,566	5,563,381	2,941,356	2,279,168
Other revenue	-	7,711	32,839	16,018	45,628	51,604	6,578	22,206	-	-
TOTAL CAPITAL CONTRIBUTIONS	2,374,093	12,258,462	4,071,578	10,995,074	3,172,127	15,546,648	5,232,144	5,585,587	2,941,356	2,279,168
CHANGE IN NET POSITION	4,074,547	14,382,737	5,388,915	11,938,242	3,770,343	16,163,110	5,526,326	4,276,545	2,977,361	2,379,477
Net position at beginning of year	16,437,827	20,512,374	34,895,111	40,284,026	52,222,268	55,992,611	72,155,721	77,682,047	81,958,592	84,935,953
Prior period adjustment	-	-	-	-	-	-	-	-	-	-
Net position at beginning of year, as restated	16,437,827	20,512,374	34,895,111	40,284,026	52,222,268	55,992,611	72,155,721	77,682,047	81,958,592	84,935,953
NET POSITION AT END OF YEAR	\$ 20,512,374	\$ 34,895,111	\$ 40,284,026	\$ 52,222,268	\$ 55,992,611	\$ 72,155,721	\$ 77,682,047	\$ 81,958,592	\$ 84,935,953	\$ 87,315,430

¹ Advertising revenue re-classified from Operating to Nonoperating Revenue beginning FY13.

² Labeled "Staff Compensation" from FY09 to FY12.

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

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Fare revenue ¹	\$ 3,669,514	\$ 3,837,385	\$ 3,797,533	\$ 4,044,536	\$ 4,024,376	\$ 3,233,297	\$ 1,654,777	\$ 2,931,085	\$ 3,359,930	\$ 3,489,555
Passengers ²	3,464,628	3,332,265	3,216,894	3,293,385	3,263,451	2,643,771	1,485,512	2,427,606	2,841,652	3,054,393
Average fare per passenger	\$ 1.06	\$ 1.15	\$ 1.18	\$ 1.23	\$ 1.23	\$ 1.22	\$ 1.11	\$ 1.21	\$ 1.18	\$ 1.14

¹ Source: Marin Transit Budgetary Comparison Schedule - Operations

² Sources: Marin Transit Short Range Transit Plans, Monthly Monitoring & Performance Statistic Reports

**MARIN COUNTY TRANSIT DISTRICT
 STATISTICAL SECTION
 REVENUE CAPACITY
 FARE STRUCTURE
 AS OF JUNE 30, 2023**

<u>Category</u>	<u>Cash Price</u>	<u>Clipper</u>	<u>Annual Pass</u> ¹	<u>1-Day Pass</u>	<u>31-Day Pass</u>
Adult	\$2.00	\$1.80	-	\$5.00	\$40.00
Youth (5-18)	\$1.00	\$1.00	\$325.00 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	\$4.00	-	-	-	-
ADA Non-Mandated Service ³	\$4.00	-	-	-	-

¹ Free to low income youth.

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.

<u>Muir Woods Fare Category</u> ¹	<u>Current Fare</u>
Adult	\$3.75
Youth (16-18)	\$3.75
Youth (under 16)	Free
Senior/Disabled (without NPS Pass)	\$3.75

¹ National Park Service (NPS) pays additional \$1.50 per passenger

Source: www.marintransit.org

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

	2015	2016	2017	2018	2019	2020	2021	2022	2023 ²	2024 ²
Local Measure A half cent sales tax revenue	\$ 25,265,790	\$ 25,702,937	\$ 25,755,761	\$ 27,507,852	\$ 28,976,081	\$ 27,345,662	\$ 30,832,521	\$ 34,754,393	\$ 35,086,472	\$ 34,619,868
Annual growth	4.9%	1.7%	0.2%	6.8%	5.3%	-5.6%	12.8%	12.7%	1.0%	-1.3%
Sales tax revenue available to Marin Transit ¹	\$ 12,874,175	\$ 13,117,917	\$ 13,144,538	\$ 13,215,609	\$ 14,163,872	\$ 12,228,128	\$ 14,814,083	\$ 15,883,614	\$ 16,064,917	\$ 17,771,109
Percent of Measure A revenue	51%	51%	51%	48%	49%	45%	48%	46%	46%	51%
Annual growth	5.5%	1.9%	0.2%	0.5%	7.2%	-13.7%	21.1%	7.2%	1.1%	4.6%
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**

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Property tax and development fee revenue	\$ 3,611,357	\$ 3,855,930	\$ 4,144,496	\$ 4,337,212	\$ 4,606,896	\$ 4,810,992	\$ 5,031,871	\$ 5,404,772	\$ 5,705,817	\$ 5,993,956
Expended on operations	3,611,357	3,848,219	4,111,657	4,321,194	4,561,268	4,803,083	5,025,293	5,382,566	5,705,817	5,993,956
Expended on capital	-	1,556,521	32,839	16,018	45,628	7,009	6,578	22,206	-	-
Annual growth	4.7%	6.8%	7.5%	4.6%	6.2%	4.4%	4.6%	7.4%	5.6%	5.0%

Source: MCTD Audited Financial Statements

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

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Secured ¹	\$ 62,341,701	\$ 66,718,112	\$ 70,952,207	\$ 74,715,394	\$ 78,744,004	\$ 82,751,301	\$ 86,556,017	\$ 90,041,721	\$ 95,865,532	*
Unsecured ²	1,530,991	1,556,521	1,566,336	1,610,799	1,790,104	2,029,049	2,301,065	2,317,828	2,416,430	*
Exempt ³	2,037,580	2,067,204	2,079,024	2,157,806	2,336,693	2,619,669	2,883,830	2,990,976	3,054,567	*
Total Taxable Assessed Value	<u>\$ 61,835,112</u>	<u>\$ 66,207,429</u>	<u>\$ 70,439,519</u>	<u>\$ 74,168,387</u>	<u>\$ 74,168,387</u>	<u>\$ 87,400,019</u>	<u>\$ 82,160,681</u>	<u>\$ 89,368,573</u>	<u>\$ 95,227,395</u>	<u>*</u>
Total Direct Tax Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	*
Growth Rate	5.9%	7.1%	6.4%	5.3%	5.5%	5.3%	4.6%	8.8%	6.6%	*

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 RATES¹ IN MARIN COUNTY
LAST TEN FISCAL YEARS
(RATE PER \$100 OF ASSESSED VALUE)**

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
County Direct Rate	1.0000%	1.0000%	1.0000%	1.0000%	1.0000%	1.0000%	1.0000%	1.0000%	1.0000%	*
Local Special Districts	0.8156%	0.8200%	0.9221%	0.9041%	1.1128%	1.0045%	0.9722%	1.0163%	1.0260%	*
Schools	0.8000%	0.8114%	0.8506%	0.8381%	0.9108%	0.8414%	0.8291%	0.7552%	0.7643%	*
Cities	0.2519%	0.2510%	0.2394%	0.2353%	0.2357%	0.2252%	0.2165%	0.2225%	0.1994%	*
Total Direct and Overlapping ²	2.8675%	2.8824%	3.0121%	2.9775%	3.2593%	3.0711%	3.0178%	2.9940%	2.9897%	*

¹ On June 6, 1978, California voters approved a constitutional amendment to Article XIII A 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 XIII A (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 XIII A 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 EBT BALANCES
 LAST TEN FISCAL YEARS**

<u>Lender</u>	<u>Original Loan Amount</u>	<u>Date of Loan</u>	<u>Purpose</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
N/A	N/A	N/A	N/A	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

**MARIN COUNTY TRANSIT DISTRICT
 STATISTICAL SECTION
 OTHER LONG TERM LIABILITIES
 LAST THREE FISCAL YEARS
 IN THOUSANDS**

	<u>2022</u>	<u>2023</u>	<u>2024</u>
Compensated Absences	\$ 103,416	\$ 126,973	\$ 151,384
Lease Liabilities	873,386	707,179	533,533
Claims and Judgments	-	-	-

Source: MCTD Note 4 of the Financial Statements

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

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Population ¹	261,054	260,651	260,955	259,666	259,085	257,332	259,162	256,018	*	*
Personal income (in thousands) ¹	\$ 29,227,230	\$ 30,222,883	\$ 32,502,500	\$ 34,866,708	\$ 36,684,680	\$ 37,461,199	\$ 42,936,183	\$ 43,824,350	*	*
Per capita personal income ¹	\$ 111,959	\$ 1,556,521	\$ 124,552	\$ 134,275	\$ 141,735	\$ 145,575	\$ 165,673	\$ 171,177	*	*
School enrollment ²	33,207	33,638	33,633	33,741	33,441	33,516	31,939	30,811	30,483	30,255
Unemployment rate ³	3.9%	3.4%	3.16%	2.62%	2.42%	4.48%	6.11%	3.03%	4.60%	4.20%

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, census day enrollment*
- 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**

2024			2014		
Employer	Employees	Percentage of Total County Employment	Employer	Employees	Percentage of Total County Employment
BioMarin Pharmaceutical	3,082	2.43%	County of Marin	2,065	1.51%
County of Marin	2,436	1.92%	San Quentin State Prison	1,832	1.34%
San Quentin Prison	1,857	1.46%	Marin General Hospital	1,654	1.21%
Marin General Hospital	1,757	1.39%	Kaiser Permanente Medical Center	1,637	1.19%
San Rafael City Schools	1,241	0.98%	Autodesk, Inc	1,095	0.80%
Kaiser Permanente	902	0.71%	BioMarin Pharmaceutical	850	0.62%
Novato Unified School District	800	0.63%	Novato Unified School District	812	0.59%
Glassdoor Inc	706	0.56%	Fireman's Fund Insurance Co.	750	0.55%
Marin Community Clinics	550	0.43%	Lucasfilm Ltd.	400	0.29%
Marin County Office of Education	<u>504</u>	0.40%	Bradley Real Estate	<u>385</u>	0.28%
Total	<u><u>13,835</u></u>	<u><u>10.91%</u></u>		<u><u>11,480</u></u>	<u><u>8.38%</u></u>
Total County Employment	<u><u>126,800</u></u>			<u><u>137,000</u></u>	

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

Sources:
County of Marin ACFR

**MARIN COUNTY TRANSIT DISTRICT
 STATISTICAL SECTION
 OPERATING INFORMATION
 DISTRICT PROFILE
 AS OF JUNE 30, 2023**

Date the District was Formed	1964
Form of Governance	Board of Directors, with General Manager
Total Employees	18
Service Area	All of Marin County
Area of District (in square miles)	Approximately 520
Population of Service Area ¹	262,321
Local Financial Support	Measure A Sales Tax Revenue
Number of Fixed Route Bus Routes	20
Revenue Service Hours	205,201
Average Passenger Trips per Revenue Hour	14.0
Number of Vehicles in Service	72
Bus Stops	600+

¹ As of 2020 US Census Bureau

Source: MCTD Finance Department, FY2023 System Performance Report

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

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Federal Revenue										
Federal Transit Administration	\$ 1,317,128	\$ 901,433	\$ 1,065,347	\$ 1,151,839	\$ 1,421,148	\$ 3,475,476	\$ 9,207,534	\$ 8,115,859	\$ 5,421,507	\$ 1,550,942
United States Department of the Interior - National Park Service	168,665	150,865	89,009	154,736	323,371	370,245	14,177	290,671	521,982	548,596
United States Department of the Interior - NPS Fare Reimbursement	-	-	-	187,050	406,475	113,828	2,302	71,414	205,830	2,715
Total Federal Revenue	1,485,793	1,052,298	1,154,356	1,493,625	2,150,994	3,959,549	9,224,013	8,477,944	6,149,319	2,102,253
State Revenue										
Transportation Development Act	4,542,050	4,562,778	4,440,516	4,614,306	5,109,399	5,225,171	3,817,097	6,565,228	10,909,658	7,881,923
State Transit Assistance	1,310,912	1,316,134	1,576,690	1,285,220	1,909,202	2,047,902	1,680,205	2,600,376	3,021,034	5,236,693
Public Transportation Modernization, Improvement, and Service Enhancement Account	-	-	-	-	-	-	-	-	-	-
State Renewable Energy Credits	-	-	-	-	-	-	14,010	13,528	6,915	7,579
Home Owner Property Tax Relief	19,326	19,138	18,953	18,940	18,779	18,719	18,541	18,412	18,298	18,361
Low Carbon Transit Operations Program	-	275,413	-	128,676	335,795	-	-	-	-	-
Caltrans	208	283	320	334	284	239	217	216	206	192
Total State Revenue	5,872,496	6,173,746	6,036,479	6,047,476	7,373,459	7,292,031	5,530,070	9,197,760	13,956,111	13,144,748
Local Revenue										
Measure A	10,860,313	10,998,120	12,542,551	13,541,585	13,739,881	1,953,742	1,106,168	-	1,180,615	942,866
Measure A Interest	-	85,000	85,000	85,000	85,000	85,000	-	-	-	-
Measure AA	-	-	-	-	-	11,212,364	9,529,277	8,263,882	9,502,745	17,858,456
Measure B	863,617	730,335	627,198	974,816	991,415	956,702	910,679	808,354	825,310	793,675
Metropolitan Transportation Commission	-	-	-	-	-	-	-	-	-	-
Golden Gate Bridge Highway and Transportation District	-	-	-	-	-	30,000	-	-	-	-
County of Marin	-	-	-	-	-	-	-	-	-	-
Miscellaneous	15,284	30,096	83,574	-	-	170,742	3,453	107,121	-	-
Total Local Revenue	11,739,214	11,843,551	13,338,323	14,601,401	14,816,296	14,408,550	11,549,577	9,179,357	11,508,670	19,594,997
Total Intergovernmental Revenue	\$ 19,097,503	\$ 19,069,595	\$ 20,529,158	\$ 22,142,502	\$ 24,340,749	\$ 25,660,130	\$ 26,303,660	\$ 26,855,061	\$ 31,614,100	\$ 34,841,998

Source: MCTD Audited Financial Statements

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

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Number of buses owned	66	90	95	105	109	122	113	114	118	102
Cost of assets:										
Land	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,550,836	\$ 1,550,836	\$ 3,027,167	\$ 6,717,174	\$ 5,008,606
Work in progress	2,176,497	1,746,405	3,610,173	748,556	1,454,572	206,286	673,962	6,132,779	2,928,305	2,928,305
Revenue vehicles	7,597,033	17,466,010	19,108,821	26,957,885	29,173,879	38,400,723	40,972,893	40,767,669	44,936,890	42,032,508
Facilities and stops	1,553,706	2,913,267	70,439,519	8,471,174	8,583,219	9,425,818	9,310,585	9,310,585	9,310,585	9,250,742
Communication and data equipment	1,251,626	1,251,626	1,634,293	1,821,367	1,881,522	1,875,943	1,522,292	1,728,266	2,080,425	1,931,433
Fare revenue collection equipment	412,356	412,356	459,532	464,862	464,862	434,929	434,929	434,929	434,929	434,929
Furniture and fixtures	88,351	88,351	88,351	88,351	123,907	123,907	123,907	232,770	235,205	235,205
Administrative Buildings	-	-	-	-	-	3,987,865	3,987,865	4,045,565	4,305,455	7,142,322
Maintenance Buildings	-	-	-	-	-	-	-	1,945,690	3,170,785	3,260,444
Non-revenue vehicles	6,300	6,300	6,300	403,044	403,044	396,744	396,744	396,744	433,964	433,964
Right-to-use leased asset	-	-	-	-	-	-	-	912,893	902,219	902,219
Total cost of assets	13,085,869	23,884,315	95,346,989	38,955,239	42,085,005	56,403,051	58,974,013	68,935,057	75,455,936	73,560,677
Less: accumulated depreciation and amortization	4,420,721	4,718,083	7,001,075	9,869,320	13,326,546	16,260,159	18,078,784	21,672,517	26,073,962	27,150,607
Net capital assets	\$ 8,665,148	\$ 19,166,232	\$ 88,345,914	\$ 29,085,919	\$ 28,758,459	\$ 40,142,892	\$ 40,895,229	\$ 47,262,540	\$ 49,381,974	\$ 4,641,070

Source: MCTD Audited Financial Statements

**MARIN COUNTY TRANSIT DISTRICT
 STATISTICAL SECTION
 OPERATING INFORMATION
 SUMMARY OF SERVICE PROVIDER CONTRACTS
 AS OF JUNE 30, 2023**

Contract Type	Services Provided	Contractor	Current Term
Intergovernmental agreement	Local Fixed Route	Golden Gate Bridge Highway and Transportation District	October 1, 2022 — June 30, 2026
Competitively bid	Community Shuttles and Fixed Route Service Local Paratransit, Marin Access Shuttles, and Volunteer Driver Program	Marin Airporter	July 1, 2018 — June 30, 2025
Competitively bid	Yellow Bus Service	Transdev	February 1, 2022 — June 30, 2025
Competitively bid	Muir Woods Shuttle	Bauer's Intelligent Transportation	August 1, 2023 — June 30, 2026
Competitively bid	Catch-A-Ride Program	Bauer's Intelligent Transportation	Feb 5, 2024 — November 1, 2024
Competitively bid	Catch-A-Ride Program	North Bay Taxi	July 1, 2023 — June 30, 2025
Competitively bid	Catch-A-Ride Program	Uber	May 31, 2023 — May 31, 2025
Competitively bid	Catch-A-Ride Program	Lyft	June 17, 2024 — June 17, 2025

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

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Motorbus:										
Vehicles Operated in Annual Maximum Service (VOMS)	69	53	55	54	54	54	56	59	59	50
Vehicles Available for Annual Maximum Service	85	82	74	71	71	71	75	77	83	70
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	2,912,236	2,642,108	2,512,741
Total Actual Vehicle Revenue Hours	152,799	156,803	178,049	180,238	180,036	175,859	203,747	189,985	182,308	181,316
Unlinked Passenger Trips	3,252,116	3,031,450	2,926	3,001,619	2,978,991	2,423,027	1,429,586	2,294,429	2,648,326	2,823,735
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	12,671,390	11,440,768	12,198,535
Days Operated	365	366	365	365	365	366	365	365	365	366
Demand Response:										
Vehicles Operated in Annual Maximum Service (VOMS)	38	27	26	31	33	31	18	21	19	22
Vehicles Available for Annual Maximum Service	39	34	46	39	42	39	37	35	31	32
Total Actual Vehicle Revenue Miles	927,058	688,072	617,199	704,224	753,794	599,879	298,590	428,922	375,035	354,096
Total Actual Vehicle Revenue Hours	60,417	44,764	42,806	47,569	55,083	42,439	22,829	25,972	21,800	23,885
Unlinked Passenger Trips	137,131	98,483	93,410	98,068	108,076	86,049	31,166	51,300	46,102	44,100
ADA Unlinked Passenger Trips (UPT)	132,138	98,236	93,174	97,832	106,918	85,409	25,880	42,843	39,079	43,226
Passenger Miles Traveled (PMT)	1,039,975	811,798	757,048	772,059	717,078	592,626	210,912	375,530	367,021	327,246
Days Operated	365	366	365	365	365	366	365	365	365	366

Note: FY2015 was the first year the District reported its own information in the National Transit Database (NTD). Information will be added prospectively until ten years is available

Source: National Transit Database Reports

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OTHER REPORTS

Transportation Development Act Compliance

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**INDEPENDENT AUDITOR'S REPORT ON
INTERNAL CONTROL OVER FINANCIAL REPORTING,
ON COMPLIANCE WITH THE TRANSPORTATION
DEVELOPMENT ACT 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 the 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 as of and for the year ended June 30, 2024, and the related notes to the financial statements, and have issued our report thereon dated November 6, 2024.

Report on 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 or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

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. Our procedures included the applicable audit procedures contained in §6667 of Title 21 of California Code of Regulations and tests of compliance with the applicable provisions of the Transportation Development Act and the allocation instructions and resolutions of the Metropolitan Transportation Commission. 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*.

We have also issued a separate Memorandum on Internal Control dated November 6, 2024 which is an integral part of our audit and should be read in conjunction with this report.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of 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. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

This report is intended solely for the information and use of the Metropolitan Transportation Commission, management, Board of Directors, others within the District, and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties; however, this restriction is not intended to limit the distribution of this report, which is a matter of public record.

Maze + Associates

Pleasant Hill, California
November 6, 2024

Single Audit

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MARIN COUNTY TRANSIT DISTRICT
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For The Year Ended June 30, 2024

SECTION I – SUMMARY OF AUDITOR’S RESULTS

Financial Statements

Type of auditor’s report issued on whether the financial statements audited were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? _____ Yes X No
- Significant deficiency(ies) identified _____ Yes X None Reported

Noncompliance material to financial statements noted?

_____ Yes X No

Federal Awards

Type of auditor’s report issued on compliance for major programs:

Unmodified

Internal control over major programs:

- Material weakness(es) identified? _____ Yes X No
- Significant deficiency(ies) identified _____ Yes X None Reported

Any audit findings disclosed that are required to be reported in accordance with section 2 CFR 200.516(a)?

_____ Yes X No

Identification of major programs:

Assistance Listing Number(s)	Name of Federal Program or Cluster
20.507/20.526	Federal Transit Cluster

Dollar threshold used to distinguish between type A and type B programs: \$750,000

Auditee qualified as low-risk auditee? _____ X Yes _____ No

SECTION II – FINANCIAL STATEMENT FINDINGS

Our audit did not disclose any significant deficiencies, or material weaknesses or instances of noncompliance material to the basic financial statements. We have also issued a separate Memorandum on Internal Control dated November 6, 2024, which is an integral part of our audits and should be read in conjunction with this report.

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

Our audit did not disclose any findings or questioned costs required to be reported in accordance with Uniform Guidance.

MARIN COUNTY TRANSIT DISTRICT

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For the Fiscal Year Ended June 30, 2024**

Federal Grantor/ Pass-Through Grantor/Program or Cluster Title	Federal Assistance Listing Number	Pass-Through Identifying Number	Federal Expenditures
U.S. Department of Interior, National Park Service Direct Programs:			
National Park Service Conservation Protection, Outreach, and Education Muir Woods Shuttle (P18AC00483 & P23AC02143)	15.954		<u>\$555,311</u>
Total U.S. Department of the Interior, National Parks Service			<u>555,311</u>
U.S. Department of Transportation Direct Programs:			
Federal Transit - Formula Grants (Urban Area Formula Program) Cluster			
Novato Bus Stop Shelters (CA-2021-137-00)	20.507		228
ADA Bus Stop Improvements (CA-2021-137-00)	20.507		70,693
Purchase 5 Paratransit Replacements (CA-2021-137-00)	20.507		398,151
ADA Paratransit Operations (CA-2022-158-00)	20.507		3,539
ADA Paratransit Operations (CA-2024-014-00)	20.507		1,061,738
Replace 5 Paratransit Vehicles (CA-2022-158-00)	20.507		404,911
Hybrid Battery Replacements (CA-2022-158-00)	20.507		284,002
Purchase 7 35ft Hybrid Buses (CA-2024-014-00)	20.507		30,940
Kerner Parking Facility Improvements (CA-2023-067-00)	20.507		187,198
Capital Corridor Improvements (CA-2024-063-00)	20.507		62,596
Fixed Route Facility (CA-2024-035-00)	20.526		<u>103,534</u>
Total Federal Transit Formula Grants Cluster Direct Program			<u>2,607,530</u>
Transit Services Program Cluster			
Enhanced Mobility of Seniors and Individuals With Disabilities			
Mobility Management (CA-2023-085)	20.513		88,750
Operating Assistance Sameday Accessible Service Urbanized Area (CA-2023-085)	20.513		<u>112,500</u>
Total Transit Services Program Cluster			<u>201,250</u>
Total U.S Department of the Transportation Direct Program			<u>2,808,780</u>
US Department of Transportation Pass-Through Programs From:			
California State Transportation Agency			
Operations of Stagecoach	20.509	64TO21-01860	<u>413</u>
Total US Department of Transportation Passed-Through Program			<u>413</u>
Total US Department of Transportation			<u>2,809,193</u>
Total Expenditures of Federal Awards			<u><u>\$3,364,504</u></u>

See Accompanying Notes to Schedule of Expenditures of Federal Awards

MARIN COUNTY TRANSIT DISTRICT

NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS For The Year Ended June 30, 2024

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, 2024. 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).

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, 2024, included an ICAP rate of 21.63% and a fringe benefit rate of 60.66% of total direct salaries and wages.

**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 the 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 basic financial statements of the business-type activities and fiduciary fund of the Marin County Transit District (District), California, as of and for the year ended June 30, 2024 and the related notes to the financial statements, which collectively comprise of the District's basic financial statements, and have issued our report thereon dated November 6, 2024.

Report on 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 or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

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*

We have also issued a separate Memorandum on Internal Control dated November 6, 2024, which is an integral part of our audit and should be read in conjunction with this report.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of 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. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Maze + Associates

Pleasant Hill, California
November 6, 2024

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR
PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE;
AND REPORT ON THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
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

Opinion on Each Major Federal Program

We have audited Marin County Transit District's (District) compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* that could have a direct and material effect on each of the District's major federal programs for the year ended June 30, 2024. 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.

In our opinion, the District complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2024.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States (Government Auditing Standards); 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). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the District's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the District's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the District's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the District's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the District's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the District's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances 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 the District's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on 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 a 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 Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

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.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the business-type activities and fiduciary fund of the District as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the District's basic financial statements. We issued our report thereon dated November 6, 2024, which contained an unmodified opinion on those financial statements. Our audit was performed for the purpose of forming an opinion on the financial statements that collectively comprise the basic financial statements as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

Maze + Associates

Pleasant Hill, California
November 6, 2024

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