

# **GOLDEN GATE BRIDGE, HIGHWAY & TRANSPORTATION DISTRICT**

**ANNUAL COMPREHENSIVE FINANCIAL REPORT FOR THE  
FISCAL YEARS ENDED JUNE 30, 2024 AND JUNE 30, 2023**

**PRESENTED BY THE  
ACCOUNTING DEPARTMENT  
SAN FRANCISCO, CALIFORNIA**



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# Golden Gate Bridge, Highway and Transportation District

## Annual Comprehensive Financial Report

For the Fiscal Years Ended June 30, 2024 and 2023



SAN FRANCISCO, CALIFORNIA

[www.goldengate.org](http://www.goldengate.org)

Prepared by the Accounting Department, Office of the Auditor-Controller  
Joseph M. Wire, Auditor-Controller/CFO

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# GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

## ANNUAL COMPREHENSIVE FINANCIAL REPORT For the Fiscal Years Ended June 30, 2024 and 2023

### Table of Contents

<b>INTRODUCTORY SECTION</b>	<b>Page</b>
Letter of Transmittal .....	1
Certificate of Achievement for Excellence in Financial Reporting .....	13
District Board of Directors and Executive Management Team.....	14
District Organizational Chart and District Mission .....	15
Transit Service Area Map.....	16
Employees of the Month .....	17
 <b>FINANCIAL SECTION</b>	
Independent Auditor's Report.....	19
Management's Discussion and Analysis .....	22
Financial Statements:	
Statements of Net Position .....	35
Statements of Revenues, Expenses and Changes in Net Position .....	37
Statements of Cash Flows.....	38
Statements of Fiduciary Net Position.....	40
Statements of Changes in Fiduciary Net Position .....	41
Notes to the Financial Statements .....	42
Required Supplementary Information:	
Schedule of Changes in the Net Pension Liability and Related Ratios and Schedule of Contributions – CalPERS.....	79
Schedule of Changes in the Net Pension Liability and Related Ratios and Schedule of Contributions – GGTAR.....	81
Schedule of Changes in the Net OPEB Liability and Related Ratios and Schedule of Contributions – OPEB.....	83
Schedule of MEBA and IBU Pension Contributions .....	85
Supplementary Information:	
Supplemental Schedule of Revenues and Expenses by Division (Non-GAAP Basis) .....	87
Reconciliation of the Supplemental Schedule of Revenues and Expenses by Division (Non-GAAP Basis) to the Basic Financial Statements.....	89
 <b>STATISTICAL SECTION</b>	
Financial Trends:	
Revenues by Source, Last Ten Years (Table 1) .....	91
Expenses by Function, Last Ten Years (Table 2) .....	93
Changes in Net Position, Last Ten Years (Table 3) .....	95
Net Position, Last Ten Years (Table 4).....	97
Revenue Capacity:	
Traffic/Patron Count and Toll/Fare per Vehicle/Patron, Last Ten Years (Table 5).....	99
Categories of Traffic (Southbound), Last Ten Years (Table 6).....	101
Operating Indicators by Transit Mode, Last Ten Years (Table 7).....	102

Debt Capacity:

- Commercial Paper Debt Payment Coverage Covenant, Last Ten Years (Table 8) ..... 104
- Ratio of Outstanding Debt and Debt Service, Last Ten Years (Table 9)..... 106
- Demographic and Economic Information:
- Demographic and Economic Information, Last Ten Years (Table 10) ..... 108
- Principal Employers, Current and Previous Period Comparison (Table 11) ..... 109

Operating Information:

- Capital Assets by Division, Last Ten Years (Table 12) ..... 111
- Miscellaneous Operating Information, Last Ten Years (Table 13)..... 113

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# Introductory Section



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November 7, 2024  
Board of Directors  
Golden Gate Bridge, Highway and Transportation District  
P. O. Box 9000, Presidio Station  
San Francisco, CA 94129-0601

Subject: Golden Gate Bridge, Highway and Transportation District, San Francisco, CA  
Comprehensive Annual Financial Report

We are pleased to present the Annual Comprehensive Financial Report for the Golden Gate Bridge, Highway and Transportation District (District) for the fiscal year ended June 30, 2024. This transmittal letter provides a summary of the District's finances, services, achievements, and economic prospects for readers without a technical background in accounting or finance. Readers may refer to the Management's Discussion and Analysis portion of the Financial Section of this report, beginning on page 22 for a more detailed discussion of the District's financial results.

Management assumes sole responsibility for the accuracy of the data and the completeness and fairness of the presentation, including all disclosures. To the best of our knowledge, we believe this report to be complete and reliable in all material respects. To provide a reasonable basis for making this representation, we have established a comprehensive system of internal controls designed to protect the District's assets from loss, to identify and record transactions accurately and to compile the information necessary to produce financial statements in conformity with generally accepted accounting principles (GAAP). Because the cost of internal controls should not exceed the likely benefits, the District's internal control system intends to provide reasonable, but not absolute, assurance that the financial statements are free from material misstatement.

The District's financial statements have been audited by Eide Bailly LLP, Certified Public Accountants. The firm is based in Menlo Park, CA, and is licensed to practice in the State of California. The goal of the independent audit was to provide reasonable assurance that the financial statements of the District for the fiscal years ended June 30, 2024 and June 30, 2023, are free of material misstatement. The auditor expressed an opinion that the District's financial statements are fairly stated in all material respects and in compliance with accounting principles generally accepted in the United States of America. This conclusion is the most desirable and is commonly known as an "unmodified" opinion. Financial statements and the auditor's opinion can be found in the Financial Section of this report which commences on page 19.

The District is also required to undergo an annual Single Audit in conformity with the provisions of 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). The results of this audit, including findings and recommendations, if any, can be found in the separately issued Single Audit Report.



## **Profile of the Agency**

On December 4, 1928, the District was incorporated as a special district of the State of California as the entity established to design, construct, finance, and operate the Golden Gate Bridge. The District was created under the Bridge and Highway District Act of 1923 and is subject to regulation under this Act, as amended. A 19-member Board of Directors (Board) sets policy for the District. Board members represent the counties of Marin, Sonoma, Del Norte, the City and County of San Francisco, and portions of Napa and Mendocino counties.

On November 10, 1969, the State of California legislature passed Assembly Bill 584 authorizing the District to develop a transportation facility plan for implementing a mass transportation program in the Highway 101/Golden Gate Corridor as a means of managing traffic congestion across the Bridge as traffic levels had reached capacity. The mass transportation program was to include any and all forms of transit, including ferry transit. At that time, the word “Transportation” was added to the District name to indicate its new commitment to public transportation.

Since 1970, the District has maintained and operated three service-oriented divisions: Golden Gate Bridge (Bridge) which opened to traffic on May 28, 1937, Golden Gate Ferry (GGF) which launched its first vessel on August 15, 1970, and Golden Gate Transit bus service (GGT) which began regional service on January 1, 1972. An administrative division supports operations and includes functions such as finance, information systems, customer relations, environmental health and safety, human resources, planning, and marketing. The District employs 775 employees, up from 723 in FY 2021/2022.

The District is unique in the San Francisco Bay Area in that its operations and administration are not supported by direct sales tax measures or dedicated general funds. Primary sources of revenues are derived from the operation itself (Bridge tolls and transit fares), supplemented by government grant programs, investments and capital contributions, along with limited revenue programs such as transit advertising, concessions, and leases. The District’s FY 2023/2024 programs and services were based upon an adopted Operating Budget of \$273 million and an adopted Capital Budget of \$43 million.

## **Financial Condition of the District**

### **Local Economy**

The San Francisco Bay Area’s economic indicators are still not back to pre-pandemic levels, especially as it relates to core downtown office vacancy rates which impacts the District’s business model. Downtown San Francisco commute workers represented the largest demographic of District crossings and ridership pre-pandemic. Due to this, ridership and bridge crossings, when compared to pre-pandemic levels, are still below this benchmark, though crossings and ridership continue to trend upward slowly:

- 16.7 million vehicles crossed the Bridge southbound (up 0.4 million from FY 2022/2023).
- 1.4 million customers rode Golden Gate regional buses (up 0.1 million from FY 2022/2023).
- 1.4 million customers rode Golden Gate ferries (up 0.3 million from FY 2022/2023).



Recreational and tourism travel has returned while commute travel continues to lag. Bus and Ferry ridership remain at levels less than half of their pre-pandemic ridership, while Bridge traffic is more than 15% below pre-pandemic levels. However, travel in the Golden Gate Corridor is slowly trending upward. Bridge traffic increased 2%, bus ridership is up 9% and Ferry ridership 23%.

Given the state of downtown San Francisco, demand for Bridge, bus and ferry travel during commute periods remains depressed. In response, the District is offering significantly less express commute transit service as compared to pre-pandemic levels while maintaining regional bus service for mobility and equity and ferry service for recreation and tourism. Today, during the morning commute, Bridge traffic is down by about 23 percent below normal. Not surprisingly, the absence of commute travel creates fiscal challenges for the District.

The local and state-wide economy also impacts the District's finances. The U.S. Bureau of Labor Statistics shows that California's unemployment rate for June 2024 was 5.2%, which is a minimal increase of 1.4% from June 2023. The local unemployment rate was 4.2% in June 2024%.

There are still 150,000 fewer people in downtown San Francisco each weekday as compared to pre-pandemic. In downtown San Francisco, the office vacancy rate is close to 40 percent, and the amount of vacant office space is greater than 20 Salesforce Towers.

Tolls are the District's largest source of revenue, fully funding Bridge operations while serving as the principal funding source for our bus and ferry service. Transit fares are our second largest source of operating revenue. Fewer customers mean less revenue for the District.

Fortunately, the District has been able to significantly reduce transit expenses by offering less commute transit service. We are currently operating about 20 percent of our pre-pandemic express commute bus service while maintaining our regional bus service, which has returned to pre-pandemic ridership.

Today, through attrition, the District has fewer staff, which has reduced expenses. For example, the District currently employs about 100 fewer bus operators than it did before the pandemic. Recognizing that we are in the customer service business, the District continues to add back bus and ferry service incrementally as customers return to traveling in the Golden Gate Corridor.

### **Long-Term Financial Planning**

As noted above, the District has limited funding sources that include tolls, transit fares, government grants, and revenues from advertising, concessions and leases. To develop financial strategies to sustain its services and operations, the Board adopted a Financial Plan for Achieving Long-Term Financial Stability (Plan) in October 2002 which was redone in 2009 and then again in 2014. The Board of Directors undertook a strategic planning process in 2023 that was completed in May of 2024 with the Board approval of the 2024 Strategic Plan. The Plans encompass and reflect the following:

- The findings of the Five and Ten-Year Projections (Projections) which are prepared annually, following the adoption of the annual budget. The Projections serve as a target for the setting of fiscal policy as they incorporate previously enacted policies and programs and demonstrate the District's fiscal status.



- The data in the Short Range Transportation Plan (SRTP). The SRTP is updated periodically, with the most recent edition covering the period of 2022–2028. The development of the SRTP is the principal process for creation and modification of the District’s transit service goals, objectives, measures, and standards.
- The District’s Mission Statement: The mission of the Golden Gate Bridge, Highway and Transportation District is to provide safe and reliable operation, maintenance, and enhancement of the Golden Gate Bridge and to provide transportation services, as resources allow, for customers within the U.S. Highway 101 Golden Gate Corridor.
- The District’s Strategic Plan ensures that both revenue enhancements and expense reductions initiatives are identified for consideration, evaluation, and public input, with expense reductions focused on efficiencies in services rather than the elimination of services.

## Major Initiatives

### COVID-19 IMPACTS & RESPONSE

Post-pandemic, the world has changed in ways that affect travel in the Golden Gate Corridor. While recreational and tourist travel have mostly returned, commute travel has not. For example, 2023 ferry ridership to Oracle Park exceeded ridership in 2018 and 2019 and matched 2017 ridership, despite a disappointing Giants season. This ridership is welcome news, signaling a strong return of recreational travel in the Golden Gate Corridor.

Encouragingly, travel across all travel modes in the corridor is trending upward. Bridge, bus, and ferry usage is increasing year over year. We have been hiring staff to meet the needs of our customers.

The Bridge District was fortunate to have received \$287.9 million in one-time federal COVID relief funds to help it navigate the long tail of the pandemic. The District expensed the last of these funds in FY 2023/2024.

On November 15, 2023, the Metropolitan Transportation Commission (MTC) approved an emergency transit operations funding plan to assist those Bay Area transit agencies with the largest funding shortfalls using funds and authority provided by Senate Bill 125. MTC’s action will, tentatively, provide the District with \$2.8 million in the 2024/25 fiscal year and \$38.3 million in the 2025/26 fiscal year, contingent upon state approval and release of the funds. This is a vital lifeline for the District to sustain its operations.

After an extensive public process, the District’s Board of Directors voted on Friday, March 22, 2024, to approve a new five-year toll program at the Golden Gate Bridge that will provide funding for bridge operations and maintenance and bus and ferry transit services. The new toll program will go into effect on July 1, 2024, and will increase tolls for most customers by \$0.50 per year over the next five years.

The District faces a \$220 million five-year shortfall based on current transit service levels and the ongoing costs to maintain and protect the Golden Gate Bridge. Bridge tolls supply the majority of the District's revenue, and the District does not receive any dedicated state or local tax revenues. Roughly two-thirds of annual toll revenue is used to maintain and operate the Golden Gate Bridge, with the remaining third used to operate Golden Gate bus and ferry transit services. The new toll program will generate approximately \$139 million over the next five years, or a little more than half of the projected \$220 million shortfall.

Recognizing the post-pandemic challenges, the District's Board of Directors launched a strategic planning process in 2023 to create a path forward regarding the District's future activities and finances. Board leadership embarked on this critical process in order to prioritize financial and operational commitments that would provide resources and services for the communities we serve while ensuring the District's long-term financial sustainability.

The Strategic Plan, approved in May of 2024, will serve as a workplan for staff to address the various challenges and opportunities facing the District and the communities we serve. The plan will be monitored, reviewed and updated annually as part of the Board's regular financial planning cycle, which also includes the yearly budget and long-term financial projection. The Strategic Plan will be a living document subject to change year-to-year as initiatives are completed, restructured, deferred and withdrawn, or as new ideas, concepts and initiatives are added.



*(L-R) Dina El-Tawansy, Director, Caltrans District 4, David Rabbitt, MTC Commissioner and District Board Member, Damon Connolly, California State Assembly Member, Nancy Pelosi, Speaker Emerita, U.S. House of Representatives, Dick Grosboll, District Board Member, Kymberly Renee Gamboa, Family member and Advocate at the Golden Gate Bridge Suicide Deterrent System Commemoration Ceremony held on July 15, 2024.*



## **Saving Lives at the Golden Gate Bridge**

As of January 1, 2024, the Golden Gate Bridge now has a continuous physical suicide barrier installed the full length of the 1.7-mile span. The suicide deterrent system, also known as the net, has been installed on the east and west sides of the Bridge. In some areas of the Bridge, due to ongoing construction or design factors, vertical fencing is in place instead of or in addition to the net.

The purpose of the net is to reduce the number of deaths associated with individuals jumping off the Bridge. The net is a proven design that deters people from jumping, serves as a symbol of care and hope to despondent individuals, and, if necessary, offers people a second chance.

The net is already working as intended to save lives and deter people from coming to the Bridge to harm themselves. Over the last 20 years, on average, there have been 30 confirmed suicides at the Golden Gate Bridge every year. In 2023, while the net was still under construction, there were 14 confirmed suicides, reducing the average number of suicides by more than half.

On Monday, July 15, 2024, Speaker Emerita Nancy Pelosi and local elected officials, community leaders, advocates, and public agencies came together to commemorate the completion of the construction of the suicide deterrent system on the Golden Gate Bridge, also known as the net. The event recognized the years of advocacy and bold leadership that led to the completion of this life saving project.

## **Golden Gate Bridge Seismic Retrofit**

Protecting the Golden Gate Bridge for future generations is the District's highest priority. To that end, in FY 23-23, the District utilized the Construction Manager/General Contractor (CM/GC) construction project delivery method for this project, and the Board approved the award of a contract for Preconstruction Services and an Independent Cost Estimator at its February 2024 meeting. The District is working with the State to finalize the funding for the construction phase, which will begin in 2025.







### **Alexander Avenue Restriping**

In July 2023, contractors repainted the center and fog lines on Alexander Avenue and installed new road reflectors. The project helps improve road safety for all users on Alexander Avenue and is the first of several planned projects for the roadway.

### **Golden Gate Bridge Maintenance**

The District continues to operate and maintain the Bridge, which is essential for the community. Most importantly, Bridge Security staff continues to protect the Bridge and remain vigilant in their suicide intervention efforts on the Bridge sidewalks. Maintenance projects in FY 23/24 included installing suspended platform scaffolding and building containment areas for Steel Orthotropic Deck Repainting. This is a new project in FY 23/24 that involves most Bridge Division forces and involves washing, sandblasting, repairing, and repainting old steel at the North Approach Viaduct (NAV) from suspended scaffolding. Other significant maintenance projects completed in FY 23/24 include lane striping and asphalt repairs on Alexander Avenue and the Bridge roadway, roof repairs on administrative and maintenance buildings and trailers, completion of an elevator project for the administrative building, painting of curb railing on the Bridge, upgrading the public address system at the Bridge, installing new fiber line for the toll system, and installing engine and transmission installations for bridge vehicles.



### **San Rafael Transit Center Relocation Project Moves Forward**

In Fiscal Year 23/24, the District further developed plans for the San Rafael Transit Relocation Project. The District shared new design renderings for the new transit center, which were developed through a Community Design Advisory Group made up of transit users, neighbors, and people who pass through the transit center regularly. Staff also continues to share updates on the project with local councils and boards while working towards preliminary engineering drawings and final design.

## **Marin and Sonoma County Transit Coordination**

Marin and Sonoma County transit agencies have a long history of coordination and collaboration. Staff have been meeting monthly for decades and, prompted by changes in travel patterns, funding and planning efforts, the General Managers and Executive Directors of these agencies have launched in-person monthly meetings to rethink service coordination.

Out of these meetings, the group has agreed to develop a comprehensive service plan focused on the Highway 101 corridor. Efforts are underway and are expected to be completed next fiscal year, which will greatly benefit customers in the corridor. The following agencies are involved in the working group: Golden Gate Bridge, Highway and Transportation District, Marin Transit, Metropolitan Transportation Commission, Petaluma Transit, Santa Rosa City Transit, Sonoma County Transportation Authority, Sonoma County Transit, Sonoma-Marin Area Rail Transit, and Transportation Authority of Marin.



## **Golden Gate Ferry Hosts Regional Emergency Response Exercise**

In September 2023, Golden Gate Ferry hosted full-scale, regional interagency emergency response exercise called Bay Ferry VI on the San Francisco Bay. The exercise took place within a safety zone south of the Richmond-San Rafael Bridge and just north and east of Treasure Island.

The exercise provided real-world simulations for incident command and control, on-water mass victim rescue, hazard identification, site security and crowd control, and interoperable communications. The exercise took place on passenger ferries provided by Angel Island Ferry, Golden Gate Ferry, and the Water Emergency Transportation Authority.

Interagency exercises strengthen public and private agency partnerships, which are invaluable in maintaining a highly effective safety and security posture on the San Francisco Bay. Training exercises also play a vital role in advancing interagency emergency preparedness, coordination, familiarization, and response.

## District Designing Low-Emission Fleet of the Future

Golden Gate Ferry is currently designing a new low-emission ferry, the MV Liwa, that will be the model for a complete fleet replacement by 2033. The MV Liwa is a 500-passenger high-speed catamaran expected to be in service in 2027 and represents a significant leap in efficiency and emission reduction compared to the existing fleet. The MV Liwa will bring an 80% reduction in emissions and require 30% less power due to an improved hull design while providing the same high-speed service our customers expect. The MV Liwa is the first ferry of our future fleet, which will consist of 7 or 8 identical vessels providing a standardized experience across Golden Gate Ferry.



## District Sponsors World's First Zero-Emission Hydrogen Ferry Pilot

In July, 2024, San Francisco Bay Ferry, the District and other private and public sector partners launched the MV Sea Change, the world's first commercial passenger ferry powered 100% by zero-emission hydrogen fuel cells. The vessel began service to the public on July 19, 2024, offering free transportation between Pier 41 and the Downtown San Francisco Ferry Terminal.

The Sea Change represents an enormous milestone toward efforts to decarbonize the maritime industry. It will operate as a part of the San Francisco Bay Ferry network for a six-month demonstration period designed to showcase the application of fuel cell technology as a viable strategy for reducing greenhouse gas emissions and improving air quality. The vessel emits only water vapor, a portion of which is remineralized and used in the onboard water fountain, making it the only vessel in the world with drinkable emissions.



The District provided funding to make the Sea Change pilot a reality. The pilot will allow District staff hands-on experience and insights that will help us achieve our climate goals.



### **Larkspur Ferry Service Expansion and Parking Study**

In May 2024, the District hosted the first Community Open House for the public to learn more about the Larkspur Ferry Service Expansion and Parking Study and share their input. The meeting was held at the Drakes Landing Community Room in Greenbrae and saw strong turnout from community members and local leaders. District and consultant staff were on hand to guide attendees through the project boards, answer questions, and note public feedback.

### **Golden Gate Ferry Awarded \$6M Federal Grant for Sausalito Terminal Improvements**

In November 2023, Golden Gate Ferry was awarded a \$6 million federal grant to rehabilitate the Sausalito ferry terminal and boarding systems. Sausalito serves over 500,000 annual ferry riders making trips between the North Bay and San Francisco. This major investment helps Golden Gate Ferry continue providing safe and reliable ferry service to and from Sausalito for years to come. The project will replace piers and gangways that were built in the 1970s and have exceeded their useful life.

The Sausalito Ferry Terminal Improvement Project will improve boarding and unloading for all passengers, including bicyclists and disabled users, during all tide conditions. The project includes the replacement of the existing steel float with a new concrete float, replacement of the approach pier, replacement of gangways, and installation of new lighting and utilities.

### **District Supports Asia-Pacific Economic Cooperation Summit**

The Asia-Pacific Economic Cooperation (APEC) summit and related events were held in San Francisco in November 2023. An estimated 30,000 people attended, including presidents and cabinet secretaries from 21 world economies, as well as business leaders and the international press. This was the largest gathering of world leaders in San Francisco since 1945.



The requisite security measures and various protests resulted in numerous street closures, while the District provided first-class service to our customers. During the summit, San Francisco saw closures and detours that created some service impacts to Golden Gate Transit routes near the Civic Center and Financial District and required operational changes at the Bridge. Bridge impacts included increased security, closed parking lots, and the staging of Golden Gate Transit buses in the south-end parking lots. Thanks to the great work of our staff and partners, APEC week was smooth and successful.

### **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 the fiscal year ended June 30, 2023. This is the seventeenth consecutive year that the District has achieved this prestigious award. To be awarded a Certificate of Achievement, the District must publish an easily readable and efficiently organized Annual Comprehensive Financial Report. This report must satisfy both accounting principles generally accepted in the United States of America and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current Annual Comprehensive Financial Report 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 District has also been awarded GFOA's Award for Distinguished Budget Presentation for the fiscal year beginning July 1, 2023. This is the eighteenth consecutive year the District has received this award. Grateful acknowledgement is made to the entire staff of the Finance Department and the Marketing Department as the preparation of this report would not have been possible without the efficient and dedicated services of these staff members.



Special appreciation is also expressed to the entire Board of Directors, the Executive Management Team and all District staff who remain steadfast to the District's mission of providing safe and reliable services.

Sincerely,

A handwritten signature in blue ink that reads "Denis Mulligan". The signature is written in a cursive, flowing style.

Denis J. Mulligan  
General Manager/Chief Executive Officer

A handwritten signature in black ink that reads "Joseph M. Wire". The signature is written in a cursive, flowing style.

Joseph M. Wire  
Auditor-Controller/Chief Financial Officer



Government Finance Officers Association

Certificate of  
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in Financial  
Reporting

Presented to

**Golden Gate Bridge  
Highway and Transportation District  
California**

For its Annual Comprehensive  
Financial Report  
For the Fiscal Year Ended

June 30, 2023

*Christopher P. Morill*

Executive Director/CEO

# District Board of Directors and Executive Management Team

as of June 30, 2024

## Board of Directors

### *President*

Gerald D. Cochran, Del Norte County

### *First Vice President*

Elbert (Bert) Hill, City and County of San Francisco

### *Second Vice President*

David A. Rabbitt, Sonoma County

## City & County of San Francisco

Annemarie Conroy

Matt Dorsey

Joel Engardio

Dick Grosboll

Sabrina Hernández

Catherine Stefani

Ahsha Safaí

Michael Thériault

## Marin County

Patricia Garbarino

Stephanie Moulton-Peters

Dennis Rodoni

Holli Thier

## Sonoma County

Gerard Giudice

Chris Snyder

## Napa County

Barbara L. Pahre

## Mendocino County

James Mastin

## Del Norte County

(see above)

## Officers of the District

### *General Manager/CEO*

Denis J. Mulligan

### *Auditor-Controller/CFO*

Joseph M. Wire

### *Attorney*

Kimon Manolius

### *District Engineer*

Ewa Bauer

### *Secretary of the District*

Amorette M. Ko-Wong

## Deputy General Managers

### *Administration & Development*

Kellee Hopper

### *Bridge Division*

David Rivera

### *Bus Division*

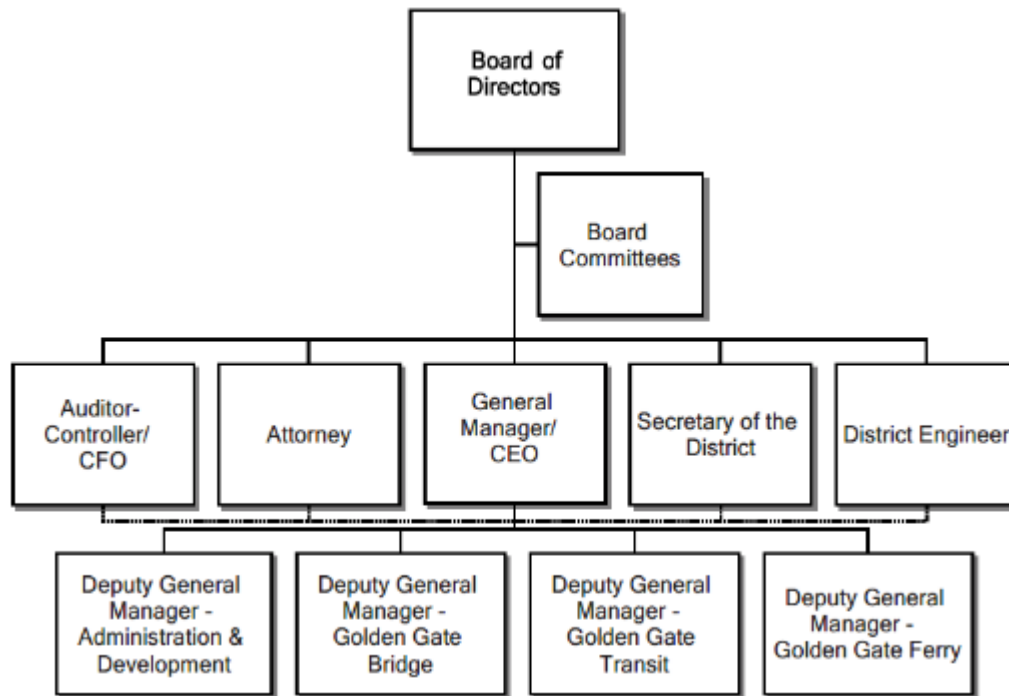
Les Belton

### *Ferry Division*

Michael Hoffman

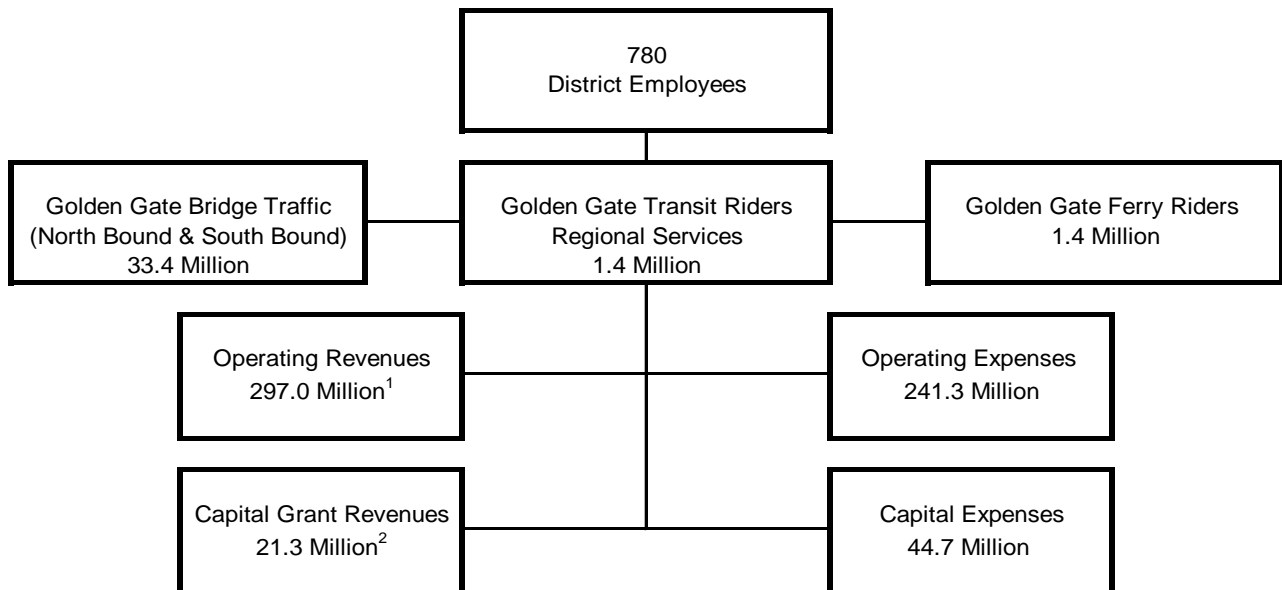


## District Organizational Chart



## District Mission

The mission of the Golden Gate Bridge, Highway and Transportation District is to provide safe and reliable operation, maintenance and enhancement of the Golden Gate Bridge and to provide transportation services, as resources allow, for customers within the US Highway 101 Golden Gate Corridor.



1. The Board of Directors designated up to \$21.0 million in operating revenues to fund future capital projects; any excess of expenses over revenues is funded from accumulated Unrestricted Net Position.
2. The capital funding shortfall is funded by revenues designated for the capital projects by the Board of Directors in past years.

# Transit Service Area Map



# Employees of the Month



July 2023  
**Kevin Lin**  
Systems Administrator PC Support,  
District Division



August 2023  
**Eugenio Marollano**  
Terminal Assistant, Ferry Division



September 2023  
**Andrew Bianchi**  
Servicer, Bus Division



October 2023  
**Fernando Quiroz Guzman**  
Electrician, Bridge Division



November 2023  
**Robert Leece**  
Senior Business Systems Engineer, District Division



December 2023  
**Dexter Senigar**  
Bus Operator, Bus Division

## Employees of the Month (Continued)



January 2024  
**Yusef McNeil**  
Painter, Bridge Division



February 2024  
**Avninder Khaira**  
Human Resources Analyst, District Division



March 2024  
**Matthew Crom**  
Senior Engineering Document Control Assistant,  
District Division



April 2024  
**Douglas Michener**  
Transportation Supervisor, Bus Division



May 2024  
**Michael Balwinski**  
Ironworker, Bridge Division



June 2024  
**Lovely Quitlong**, Dispatcher I  
**Robert Payne**, Bus Operator  
Bus Division

# Financial Section



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## Independent Auditor's Report

The Board of Directors of the  
Golden Gate Bridge, Highway & Transportation District  
San Francisco, California

### Report on the Financial Statements

#### *Opinions*

We have audited the financial statements of the business-type activities and fiduciary activities of the Golden Gate Bridge, Highway & Transportation District (District) as of and for the years ended June 30, 2024 and June 30, 2023, 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 accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary activities of the District, as of June 30, 2024 and June 30, 2023, and the respective changes in financial position, and, where applicable, cash flows thereof for the years 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 (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). 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 requirements 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 the 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 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 GAAS 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 GAAS 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, the Schedule of Changes in the Net Pension Liability and Related Ratios and Schedule of Contributions – CalPERS, the Schedule of Changes in the Net Pension Liability and Related Ratios and Schedule of Contributions – GGTAR, the Schedule of Changes in the Net OPEB Liability and Related Ratios and Schedule of Contributions – OPEB and the Schedule of MEBA and IBU Pension Contributions, 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 Supplemental Schedule of Revenues and Expenses by Division (Non-GAAP Basis) and the Reconciliation of the Supplemental Schedule of Revenues and Expenses by Division (Non-GAAP Basis) to the Basic Financial Statements are presented for purposes of additional analysis and are 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 Supplemental Schedule of Revenues and Expenses by Division (Non-GAAP Basis) and the Reconciliation of the Supplemental Schedule of Revenues and Expenses by Division (Non-GAAP Basis) to the Basic Financial Statements are 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 and the statistical sections 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 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 7, 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.

The image shows a handwritten signature in cursive script that reads "Eide Bailly LLP".

Menlo Park, California  
November 7, 2024

## GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

### MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED) FOR THE YEARS ENDED JUNE 30, 2024 AND 2023

The following Management's Discussion and Analysis (MD&A) of the Golden Gate Bridge, Highway and Transportation District's (District) activities and financial performance provides an introduction to the financial statements of the District for the fiscal years ended June 30, 2024 and 2023.

Following this MD&A are the basic financial statements of the District, together with the notes, are essential to a full understanding of the data contained in the financial statements.

This section should be read in conjunction with the transmittal letter located in the front of this report and the basic financial statements following this section.

### DISTRICT ORGANIZATION AND BUSINESS

The District was formed under authority of the Golden Gate Bridge and Highway Act of 1923, and incorporated on December 4, 1928, to include within its boundaries the City and County of San Francisco, the counties of Marin, Sonoma, Del Norte, most of Napa county, and part of Mendocino counties. The District is governed by a 19-member Board of Directors that is appointed by the elected representatives of their constituent counties. Today, the District, based in San Francisco, operates the Golden Gate Bridge (Bridge), the regional Golden Gate Transit (GGT) bus service connecting Sonoma, Marin, San Francisco, and Contra Costa counties, and the Golden Gate Ferry (GGF) system, which links Marin and San Francisco counties. An administrative division supports these operating divisions. To fund its public transportation services, the District relies primarily on toll and transit fares. The disbursement of funds received by the District is controlled by statute and by provisions of various grant contracts entered into with the federal government, the State of California, and other local governments. The General Manager oversees the operations of all divisions according to the policy and direction of the Board of Directors (Board).

A summary of District indicators (in thousands) is shown below:

	<u>2024</u>	<u>2023</u>	<u>2022</u>
Total southbound vehicle crossings	16,735	16,346	15,925
% increase/(decrease)	2.4%	2.6%	18.7%
Bus patronage - regional service	1,432	1,308	1,038
% increase/(decrease)	9.5%	26.0%	59.2%
Ferry patronage	1,421	1,155	690
% increase/(decrease)	23.0%	67.4%	666.7%

The District is unique among Bay Area transit operations because it provides transit services without support from direct sales tax measures or dedicated general funds. As the District does not have the authority to levy taxes, the use of surplus Bridge toll revenue is the only available local means the District has to support the District's regional bus and ferry transit services. Presently, GGT and GGF operations are funded approximately 25% by Bridge tolls and 13% by Patron fares. See table "How the District was Funded in Fiscal Year 2024" shown on page 30, for further funding details.

MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

**FINANCIAL POSITION SUMMARY**

Total net position serves as a useful indicator of the District's financial position. The District's assets and deferred outflows exceeded its liabilities and deferred inflows by \$913.7 million at June 30, 2024, a \$43.1 million increase from June 30, 2023.

A condensed summary of the District's net position (in thousands) at June 30 is shown below:

	<u>2024</u>	<u>2023</u>	<u>2022</u>
<b>Assets:</b>			
Current assets	\$ 511,913	\$ 448,556	\$ 399,443
Other noncurrent assets	31,175	21,438	22,265
Capital assets	806,803	813,300	805,978
Total assets	<u>1,349,891</u>	<u>1,283,294</u>	<u>1,227,686</u>
<b>Deferred Outflows of Resources</b>	<u>92,290</u>	<u>95,678</u>	<u>29,798</u>
<b>Liabilities:</b>			
Current liabilities	49,231	47,636	45,230
Debt outstanding	61,000	61,000	61,000
Other noncurrent liabilities	405,474	377,980	267,081
Total liabilities	<u>515,705</u>	<u>486,616</u>	<u>373,311</u>
<b>Deferred Inflows of Resources</b>	<u>12,801</u>	<u>21,742</u>	<u>75,488</u>
<b>Net Position:</b>			
Net investment in capital assets	731,403	738,873	729,645
Restricted			
Debt service requirements	12,791	12,791	12,791
Unrestricted (deficit)	169,481	118,950	66,249
<b>Total Net Position</b>	<u><u>\$ 913,675</u></u>	<u><u>\$ 870,614</u></u>	<u><u>\$ 808,685</u></u>

The District continues to keep operating expenses lower than pre-pandemic levels which has increased current assets year over year, while simultaneously receiving operating grants in response to depressed toll & transit revenues due to the COVID-19 pandemic. The American Rescue Plan Act (ARPA) grant proceeds were completely drawn down in Fiscal Year 2023-2024. It's investment earnings also increased the overall fair value of the District's investment portfolio. Deferred outflows related to the District's pension plan decreased mainly as a result in the changes of assumption used by CalPERS. Deferred outflows related to other post-employment benefits (OPEB) activities increased primarily as a result of the change in actual and expected experience.

The majority of the increase in other noncurrent liabilities is derived from the net OPEB liability and the net pension liability for the CalPERS and Amalgamated Transit Union retirement plans. GASB 68 requires the District to include the unfunded liabilities of the CalPERS and Golden Gate Transit Amalgamated Retirement Plan (GGTAR) pensions on its financial statement. The District is legally responsible for the ultimate actuarial funding for the benefits provided under CalPERS. By contract with CalPERS, the District is required to contribute the Actuarially Determined Contribution (ADC) to CalPERS. This will eliminate the unfunded liability in the coming years with operating earnings and thus will not require funding from reserves. The District is not legally responsible for the unfunded liabilities of the GGTAR, but is only legally responsible for the contributions agreed to under collective bargaining under the terms of the GGTAR.

MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

Of note is the District's Net OPEB liability increased by \$14.9 million in 2024 due to changes actual vs. expected experience results. District Board Policy dictates the contribution of the ADC to the OPEB trust fund; eliminating the unfunded liability in the coming years. The District will continue funding the ADC as prescribed by the Policy; in fiscal year 2024, the ADC was \$9.3 million. Thus, the District's financial plans allocate the existing available resources GASB 68 and 75 denote to future capital projects (see table below).

The largest portion of the District's net position (80.1% at June 30, 2024) represents its investment in capital assets (i.e., Bridge, buses, ferries, buildings, improvements, and equipment), less the related debt outstanding used to acquire those capital assets. The District uses these capital assets to provide services to its customers. Although the District's investment in capital assets is reported net of related debt, it should be noted the resources required to repay this debt must be provided annually from operations, because the capital assets themselves are unlikely to be liquidated to pay for future liabilities.

An additional portion of the District's net position (1.4% at June 30, 2024) represents resources that are subject to external restrictions imposed by creditors (debt covenants), 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. Lastly, the unrestricted net position has increased by \$50.5 million over the prior year due as a result of an increase in investment holdings fair value and increasing bridge toll revenues and transit fares.

Counting the reserves set aside by the implementation of GASB Statement No. 75 (OPEB) in fiscal year 2018 and GASB Statement No. 68 (Pension) in fiscal year 2015, the District has the following net position available for future capital and operating needs:

	<u>2024</u>	<u>2023</u>
<b>Unrestricted Net Position</b>	<b>\$ 169,481</b>	<b>\$ 118,950</b>
<b>GASB 68 Effect:</b>		
<i>CalPERS:</i>		
Deferred Outflows	(38,631)	(37,896)
Net Pension Liability	119,819	115,780
Deferred Inflows	2,494	4,666
<i>Subtotal CalPERS</i>	<u>83,682</u>	<u>82,550</u>
<i>GGTAR:</i>		
Deferred Outflows	(33,625)	(52,051)
Net Pension Liability	167,150	163,114
Deferred Inflows	1,606	3,213
<i>Subtotal GGTAR</i>	<u>135,131</u>	<u>114,276</u>
<b>Total Net GASB 68 Effect</b>	<b><u>218,813</u></b>	<b><u>196,826</u></b>
<b>GASB 75 Effect:</b>		
Deferred Outflows	(20,034)	(5,731)
Net OPEB Liability	62,495	47,593
Deferred Inflows	7,908	12,327
<b>Total Net GASB 75 Effect</b>	<b><u>50,369</u></b>	<b><u>54,189</u></b>
<b>Net Position Available for Future Capital and Operating Needs</b>	<b><u>\$ 438,663</u></b>	<b><u>\$ 369,965</u></b>

## MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

### FISCAL YEAR 2024 FINANCIAL OPERATIONS HIGHLIGHTS

- Operating revenues, when compared to the prior fiscal year, increased from \$180.4 million to \$190.3 million, a change of \$9.9 million. This was primarily due to bridge crossings and bus and ferry ridership trending upwards, though they are still below pre-pandemic levels. The increase was also due to a toll rate increase, in which FasTrak® rates increased from \$8.40 to \$8.75, Pay-By-Plate rates increased from \$8.80 to \$9.05 and invoice rates increased from \$9.40 to \$9.75. By year-end, the average toll rate had climbed from \$8.95 to \$9.23.
- Operating expenses before depreciation, increased from \$187.3 million in 2023 to \$221.2 million in 2024, a change of \$33.9 million. The increase was related to continued incremental service restoration for both ferry & bus services due to slightly increasing demand for public transportation. Expenses were also recorded for the increase in net pension liabilities from \$278.9 million in 2023 to \$287 million in 2024.
- Operating losses before depreciation and other non-operating revenues and expenses reflected a loss of \$30.9 million, an increase of \$24 million over last year's loss of \$6.9 million. Depreciation increased \$4.9 million (\$52.3 million in 2024 compared to \$47.4 million in 2023) due to the District finishing a few major capital projects – i.e. channel dredging, toll plaza re-pavement, ferry vessel rehabilitation, et al – and the depreciation expense related to the projects being incorporated with operating expenses. As a result, operating income/loss before non-operating revenues showed a loss of \$83.2 million in 2024 compared to a loss of \$54.3 million in 2023.
- Non-operating net revenues/expenses amounted to \$101.5 million in 2024 in net revenues compared to net revenue of \$87.9 million in 2023. The increase of \$13.6 million is the result of an increase in investment income due to fair value increasing for the District's portfolio. Capital grants from Federal, State and Local governments decreased from \$28.3 million in 2023 to \$24.9 million in 2024. The decrease was related to production schedules of major projects being changed due to the complexity of different phases beginning. This includes: the suicide deterrent project and additional ferry improvements. Federal funding for operations was \$51 million in 2024 and \$61 million in 2023.

MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

**FISCAL YEAR 2023 FINANCIAL OPERATIONS HIGHLIGHTS (Continued)**

- Operating revenues, when compared to the prior fiscal year, increased from \$161.4 million to \$180.4 million, a change of \$19.0 million. This was primarily due to increasing bridge crossings and bus and ferry ridership, though they are all 15% to 50% below pre-pandemic levels. The increase was also due to a toll rate increase, in which FasTrak® rates increased from \$8.05 to \$8.40, Pay-By-Plate rates increased from \$8.60 to \$8.80 and invoice rates increased from \$9.05 to \$9.40. By year-end, the average toll rate had climbed from \$8.30 to \$8.95.
- Operating expenses before depreciation, increased from \$152.0 million in 2022 to \$187.3 million in 2023, a change of \$35.3 million. The increase was related to incremental service restoration for both ferry & bus services due to slightly increasing demand for public transportation. Expenses were also recorded for the increase in net pension liabilities from \$160.5M in 2022 to \$278.9M in 2023.
- Operating losses before depreciation and other non-operating revenues and expenses reflected a loss of \$6.9 million, a decrease of \$2.5 million over last year's loss of \$9.4 million. Depreciation decreased \$0.3 million (\$47.4 million in 2023 compared to \$47.7 million in 2022) due to the District continuing to capitalizing projects as they were completed in fiscal year 2023 and some projects' useful lives expiring. As a result, operating income/loss before non-operating revenues showed a loss of \$54.3 million in 2023 compared to a loss of \$38.4 million in 2022.
- Non-operating net revenues/expenses amounted to \$87.9 million in 2023 in net revenues compared to net revenue of \$79.9 million in 2022. The increase of \$8.0 million is the result of an increase in investment income. Capital grants from Federal, State and Local governments increased from \$22.9 million in 2022 to \$28.3 million in 2023. The increase was related to production schedules of major projects. This includes: the suicide deterrent project, the seismic retrofit project and other various projects. One-time federal funding for operations was \$61 million in 2023 and \$65 million in 2022.

**SUMMARY OF CHANGES IN NET POSITION**  
(In thousands)

	<u>2024</u>	<u>2023</u>	<u>2022</u>
Operating revenues	\$ 190,279	\$ 180,394	\$ 161,352
Operating expenses	<u>(221,199)</u>	<u>(187,305)</u>	<u>(151,950)</u>
Income before depreciation and other non-operating revenue and expenses	(30,920)	(6,911)	9,402
Depreciation	<u>(52,329)</u>	<u>(47,359)</u>	<u>(47,722)</u>
Operating loss	(83,249)	(54,270)	(38,320)
Other non-operating revenue and expenses, net	<u>101,454</u>	<u>87,866</u>	<u>79,938</u>
Income before capital grants	18,205	33,596	41,618
Capital grants	<u>24,856</u>	<u>28,330</u>	<u>22,943</u>
<b>Change in Net Position</b>	43,061	61,926	64,561
<b>Net Position, beginning, as restated</b>	870,614	808,688	744,124
<b>Net Position, ending</b>	<u><u>\$ 913,675</u></u>	<u><u>\$ 870,614</u></u>	<u><u>\$ 808,685</u></u>

## MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

### DISTRICT TOLLS AND FARES

Golden Gate Bridge tolls are set by Board Policy and change when determined necessary by the Board. The changes to the toll rates over the last decade are listed as follows: in July of 2008, the District Board approved a 20% increase in the auto cash Bridge toll to \$6.00 and a 25% increase in the FasTrak® toll to \$5.00, effective September 2, 2008. In July, 2012, the District eliminated its free carpool program and implemented a car pool toll rate at 50% of the cash toll for 2-axle vehicles. In addition, tolls for multi-axle vehicles increased as part of a two-stage program; the second increase occurred in July of 2012. At its meeting in February 2014, the Board approved an increase in the FasTrak® toll to \$6.00, effective April 7, 2014, along with a \$1.00 increase for Pay-By-Plate (\$7.00). The Board also approved a five-year toll increase program in which a twenty-five cent increase occurred during each of the four subsequent years. In 2019, the Board approved a five-year fare increase resulting in FasTrak® tolls being \$8.75; Pay-By-Plate is \$9.05 and invoiced tolls being \$9.75 as of July 1, 2023. In March 2024, the Board approved a new five-year toll program which will go into effect July 1, 2024 and will increase tolls for most customers by \$0.50 over the next five years. Offsetting these increases is higher projected cost-of-living, pension, medical insurance and District-wide professional services.

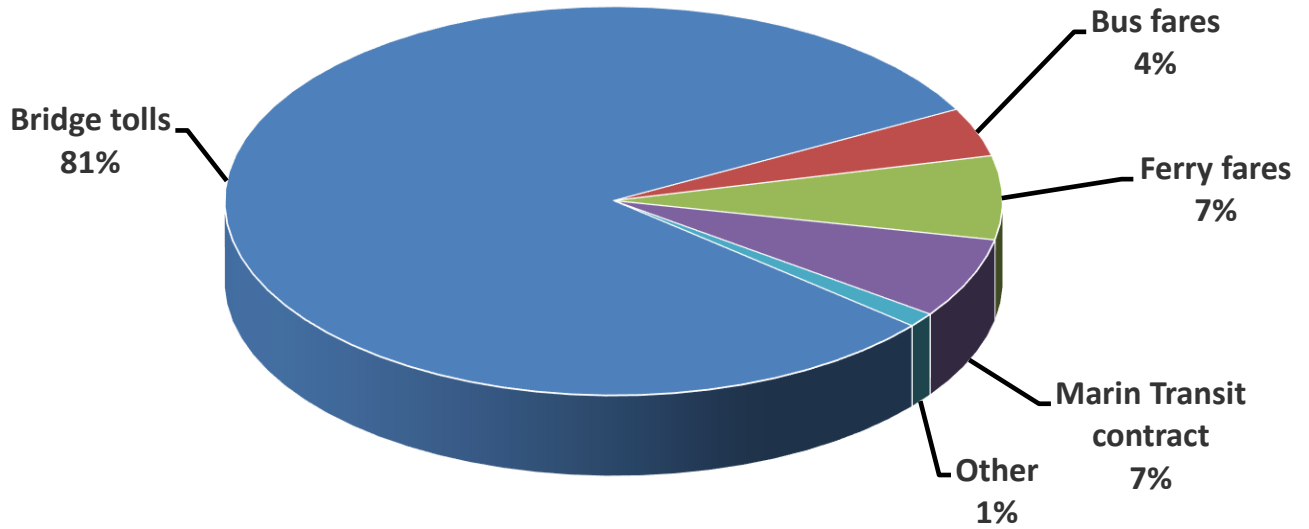
Board Policy sets Golden Gate regional transit fares. Changes to the fare structure are typically established through five-year fare programs which historically approximate a 4% increase each year. In March 2019, the Board approved a five-year fare program. Fiscal year 2022 was the fifth and final year of the program. In March 2023, a new 5-year fare program was approved and fares increased an average of 2% as of July 1, 2023. Fares were not increased for fiscal year 2023 by Board action. In fiscal year 2024, fares increased by \$0.25.

The following is a summary of tolls and fares:

	<u>2024</u>	<u>2023</u>	<u>2022</u>
Average Bridge toll	\$9.23	\$8.95	\$8.32
Average bus fare-regional service	\$5.42	\$5.43	\$5.21
Average ferry fare	\$9.31	\$9.32	\$9.65

**REVENUES**

The following chart shows the major sources and the percentage of operating revenues for the year ended June 30, 2024 (tolls, transit fares and other):





MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

A summary of revenues for the years ended June 30, 2024 and 2023, and the amount and percentage of change in relation to prior year amounts (in thousands), is as follows:

	<u>2024</u> <u>Amount</u>	<u>Percent of</u> <u>Total</u>	<u>Increase/</u> <u>(Decrease)</u> <u>From 2023</u>	<u>Percent</u> <u>Increase/</u> <u>(Decrease)</u>
<b>Operating Revenues:</b>				
Bridge tolls	\$ 154,304	48.0%	\$ 7,845	5.4%
Bus fares	7,755	2.4%	649	9.1%
Ferry fares	13,245	4.1%	2,735	26.0%
Marin Transit contract	12,682	3.9%	534	4.4%
Other	2,293	0.7%	(1,878)	(45.0%)
Total operating revenues	<u>190,279</u>	<u>59.2%</u>	<u>9,885</u>	<u>5.5%</u>
<b>Non-operating Revenues:</b>				
Operating assistance	84,486	26.3%	(2,017)	(2.3%)
Investment income (expense)	21,557	6.7%	16,217	303.7%
Total non-operating revenues	<u>106,043</u>	<u>33.0%</u>	<u>14,200</u>	<u>301.4%</u>
Capital grants	24,856	7.7%	(3,474)	(12.3%)
<b>Total Revenues</b>	<b><u>\$ 321,178</u></b>	<b><u>100.0%</u></b>	<b><u>\$ 20,611</u></b>	<b><u>6.9%</u></b>
	<u>2023</u> <u>Amount</u>	<u>Percent of</u> <u>Total</u>	<u>Increase/</u> <u>(Decrease)</u> <u>From 2022</u>	<u>Percent</u> <u>Increase/</u> <u>(Decrease)</u>
<b>Operating Revenues:</b>				
Bridge tolls	\$ 146,459	48.7%	\$ 14,010	10.6%
Bus fares	7,106	2.4%	1,694	31.3%
Ferry fares	10,510	3.5%	3,816	57.0%
Marin Transit contract	12,148	4.0%	845	7.5%
Other	4,171	1.4%	(1,323)	(24.1%)
Total operating revenues	<u>180,394</u>	<u>60.0%</u>	<u>19,042</u>	<u>15.4%</u>
<b>Non-operating Revenues:</b>				
Operating assistance	86,503	28.8%	(4,698)	(5.2%)
Investment income (expense)	5,340	1.8%	14,761	(156.7%)
Total non-operating revenues	<u>91,843</u>	<u>30.6%</u>	<u>10,063</u>	<u>12.3%</u>
Capital grants	28,330	9.4%	5,387	23.5%
<b>Total Revenues</b>	<b><u>\$ 300,567</u></b>	<b><u>100.0%</u></b>	<b><u>\$ 34,492</u></b>	<b><u>13.0%</u></b>
	<u>2022</u> <u>Amount</u>	<u>Percent of</u> <u>Total</u>	<u>Increase/</u> <u>(Decrease)</u> <u>From 2021</u>	<u>Percent</u> <u>Increase/</u> <u>(Decrease)</u>
<b>Operating Revenues:</b>				
Bridge tolls	\$ 132,449	49.8%	\$ 23,858	22.0%
Bus fares	5,412	2.0%	2,465	83.6%
Ferry fares	6,694	2.5%	5,846	689.4%
Marin Transit contract	11,303	4.2%	1,182	11.7%
Other	5,494	2.1%	4,312	364.8%
Total operating revenues	<u>161,352</u>	<u>60.6%</u>	<u>37,663</u>	<u>22.6%</u>
<b>Non-operating Revenues:</b>				
Operating assistance	91,201	34.3%	1,197	1.3%
Investment income (expense)	(9,421)	(3.5%)	(10,449)	(1016.4%)
Total non-operating revenues	<u>81,780</u>	<u>30.7%</u>	<u>(9,252)</u>	<u>(10.2%)</u>
Capital grants	22,943	8.6%	(8,949)	(28.1%)
<b>Total Revenues</b>	<b><u>\$ 266,075</u></b>	<b><u>100.0%</u></b>	<b><u>\$ 19,462</u></b>	<b><u>7.9%</u></b>

MANAGEMENT’S DISCUSSION AND ANALYSIS (Continued)

The primary reason for the increase in revenues in 2024 was due to a continuing rebound in Bridge toll crossings and the planned scheduled toll increase. Demand for public transit services in fiscal year 2024 continues to trend upwards from 2023. The pandemic significantly impacted bridge crossings and transit ridership negatively in comparison to previous years. This trend continues due to the three-day work week in office becoming the norm and San Francisco downtown core being hollowed out as a result. Bridge traffic and transit ridership patterns have stabilized due to pandemic era restrictions being eased, albeit at a much lower level than pre-pandemic years. Bridge overall traffic for the fiscal year is 2.5% higher than the prior year.

Bus patronage is up 9.5% year over year and ferry ridership is up 23.0% year over year. This is still well below pre-pandemic levels.

The District funds its operations with Bridge tolls, transit fares, government grants, and other revenues from operations or investments. The operations of the Bridge Division produce a surplus of Bridge toll revenues that are used to subsidize transit operations. In addition, in years where there are not sufficient Bridge toll revenues to fully subsidize transit operations, the District uses reserve funds to cover the shortfall. The reserves were funded with Bridge toll revenues from past years. The following table, which is derived from the Supplemental Schedule of Revenues and Expenses by Division (Non-GAAP Basis), shows how the divisions were funded in fiscal year 2024. The table includes transfers to designated reserves in the amount of \$22.3 million to be used to fund capital projects and Bridge self-insurance reserves.

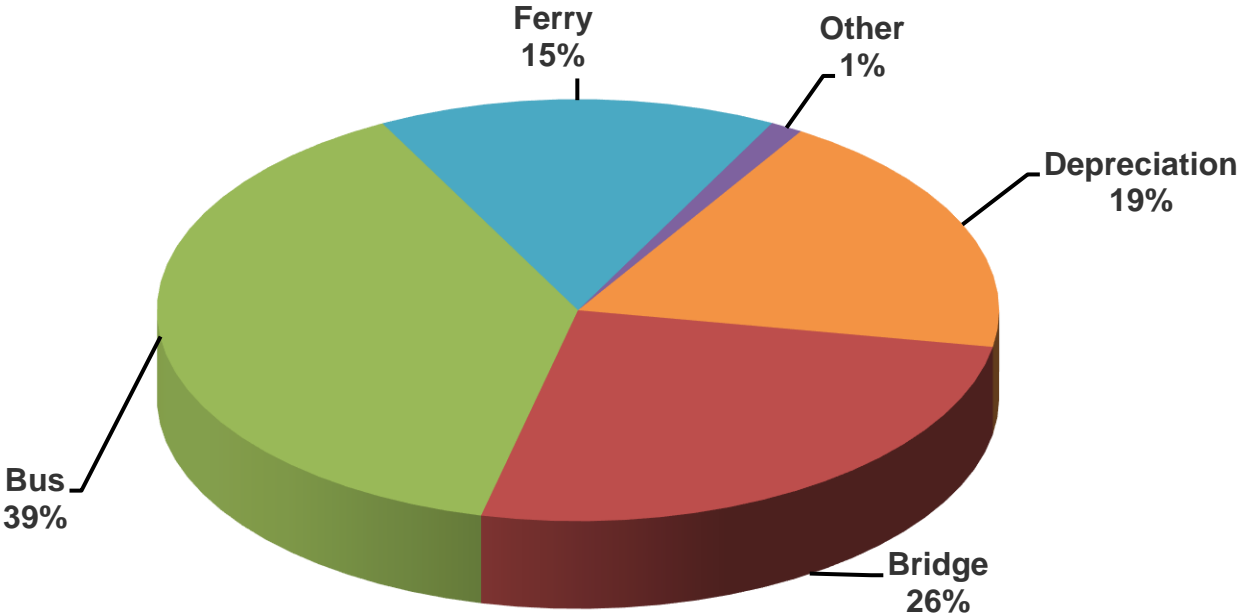
HOW THE DISTRICT WAS FUNDED IN FISCAL YEAR 2024 (In thousands)

Funding category	Bridge Division		Bus Transit Division		Ferry Transit Division		Combined Transit Divisions Division		District Total	
	\$	%	\$	%	\$	%	\$	%	\$	%
<b>Operating revenues:</b>										
Bridge tolls	\$ 83,200	79%	\$ 30,000	27%	\$10,900	22%	\$ 40,900	25%	\$ 124,100	47%
Patron fares	-	0%	7,800	7%	13,200	27%	21,000	13%	21,000	8%
Marin Transit	-	0%	12,700	11%	-	0%	12,700	8%	12,700	5%
Other revenues	22,400	21%	800	1%	600	1%	1,400	1%	23,800	9%
Government grants <sup>1</sup>	-	0%	60,100	54%	24,400	50%	84,500	53%	84,500	32%
<b>Total</b>	<b>\$105,600</b>	<b>100%</b>	<b>\$111,400</b>	<b>100%</b>	<b>\$49,100</b>	<b>100%</b>	<b>\$ 160,500</b>	<b>100%</b>	<b>\$ 266,100</b>	<b>100%</b>

<sup>1</sup> One-time federal operating grant funding in Fiscal Year (FY) 2024 equaled \$51.2 million from the American Rescue Plan Act (ARPA)

**EXPENSES**

The following chart shows the major cost centers and the percentage of expenses (excluding disposal of capital assets) for the year ended June 30, 2024:



## MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

Interest expense is related to the commercial paper notes issued to support the Golden Gate Bridge (Bridge) seismic retrofit project. Depreciation expense is divided among the Bridge, Bus, and Ferry divisions based on projects assigned to each; expense allocation is 38%, 42%, and 20%, respectively.

A summary of expenses for the years ended June 30, 2024 and 2023, and the amount and percentage of change in relation to prior year amounts (in thousands), is as follows:

	2024 Amount	Percent of Total	Increase/ (Decrease) From 2023	Percent Increase/ (Decrease)
<b>Operating Expenses:</b>				
Bridge	\$ 71,778	25.8%	\$ 17,862	33.1%
Bus	106,954	38.5%	12,009	12.6%
Ferry	42,467	15.3%	4,023	10.5%
Total operating expenses, excluding depreciation	<u>221,199</u>	<u>79.5%</u>	<u>33,894</u>	<u>18.1%</u>
<b>Other Expenses:</b>				
Passed through grants	1,256	0.5%	(375)	-23.0%
Interest expense	2,212	0.8%	410	22.8%
Depreciation	52,329	18.8%	4,970	10.5%
(Gain)/loss on disposal of assets	316	0.1%	(228)	-41.9%
Capital Contribution Expense	805	0.3%	805	100.0%
Total other expenses	<u>56,918</u>	<u>20.5%</u>	<u>5,582</u>	<u>10.9%</u>
<b>Total Expenses</b>	<b><u>\$ 278,117</u></b>	<b><u>100.0%</u></b>	<b><u>\$ 39,476</u></b>	<b><u>16.5%</u></b>

	2023 Amount	Percent of Total	Increase/ (Decrease) From 2022	Percent Increase/ (Decrease)
<b>Operating Expenses:</b>				
Bridge	\$ 53,916	22.6%	\$ 5,382	11.1%
Bus	94,945	39.8%	20,078	26.8%
Ferry	38,444	16.1%	9,895	34.7%
Total operating expenses, excluding depreciation	<u>187,305</u>	<u>78.5%</u>	<u>35,355</u>	<u>23.1%</u>
<b>Other Expenses:</b>				
Passed through grants	1,631	0.7%	268	19.7%
Interest expense	1,802	0.8%	1,413	363.2%
Depreciation	47,359	19.8%	(363)	-0.8%
(Gain)/loss on disposal of assets	544	0.2%	454	504.4%
Capital Contribution Expense	-	0.0%	-	0.0%
Total other expenses	<u>51,336</u>	<u>21.5%</u>	<u>1,772</u>	<u>3.7%</u>
<b>Total Expenses</b>	<b><u>\$ 238,641</u></b>	<b><u>100.0%</u></b>	<b><u>\$ 37,127</u></b>	<b><u>18.4%</u></b>

	2022 Amount	Percent of Total	Increase/ (Decrease) From 2021	Percent Increase/ (Decrease)
<b>Operating Expenses:</b>				
Bridge	\$ 48,585	24.1%	\$ 2,041	4.4%
Bus	74,867	37.2%	3,595	5.0%
Ferry	29,686	14.7%	1,781	6.4%
Total operating expenses, excluding depreciation	<u>153,138</u>	<u>76.0%</u>	<u>7,417</u>	<u>5.1%</u>
<b>Other Expenses:</b>				
Passed through grants	1,363	0.7%	244	21.8%
Interest expense	223	0.1%	114	104.6%
Depreciation	46,585	23.1%	5,029	12.1%
(Gain)/loss on disposal of assets	90	0.0%	(1,738)	-95.1%
Capital Contribution Expense	-	0.0%	-	0.0%
Total other expenses	<u>48,261</u>	<u>24.0%</u>	<u>3,649</u>	<u>8.2%</u>
<b>Total Expenses</b>	<b><u>\$ 201,399</u></b>	<b><u>100.0%</u></b>	<b><u>\$ 11,066</u></b>	<b><u>18.4%</u></b>

## MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

Total operating expenses encompass salaries, benefits, including pension and healthcare costs, and other business expenses. Bridge, Bus and Ferry operating expenses increased due to rising salary (cost of living increases), healthcare costs – i.e. pension, fringe & other-post-employment benefits – and incremental increases to transit service to meet customer demand for public transportation services. Interest expense increase as the result rising interest rates in the marketplace.

### FINANCIAL STATEMENTS

The District's financial statements are prepared on an accrual basis in accordance with generally accepted accounting principles pronounced by the Governmental Accounting Standards Board. The District operations are reported in a single enterprise fund with revenues recognized when earned, not when received. Expenses are recognized when incurred, not when they are paid. Capital assets are capitalized and (except land and construction in progress) are depreciated over their useful lives. Amounts are restricted for debt service and, where applicable, for construction purposes. See Note 2 to the financial statements for a summary of the District's significant accounting policies.

### CAPITAL ACQUISITIONS AND CONSTRUCTION ACTIVITIES

During 2024, the District expended \$42.5 million, an decrease of \$12.1 million or 22% less than the amount expended in 2023, on capital activities. This included the following major construction and procurement projects:

- Suicide Deterrent project (\$17.8 million)
- Toll Plaza Overlay (\$3.3 million)
- Ferry Vessel Rehab (\$5.2 million)

During 2024, completed projects totaling \$46.2 million, an increase of \$15.6 million over the amount completed in 2023, were closed from construction in progress to their respective capital accounts. The major completed projects included:

- Larkspur Ferry Dredging (\$14.7 million)
- Ferry Fleet Upgrades (\$9.3 million)
- Toll Plaza Overlay (\$3.6 million)

During 2023, the District expended \$54.6 million, an increase of \$13.6 million or 33% more the amount expended in 2022, on capital activities. This included the following major construction and procurement projects:

- Suicide Deterrent project (\$23.6 million)
- Toll System Upgrade (\$2.2 million)
- Larkspur Ferry Dredging (\$14.3 million)
- Ferry Vessel Rehab (\$3.8 million)

During 2023, completed projects totaling \$30.7 million, an increase of \$20.9 million over the amount completed in 2022, were closed from construction in progress to their respective capital accounts. The major completed projects included:

- MS Sonoma Refurbishment (\$22.1 million)
- GIRO Hastus Upgrade (\$1.2 million)

## MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)

Capital asset acquisitions are capitalized at cost. Acquisitions are funded using a variety of financing techniques, including federal grants with matching state grants and District reserve funds, debt issuance, and District revenues. Additional information on the District's capital assets and commitments can be found in Note 4 (Capital Assets) in the financial statements.

### **DEBT ADMINISTRATION**

On July 12, 2000, the District issued commercial paper notes Series A and Series B in an amount of \$30,500,000 for each series to provide funds for the Golden Gate Bridge (Bridge) seismic retrofit project and the renovation of main cables of the Bridge. The commercial paper notes are secured by a pledge of the District's revenues and two dedicated reserves, and also secured by a line of credit. Under this program, the District can issue commercial paper notes at prevailing interest rates for periods of maturity not to exceed 270 days. There has been no change in the debt balance since the inception of the program. At June 30, 2024, \$61,000,000 in commercial paper notes was outstanding and maturing within 72 to 210 days, with interest ranging from 3.65% to 3.84% (3.00% to 3.15% in 2023).

### **CREDIT RATINGS AND BOND ISSUANCE**

Standard and Poor's Corporation (S&P) and Fitch began rating the District in 2000 when the District issued commercial paper for the first time. The District has the highest credit rating (AA- for S&P, and A+ for Fitch) in the nation for a single toll facility. These are implied credit ratings as the District has no outstanding long-term debt and has no current plans to issue any. Currently, the District has \$61.0 million in outstanding commercial paper.

The Commercial Paper Notes are secured by a pledge of the District's revenues and a \$76.2 million line of credit. As additional security, the District established both an Operating Reserve Fund and a Debt Service Reserve Fund. See additional information on the District's commercial paper notes payable in Note 5 (Commercial Paper Notes Payable) in the financial statements.

### **ADDITIONAL FINANCIAL INFORMATION**

This financial report is designed to provide the District's customers, investors and other interested parties with an overview of the District's financial operations and financial condition. Should the reader have questions regarding the information included in this report or wish to request additional financial information, please contact the District's Auditor-Controller at P.O. Box 29000, Presidio Station, San Francisco, CA 94129-9000 or visit [www.goldengate.org](http://www.goldengate.org).

**GOLDEN GATE BRIDGE,  
HIGHWAY AND TRANSPORTATION DISTRICT  
STATEMENTS OF NET POSITION  
JUNE 30, 2024 AND 2023 (IN THOUSANDS)**

	<b>2024</b>	<b>2023</b>
<b>Assets:</b>		
Current assets:		
Cash and cash equivalents	\$ 2,394	\$ 9,367
Investments	461,599	399,041
Capital and operating grants receivable	18,548	13,921
Accounts receivable	20,994	19,107
Leases receivable	742	814
Maintenance inventories and supplies	5,795	5,013
Prepaid items	1,841	1,293
Total current assets	511,913	448,556
Noncurrent assets:		
Restricted cash and cash equivalents	30,891	20,517
Leases receivable	284	921
Capital assets:		
Nondepreciable capital assets:		
Land	6,243	6,243
Construction in progress	288,998	292,701
Total nondepreciable capital assets	295,241	298,944
Depreciable capital and intangible assets:		
Intangible assets:		
Subscription assets	10,544	10,544
Right to use assets-Ground leases	11,872	8,091
Property and equipment:		
Bridge, related buildings and equipment	639,945	629,595
Bus transit property and equipment	198,112	196,313
Ferry transit property and equipment	252,592	237,360
Accumulated depreciation and amortization	(601,503)	(567,547)
Total depreciable capital assets	511,562	514,356
Total capital assets	806,803	813,300
Total noncurrent assets	837,978	834,738
<b>Total Assets</b>	<b>1,349,891</b>	<b>1,283,294</b>
<b>Deferred Outflows of Resources:</b>		
Related to pensions	72,256	89,947
Related to other post-employment benefits	20,034	5,731
<b>Total Deferred Outflows of Resources</b>	<b>92,290</b>	<b>95,678</b>

**GOLDEN GATE BRIDGE,  
HIGHWAY AND TRANSPORTATION DISTRICT  
STATEMENTS OF NET POSITION (Concluded)  
JUNE 30, 2024 AND 2023 (IN THOUSANDS)**

	<b>2024</b>	<b>2023</b>
<b>Liabilities:</b>		
Current liabilities:		
Trade accounts payable	\$ 9,268	\$ 13,866
Accrued liabilities	2,713	1,014
Unearned revenue	17,745	13,199
Accrued compensated absences	683	705
Contract retentions	10,440	10,162
Leases payable	683	689
Subscriptions payable	1,932	2,105
Self-insurance liabilities	5,767	5,896
Commercial notes payable	61,000	61,000
Total current liabilities	110,231	108,636
Noncurrent liabilities:		
Accrued compensated absences	10,413	9,547
Leases payable	8,450	5,366
Subscriptions payable	3,335	5,267
Self-insurance liabilities	33,812	31,313
Net other post-employment benefits liability	62,495	47,593
Aggregate net pension liability	286,969	278,894
Total noncurrent liabilities	405,474	377,980
<b>Total Liabilities</b>	<b>515,705</b>	<b>486,616</b>
<b>Deferred Inflows of Resources:</b>		
Related to leases	793	1,536
Related to pensions	4,100	7,879
Related to other post-employment benefits	7,908	12,327
<b>Total Deferred Inflows of Resources</b>	<b>12,801</b>	<b>21,742</b>
<b>Net Position:</b>		
Net investment in capital assets	731,403	738,873
Restricted:		
Debt service requirements	12,791	12,791
Unrestricted	169,481	118,950
<b>Total Net Position</b>	<b>\$ 913,675</b>	<b>\$ 870,614</b>

See accompanying notes to the financial statements.



**GOLDEN GATE BRIDGE,  
HIGHWAY AND TRANSPORTATION DISTRICT  
STATEMENTS OF REVENUES, EXPENSES  
AND CHANGES IN NET POSITION  
YEARS ENDED JUNE 30, 2024 AND 2023 (IN THOUSANDS)**

	<u>2024</u>	<u>2023</u>
<b>Operating revenues:</b>		
Bridge tolls	\$ 154,304	\$ 146,459
Transit fares	21,000	17,616
Marin Transit revenues	12,682	12,148
Other operating revenues	<u>2,293</u>	<u>4,171</u>
<b>Total operating revenues</b>	<u>190,279</u>	<u>180,394</u>
<b>Operating expenses:</b>		
Operations	109,634	97,010
Maintenance	50,311	45,588
General and administrative	61,254	44,707
Depreciation	<u>52,329</u>	<u>47,359</u>
<b>Total operating expenses</b>	<u>273,528</u>	<u>234,664</u>
<b>Operating loss</b>	<u>(83,249)</u>	<u>(54,270)</u>
<b>Non-operating revenues (expenses):</b>		
Operating grants:		
State operating grants	28,492	21,111
Federal operating grants	51,385	61,142
Local operating grants	<u>4,609</u>	<u>4,250</u>
<b>Total operating grants</b>	84,486	86,503
Passed through to other agencies	(1,256)	(1,631)
Investment income (expense)	21,557	5,340
Interest expense	(2,212)	(1,802)
Gain (Loss) on disposal of capital assets	(316)	(544)
Capital Contribution Expense	<u>(805)</u>	<u>-</u>
<b>Total non-operating revenues (expenses)</b>	<u>101,454</u>	<u>87,866</u>
Income (Loss) before capital grants	18,205	33,596
Capital grants	<u>24,856</u>	<u>28,330</u>
<b>Change in Net Position:</b>	43,061	61,926
Net Position, beginning of year	<u>870,614</u>	<u>808,688</u>
<b>Net Position, end of year</b>	<u><u>\$ 913,675</u></u>	<u><u>\$ 870,614</u></u>

See accompanying notes to the financial statements.

**GOLDEN GATE BRIDGE,  
HIGHWAY AND TRANSPORTATION DISTRICT  
STATEMENTS OF CASH FLOWS  
YEARS ENDED JUNE 30, 2024 AND 2023 (IN THOUSANDS)**

	<b>2024</b>	<b>2023</b>
<b>Cash flows from operating activities:</b>		
Cash receipts from customers	\$ 187,752	\$ 176,665
Cash payments to suppliers for goods and services	(104,710)	(97,508)
Cash payments to employees for services	(94,871)	(97,820)
<b>Net cash used for operating activities</b>	<b>(11,829)</b>	<b>(18,663)</b>
<b>Cash flows from noncapital financing activities:</b>		
Operating grants received	75,397	90,457
Grants disbursed to other agencies	(2,061)	(1,631)
<b>Net cash provided by non-capital financing activities</b>	<b>73,336</b>	<b>88,826</b>
<b>Cash flows from capital and related financing activities:</b>		
Capital grants	33,891	51,347
Interest paid	(2,212)	(1,802)
Purchase of capital assets	(49,641)	(57,848)
<b>Net cash used for capital and related financing activities</b>	<b>(17,962)</b>	<b>(8,303)</b>
<b>Cash flows from investing activities:</b>		
Proceeds from sales of investment securities	264,758	312,245
Purchases of investment securities	(327,316)	(373,207)
Investment income received	22,414	6,013
<b>Net cash used for investing activities</b>	<b>(40,144)</b>	<b>(54,949)</b>
<b>Net increase (decrease) in cash and equivalents</b>	<b>3,401</b>	<b>6,911</b>
<b>Cash and equivalents, beginning of year</b>	<b>29,884</b>	<b>22,973</b>
<b>Cash and equivalents, end of year</b>	<b>\$ 33,285</b>	<b>\$ 29,884</b>
 <b>Cash equivalents are reported as follows on the accompanying statements of net position:</b>		
Unrestricted cash and cash equivalents	\$ 2,394	\$ 9,367
Restricted cash and cash equivalents	30,891	20,517
<b>Total cash and cash equivalents</b>	<b>\$ 33,285</b>	<b>\$ 29,884</b>

See accompanying notes to the financial statements.

**GOLDEN GATE BRIDGE,  
HIGHWAY AND TRANSPORTATION DISTRICT  
STATEMENTS OF CASH FLOWS (Concluded)  
YEARS ENDED JUNE 30, 2024 AND 2023 (IN THOUSANDS)**

	<u>2024</u>	<u>2023</u>
<b>Reconciliation of operating loss to net cash used for operating activities:</b>		
Operating loss	\$ (83,249)	\$ (54,270)
Adjustments to reconcile operating loss to net cash used for operating activities:		
Depreciation	52,329	47,359
Pension liabilities and related deferrals	21,987	3,898
Other post-employment benefits liabilities and related deferrals	(3,820)	(10,839)
Effect of changes in assets:		
Accounts receivable	(2,532)	(3,572)
Leases receivables and deferrals	(34)	(153)
Prepaid items	(548)	222
Inventory and supplies	(782)	44
Effect of changes in liabilities:		
Trade accounts payable	(93)	154
Accrued liabilities	1,699	(1,588)
Accrued compensated absences	844	1,299
Self-insurance liabilities	2,370	(1,217)
<b>Net cash provided by (used for) operating activities</b>	<b><u>\$ (11,829)</u></b>	<b><u>\$ (18,663)</u></b>
<b>Supplemental disclosures of cash flow information:</b>		
Noncash investing activities:		
Increase (decrease) in fair value of investments	\$ 9,757	\$ (12,740)
Noncash capital and related financing activities:		
Capital asset purchases on account	\$ 8,648	\$ 13,831

See accompanying notes to the financial statements.

**GOLDEN GATE BRIDGE,  
HIGHWAY AND TRANSPORTATION DISTRICT  
STATEMENTS OF FIDUCIARY NET POSITION  
JUNE 30, 2024 AND 2023 (IN THOUSANDS)**

	<b>2024</b>	<b>2023</b>
<b>Assets:</b>		
Cash and cash equivalents	\$ 544	\$ 1,277
Mutual funds	113,148	101,885
Private Capital Investments	14,677	12,514
Accounts Receivable	175	5
<b>Total Assets</b>	<b>128,544</b>	<b>115,681</b>
<b>Liabilities:</b>		
Accounts payable	449	180
<b>Total Liabilities</b>	<b>449</b>	<b>180</b>
<b>Net position restricted for post-employment benefits other than pensions</b>	<b>\$ 128,095</b>	<b>\$ 115,501</b>

See accompanying notes to the financial statements.

**GOLDEN GATE BRIDGE,  
HIGHWAY AND TRANSPORTATION DISTRICT  
STATEMENTS OF CHANGES IN FIDUCIARY NET POSITION  
YEARS ENDED JUNE 30, 2024 AND 2023 (IN THOUSANDS)**

	<u>2024</u>	<u>2023</u>
<b>Additions:</b>		
Employer contributions	\$ 8,109	\$ 8,130
Net investment income:		
Net increase in fair value of investments	8,315	7,045
Investment earnings	7,234	2,517
Investment-related expenses	-	(195)
Total net investment income	<u>15,549</u>	<u>9,367</u>
<b>Total additions</b>	<b><u>23,658</u></b>	<b><u>17,497</u></b>
<b>Deductions:</b>		
Benefits paid to participants	10,778	9,874
Administrative expenses	286	46
<b>Total deductions</b>	<b><u>11,064</u></b>	<b><u>9,920</u></b>
Increase in Net Position	12,594	7,577
<b>Restricted Net Position for post-employment benefits:</b>		
Beginning of year	115,501	107,924
End of year	<b><u>\$ 128,095</u></b>	<b><u>\$ 115,501</u></b>

See accompanying notes to the financial statements.

# GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

NOTES TO THE FINANCIAL STATEMENTS, JUNE 30, 2024 AND 2023

## (1) ORGANIZATION

The Golden Gate Bridge, Highway and Transportation District (District) was originally formed under the authority of the Golden Gate Bridge and Highway Act of 1923, and incorporated on December 4, 1928, to include within its boundaries the City and County of San Francisco, the counties of Marin, Sonoma, Del Norte, most of Napa county, and part of Mendocino county. The District is governed by a 19-member Board of Directors who are appointed by the elected representatives of their constituent counties. The District, based in San Francisco, operates the Golden Gate Bridge (Bridge), the regional Golden Gate Transit (GGT) bus service connecting Sonoma, Marin, San Francisco, and Contra Costa counties, and the Golden Gate Ferry (GGF) system, which links Marin and San Francisco counties. To fund its public transportation services, the District relies primarily on toll and transit fares. The disbursement of funds received by the District is controlled by statute and by provisions of various grant contracts entered into with the federal government, the State of California and other local governments. The District consists of three operating divisions, Bridge, Bus and Ferry, and an administrative District Division. The District Division has no revenue and all District Division expenses are allocated to general and administrative expenses of the other divisions.

The accompanying basic financial statements also include the financial activities of the Golden Gate Bridge, Highway and Transportation District Other Post-Employment Benefits Trust (Trust) as a fiduciary fund. The Trust is a legally separate organization. The financial activities of the Trust are included in the basic financial statements because they serve the employees of the District exclusively and are governed by the District's Board, and management has operational responsibility with respect to investments and benefit administration.

## (2) SIGNIFICANT ACCOUNTING POLICIES

**Reporting Entity** – The District's reporting entity includes all activities of the District.

**Basis of Accounting and Measurement Focus** – The District accounts for its activities in enterprise and fiduciary funds. Those funds maintain their records using the economic resources measurement focus and the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded when the related liability is incurred, regardless of the timing of the related cash flows.

**Cash Equivalents** – The District considers all highly liquid investments with a maturity of three months or less to be cash equivalents (See Note 3).

**Investments** – Investments are stated at fair value (see Note 3). The California Government Code or the District's investment policy, when more restrictive, authorizes the District to invest in obligations of the U.S. Treasury, its agencies and instrumentalities; negotiable certificates of deposit; commercial paper rated A-1 by Standard and Poor's Corporation or P-1 by Moody's Commercial Paper Record; bankers' acceptances; repurchase agreements; reverse repurchase agreements; and the State Treasurer's investment pool, having maturities of five years or less.

OPEB investment policy is established by the OPEB Trust Board and are stated at fair value. The policy allows domestic and international equities, fixed income securities and other investments, including nontraditional asset classes such as private equity, when deemed appropriate within the Trust's investments objective and guidelines.

**Restricted Assets** – consist of monies and other resources that are restricted legally as described below:

**Operating Reserve Fund** – These assets are restricted for the Bridge Division principal and interest on the July 12, 2000, commercial paper notes which must be at least equal to the lesser of \$12,000,000 or 12% of the principal amount of all notes then outstanding.

**Debt Service Reserve Fund** – These assets represent the July 12, 2000 commercial paper notes proceeds held in Debt Reserve Account, which must be at least equal to the lesser of 125% of average annual debt service on all notes then outstanding or 10% of the principal amount of all notes then outstanding.

**Inventory** – All inventories are valued at cost using the average cost method, which approximates the market.

**Deferred Outflows and Inflows of Resources** – In addition to assets, the Statement of Net Position will report a separate section for deferred outflows of resources. Deferred outflows of resources represents a consumption of net assets that applies to a future period(s) and so will not be recognized as an outflow of resources (expense) until then. In addition to liabilities, the Statement of Net Position will report a separate section for deferred inflows of resources. Deferred inflows of resources represents an acquisition of net assets that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time.

**Capital Assets** – The District 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. Major additions and replacements are capitalized. Maintenance, repairs and additions of a minor nature are expensed as incurred. The costs of acquisition and construction of equipment and facilities are recorded as construction in progress until such assets are completed and placed in service, at which time the District commences recording depreciation expense.

**Depreciation** – The District calculates depreciation on the straight-line method over the estimated useful lives of the assets, as follows:

Bridge structural components	100 years
Bridge buildings, toll plaza structure, deck, roadways and sidewalks	20 - 50 years
Buses	5 - 16 years
Ferry vessels	25 - 30 years
Other transit properties	5 - 50 years

**Operating Grants** – The District’s operating grants are recorded as non-operating revenue when all eligibility requirements have been satisfied.

**Capital Grants** – The District has grant contracts with the U.S. Department of Transportation through the Federal Transit Administration for certain capital improvements. Federal Transit Administration funds are used to replace and improve the District’s buses, ferries, and transit facilities. Capital funding provided under government grants is considered earned as the related allowable expenses are incurred.

Grants for property & equipment acquisition and facility development & rehabilitation are reported as capital grants in the Statement of Revenues, Expenses, and Changes in Net Position after non-operating revenues and expenses.

The District's capital grants for the years ended June 30, 2024 and 2023 are as follows (in thousands):

	<u>Bridge Division</u>	<u>Bus Division</u>	<u>Ferry Division</u>	<u>Total</u>
<b>Capital grants in fiscal year 2024:</b>				
U.S. Department of Transportation	\$ 9,396	\$ 1,861	\$ 12,763	\$ 24,020
State Transportation Program	-	(7)	368	361
Low Carbon Transit Program	-	-	202	202
Local assistance	98	-	175	273
<b>Total capital grants</b>	<b><u>\$ 9,494</u></b>	<b><u>\$ 1,854</u></b>	<b><u>\$ 13,508</u></b>	<b><u>\$ 24,856</u></b>
<b>Capital grants in fiscal year 2023:</b>				
U.S. Department of Transportation	\$ 15,164	\$ 1,766	\$ 11,046	\$ 27,976
State Transportation Program	-	225	-	225
Low Carbon Transit Program	-	-	89	89
Local assistance	-	-	40	40
<b>Total capital grants</b>	<b><u>\$ 15,164</u></b>	<b><u>\$ 1,991</u></b>	<b><u>\$ 11,175</u></b>	<b><u>\$ 28,330</u></b>

**Compensated Absences** – Accumulated vacation and sick leave is recorded as an expense and liability as the benefits accrue to employees. The District's compensated absences for the years ended June 30, 2024 and 2023 are as follows (in thousands):

	<u>2024</u>	<u>2023</u>
Beginning Balance	\$ 10,252	\$ 8,953
Payments	(3,705)	(3,080)
Additions	4,549	4,379
Ending Balance	<u>11,096</u>	<u>10,252</u>
Current Portion	683	705
Non-current Portion	<b><u>\$ 10,413</u></b>	<b><u>\$ 9,547</u></b>

The current portion of the compensated absences liability is reflected as a current liability in the Statement of Net Position and is expected to be used within one year. Unused accumulated vacation leave is paid at the time of employment termination up to the maximum of 320 hours for 40 hours employees. Unused accumulated sick leave is paid at the time of employee's death or retirement at 50 percent.



**Operating and Non Operating Revenues and Expenses** – Operating revenues consists of those revenues that result from the ongoing principal operations of the District, primarily bridge tolls and transit fares. Continuing with the contract entered into May 2015 with the Marin County Transit District, the fare revenues for the Marin local bus service lines and the related revenues from Marin County’s state and local funding sources are classified as operating revenues. Non-operating revenues and expenses consist of those revenues and expenses that are related to financing and investing type of activities and result from non-exchange transactions or ancillary activities.

**Leases** – The District entered lease contracts in which the District is a lessor and lessee as described below:

**Lessee** – The District is a lessee for a noncancellable lease of buildings and equipment. The District recognizes a lease liability and an intangible right-to-use lease asset (lease asset) in the financial statements. At the commencement of a lease, the 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. Subsequently, the lease asset is amortized on a straight-line basis over its useful life. 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. The District uses the interest rate charged by the lessor as the discount rate if available. When the interest rate charged by the lessor is not provided, the District generally uses its estimated incremental borrowing rate as the discount rate for leases. The lease term includes the noncancellable period of the lease. The District monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability. Lease assets are reported with other capital assets and lease liabilities are reported as current non-current lease liability on the statement of net position.

**Lessor** – The District is a lessor for a noncancellable lease of buildings and equipment. The District recognizes a lease receivable and a deferred inflow of resources in the financial statements. At the commencement of a lease, the District initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term. Key estimates and judgments include how the District determines (1) the discount rate it uses to discount the expected lease receipts to present value, (2) lease term, and (3) lease receipts. The lease term includes the noncancellable period of the lease. Lease receipts included in the measurement of the lease receivable is composed of fixed payments from the lessee. The District monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

**Subscription Based Information Technology** –The District has non-cancellable subscription-based IT arrangements for the right-to-use information technology software. For subscription-based IT arrangements with a maximum possible term of twelve months or less at commencement, the District recognizes an expense based on the provisions of the subscription-based IT arrangements. For all other subscription-based IT arrangements, the District recognizes a subscription-based IT liability and an intangible right-to-use subscription-based IT asset.

**Net Position** – Net position comprises the various net earnings from operating income, non-operating revenues, expenses and capital grants. Net position is classified into the following three components:

**Net Investment in Capital Assets** – This component of net position consists of capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets. If there are outstanding capital-related borrowings restricted for debt payment at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets. Rather, that portion of the debt proceeds is included in the net position component restricted for debt services.

**Restricted** – This component of net position consists of external constraints imposed by creditors (through debt covenants), grantors, contributors, or laws or regulations of other governments or constraints imposed by law through constitutional provisions or enabling legislation, that restrict the use of net position.

**Unrestricted** – This component of net position consists of net position that does not meet the definition of “restricted” or “net investment in capital assets.”

**Reserves and Balances** – The Board policy funds the operating reserve at 7.5% of the operating budget or to cover the expected operating deficit, whichever is larger. The Board policy funds the emergency reserve at 3.5% of the operating budget to enable the amount kept in reserve for emergencies to remain relative to the size of the District’s operations. The balances of these reserves at June 30, 2024, are \$57.3 million and \$9.6 million, respectively.

**Spending Policy** – The District applies restricted resources first when an expense is incurred for purposes for which both restricted and unrestricted net positions are available.

**Pension Plans** – The District participates in several pension plans covering all employees. Certain members are covered under a plan that currently has members from only one employer, the Golden Gate Transit Amalgamated Retirement plan (GGTAR), or other multi-employer plans, while other union and non-union employees participate in the CalPERS plan. Pension contributions are based on rates established by negotiated labor contracts or by the actual plans.

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions, and pension expense, information about the fiduciary net position of CalPERS plan and GGTAR plan and additions to/deductions from the Plans' fiduciary net position have been determined on the same basis as they are reported by CalPERS and GGTAR. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value. Note that it has been determined GASB 68 requires an agency to report net pension obligations as a liability on its financial statement even if the agency is not legally responsible for the net pension obligation. Thus, the net pension liability of the GGTAR is recorded along with the District's portion of the net pension liability of CalPERS, even though under the terms of the GGTAR plan the District is only responsible for contributions agreed-upon in the collective bargaining process.

**Other Post-employment Benefits (OPEB)** – For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the District's plan (OPEB Plan) and additions to/deductions from the OPEB Plan's fiduciary net position have been determined on the same basis. For this purpose, benefit payments are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value.

***New Accounting Pronouncements – Effective This Fiscal Year***

**GASB Statement No. 100** – In June 2022, GASB Issued Statement No. 100, *Accounting Changes and Error Corrections – an amendment of GASB Statement No. 62*. The 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. The requirements of this Statement are effective for accounting changes and error corrections made in fiscal years beginning after June 15, 2023 and all reporting periods thereafter. This Statement did not impact the District's financial statements.

***New Accounting Pronouncements – Effective in Future Fiscal Years***

**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 the financial statement users by updating the recognition and measurement guidance for compensated absences. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023. The District is evaluating the impact of this Statement on the financial statements.

**GASB Statement No. 102** – In June 2022, GASB Issued Statement No. 102, *Certain Risk Disclosures*. The objective of this Statement is to enhance disclosures about risks related to vulnerabilities due to certain concentrations or constraints. The Statement defines a concentration as a lack of diversity related to an aspect of a significant inflow or outflow of resources. The requirements of this Statement are effective for fiscal years beginning after June 15, 2024. The District does not expect this standard to have a significant impact to the financial statements.

**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 also addresses certain application issues. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025. The District is evaluating the impact of this Statement on the financial statements.

**Use of Estimates** – The preparation of basic financial statements in conformity with generally accepted accounting principles in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**(3) CASH AND INVESTMENTS**

The District maintains cash and investments that are available for general use subject to prior Board designations and debt covenant or grant restrictions. At June 30, cash and investments are comprised of the following (in thousands):

	<u>2024</u>	<u>2023</u>
<b>Reported in the enterprise fund as:</b>		
Unrestricted:		
Cash and cash equivalents	\$ 2,394	\$ 9,367
Investments	461,599	399,041
Total unrestricted cash and investments	<u>463,993</u>	<u>408,408</u>
Restricted:		
Cash and cash equivalents	30,891	20,517
<b>Total cash and investments in the enterprise fund</b>	<b><u>\$ 494,884</u></b>	<b><u>\$ 428,925</u></b>
<b>Reported in the fiduciary fund as:</b>		
Restricted:		
Cash and cash equivalents	\$ 544	\$ 1,277
Investments	127,825	114,399
<b>Total cash and investments in the fiduciary fund</b>	<b><u>\$ 128,369</u></b>	<b><u>\$ 115,676</u></b>

**Deposits – Custodial Credit Risk** – Custodial credit risk is the risk that in the event of a bank failure, the District’s deposits may not be returned to it. California Government Code Section 53600 requires California banks and savings and loan associations to secure governmental deposits by pledging government securities as collateral. The fair value of pledged securities must equal at least 110% of the public agency deposits. California law also allows financial institutions to secure public agency deposits by pledging first trust deed mortgage notes having a value of 150% of the public agency total deposits. As of June 30, 2024 (and 2023), of the District’s bank balance of \$19,494,000 (2023, \$21,891,000) approximately \$18,994,000 (2023, \$21,263,000) is uninsured but is collateralized in conformance with the California Government Code.

**Investments**

At June 30, 2024 and 2023, cash and investments excluding the OPEB Trust Fund investments, were comprised of the following (in thousands):

Investments	June 30, 2024			June 30, 2023		
	Fair	Less	1-5 Years	Fair	Less	1-5 Years
	Value	than 1 year		Value	than 1 Year	
Federal Agency Notes	\$ 61,353	\$ 15,782	\$ 45,571	\$ 58,976	\$ 29,142	\$ 29,834
Certificate of Deposit	18,576	8,989	9,587	3,274	1,248	2,026
US Treasury Notes	131,357	27,499	103,858	102,473	4,941	97,532
Municipal Bonds	9,934	5,386	4,548	12,511	2,972	9,539
Medium-term Corporate Notes	101,862	20,417	81,445	95,529	15,312	80,217
Asset Backed Securities	60,289	-	60,289	39,541	-	39,541
Commercial Paper	7,202	7,202	-	8,343	8,343	-
California Asset Management Program	76,408	76,408	-	76,735	76,735	-
Local Agency Investment Fund	1,256	1,256	-	1,210	1,210	-
Supra National Agency Bonds	7,061	4,825	2,236	8,052	3,455	4,597
	<u>475,298</u>	<u>\$ 167,764</u>	<u>\$ 307,534</u>	<u>406,644</u>	<u>\$ 143,358</u>	<u>\$ 263,286</u>
<b>Cash and deposits</b>						
Demand deposits	19,579			22,272		
Cash on hand	7			9		
<b>Total cash and investments - District</b>	<u><b>\$ 494,884</b></u>			<u><b>\$ 428,925</b></u>		

At June 30, 2024 and 2023 the OPEB Trust Fund cash and investments were comprised of the following (in thousands):

Investments	June 30, 2024			June 30, 2023		
	Fair	Less	1-5 Years	Fair	Less	1-5 Years
	Value	than 1 year		Value	than 1 year	
Mutual Funds - Equity	\$ 75,463	\$ 75,463	\$ -	\$ 70,252	\$ 70,252	\$ -
Mutual Funds - Fixed Income	37,685	37,685	-	31,633	-	31,633
Private Capital Investments	14,677	-	14,677	12,514	-	12,514
<b>Total investments</b>	<u>127,825</u>	<u>\$ 113,148</u>	<u>\$ 14,677</u>	<u>114,399</u>	<u>\$ 70,252</u>	<u>\$ 44,147</u>
<b>Cash and deposits</b>						
Demand deposits	544			1,277		
<b>Total OPEB Trust Cash &amp; Investments</b>	<u><b>\$ 128,369</b></u>			<u><b>\$ 115,676</b></u>		

**Interest Rate Risk** – Interest rate risk is the risk that changes in market rates adversely will affect the fair value of an investment. State law limits investment maturities to five years as a means of managing entities’ exposure to fair value losses arising from increasing interest rates. In addition, eligible commercial paper issues have a maximum maturity of 270 days or less. The District also invests in callable Federal Agency notes as noted above. These issues are sensitive to interest rate changes and are callable at par prior to maturity based on these rate changes.

**Credit Risk** – The District’s investment policy limits corporate commercial paper and medium-term corporate notes investments as follows:

Corporate commercial paper with less than 270 days of maturity and no more than 25% of the District’s investment pool, rated in the highest short-term category, as rated National Rating agencies; provided that the issuing corporation is organized and operating within the United States, has total assets of \$500 million and has an “A” or higher rating for its long-term debt.

Medium-term corporate notes with less than 5 years of maturity and no more than 30% of the pool, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States may be purchased. These notes are to be rated at a level of “A”, its equivalent or better by a nationally recognized rating service.

As of June 30, 2024 and 2023, the District held investments with the following national ratings and amounts (in thousands):

<b>Investment</b>	<b>Rating</b>	<b>2024</b>	<b>2023</b>
Federal agency bond/note	AAA	\$ 61,353	\$ 58,976
Asset backed securities	AAA	60,289	39,541
Medium-term corporate notes	AAA	1,499	-
Municipal bonds	AAA	946	900
Treasury notes	AAA	131,357	102,473
Corporate commercial paper	AAA	-	237
California Asset Management Program	AAA	76,408	76,735
Supra national agency bonds/notes	AAA	7,061	8,052
Certificate of deposits	AA	5,552	-
Medium-term corporate notes	AA	38,550	28,450
Municipal bonds	AA	8,988	11,611
Certificate of deposits	A	13,024	3,274
Corporate commercial paper	A	7,202	8,106
Medium-term corporate notes	A	61,813	67,079
Local Agency Investment Fund	Unrated	1,256	1,210
<b>Total</b>		<b>\$ 475,298</b>	<b>\$ 406,644</b>

As of June 30, 2024 and 2023, the District’s investment in the State Treasurer’s investment pool (LAIF) was \$1,256,000 and \$1,210,000 respectively. The Local Investment Advisory Board (Board) has oversight responsibility for LAIF. The Board consists of five members as designated by State Statute. The value of the District’s pro rata shares in LAIF, which may be withdrawn, is determined on an amortized cost basis, which is different than the fair value of the District’s position in the pool. The District’s investment in LAIF is unrated. LAIF is not registered with the SEC. Investments reported in the OPEB fiduciary fund were invested in mutual funds or private capital investments funds. These investments were unrated as of June 30, 2024.

**Concentration of Credit Risk** – The District limits the purchase of medium-term corporate notes to 30% of the District’s surplus money. At June 30, 2024 and 2023, these investments were 21% and 23%, respectively, of the District’s total investments. At June 30, 2024 and 2023, the District held more than 5% of the District’s investments portfolio in the following issuers:

<u>Investment</u>	<u>2024</u>	<u>2023</u>
Federal Home Loan Mortgage	8.66%	5.64%

**Fair Value Hierarchy** - The District categorizes its fair value measurement within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure fair value of the assets. Level 1 inputs are quoted prices in an active market for identical assets; Level 2 inputs are based on quoted prices for similar assets or liabilities in active markets; quoted prices for identical or similar assets or liabilities in inactive markets; inputs other than quoted prices that are observable for the asset or liability or inputs that are derived principally from observable market data by correlation or other means; and Level 3 inputs are significant unobservable inputs. Investments in LAIF and CAMP are uncategorized because deposits to and from the pool are made on the basis of \$1.00 and not at fair value. For Level 2 investments, the District uses matrix pricing to value its investments. The following is a summary of the fair value hierarchy of the fair value of investments of the District, including investments reported in the OPEB fiduciary fund, as of June 30, 2024 and June 30, 2023 (in thousands):

	<u>June 30, 2024</u>	<u>Fair Value Measurements Using</u>	
		<u>Level One</u>	<u>Level Two</u>
<b>Reported at fair value - Enterprise Fund:</b>			
US Treasury Notes	\$ 131,357	\$ 131,357	\$ -
Federal Agency Notes	61,353	-	61,353
Municipal Bonds	9,934	-	9,934
Corporate Notes	101,862	-	101,862
Certificate of Deposit	18,576	-	18,576
Asset-Backed Security	60,289	-	60,289
Commercial Paper	7,202	-	7,202
Supra National Agency Bonds	7,061	7,061	-
Total Enterprise Fund Investments at Fair Value	<u>397,634</u>	<u>\$ 138,418</u>	<u>\$ 259,216</u>
<b>Uncategorized:</b>			
CAMP	76,408		
LAIF	1,256		
Total Enterprise Fund Investments	<u>475,298</u>		
<b>Reported at fair value - Fiduciary Fund:</b>			
Mutual Funds-Equity	75,463	\$ 75,463	\$ -
Mutual Funds-Fixed Income	37,685	37,685	-
Total Fiduciary Fund Investments at Fair Value	<u>113,148</u>	<u>\$ 113,148</u>	<u>\$ -</u>
<b>Reported at net asset value:</b>			
Private Capital Investments	14,677		
Total Fiduciary Fund Investments	<u>127,825</u>		
<b>Total investments</b>	<u><b>\$ 603,123</b></u>		

NOTES TO THE FINANCIAL STATEMENTS, JUNE 30, 2024 AND 2023 (Continued)

	June 30, 2023	Fair Value Measurements Using	
		Level One	Level Two
<b>Reported at fair value - Enterprise Fund:</b>			
US Treasury Notes	\$ 102,473	\$ 102,473	\$ -
Federal Agency Notes	58,976	-	58,976
Municipal Bonds	12,511	-	12,511
Corporate Notes	95,529	-	95,529
Certificate of Deposit	3,274	-	3,274
Asset-Backed Security	39,541	-	39,541
Commercial Paper	8,343	-	8,343
Supra National Agency Bonds	8,052	8,052	-
Total Enterprise Fund Investments at Fair Value	328,699	\$ 110,525	\$ 218,174
<b>Uncategorized:</b>			
CAMP	76,735		
LAIF	1,210		
Total Enterprise Fund Investments	406,644		
<b>Reported at fair value - Fiduciary Fund:</b>			
Mutual Funds-Equity	70,252	\$ 70,252	\$ -
Mutual Funds-Fixed Income	31,633	31,633	-
Total Fiduciary Fund Investments at Fair Value	101,885	\$ 101,885	\$ -
<b>Reported at net asset value:</b>			
Private Capital Investments	12,514		
Total Fiduciary Fund Investments	114,399		
<b>Total investments</b>	<b>\$ 521,043</b>		

As of June 30, 2024, "Private Capital Investments" consists of two private real estate funds, four private debt funds, and three private equity funds. The fair value of the investments has been determined based on net asset value provided by the investment managers of the funds. All of the funds are closed-end vehicles and are not redeemable in the open markets. It is expected that these investments will be held for the entire lives of the funds. Distributions are made from the free cash flow of the funds. Distributions typically occur quarterly but may occur more or less frequently. Private real estate funds distribute rental income and proceeds from the sale of properties to investors. Private debt funds distribute interest and principal received from underlying debt instruments to investors. Private equity funds distribute earnings and proceeds from sale of underlying portfolio companies to investors. These funds have total lifespans ranging from seven to twelve years, subject to multiple "one-year" extensions. Due to the inherent uncertainty in the valuation of these types of investments, the fair value reported on the financial statements may differ from the values that would have been used if a ready market for such securities existed.



**(4) CAPITAL ASSETS**

Capital asset activity for the years ended June 30, 2024 and 2023 was as follows (in thousands):

	Balance July 1, 2023	Additions	Retirements/ Adjustments	Transfers	Balance June 30, 2024
Capital assets, not being depreciated:					
Land	\$ 6,243	\$ -	\$ -	\$ -	\$ 6,243
Construction in progress	292,701	46,233	(3,688)	(46,248)	288,998
Total capital assets, not being depreciated	<u>298,944</u>	<u>46,233</u>	<u>(3,688)</u>	<u>(46,248)</u>	<u>295,241</u>
Capital assets, being depreciated:					
Bridge, related buildings and equipment	629,595	-	(798)	11,148	639,945
Bus transit property and equipment	196,313	-	(260)	2,059	198,112
Ferry transit property and equipment	237,360	-	(17,809)	33,041	252,592
Total capital assets, being depreciated	<u>1,063,268</u>	<u>-</u>	<u>(18,867)</u>	<u>46,248</u>	<u>1,090,649</u>
Accumulated depreciation:					
Bridge, related buildings and equipment	(284,528)	(16,357)	489	-	(300,396)
Bus transit property and equipment	(116,772)	(13,380)	154	-	(129,998)
Ferry transit property and equipment	(160,691)	(19,714)	17,730	-	(162,675)
Total accumulated depreciation	<u>(561,991)</u>	<u>(49,451)</u>	<u>18,373</u>	<u>-</u>	<u>(593,069)</u>
Total capital assets, being depreciated, net	<u>501,277</u>	<u>(49,451)</u>	<u>(494)</u>	<u>46,248</u>	<u>497,580</u>
Intangible assets, being depreciated:					
Subscription assets	10,544	-	-	-	10,544
Right to use assets - Ground leases	8,091	3,781	-	-	11,872
Total intangible assets, being depreciated	<u>18,635</u>	<u>3,781</u>	<u>-</u>	<u>-</u>	<u>22,416</u>
Accumulated amortization:					
Subscription assets	(3,435)	(2,169)	-	-	(5,604)
Right to use assets - Ground leases	(2,121)	(709)	-	-	(2,830)
Total accumulated amortization	<u>(5,556)</u>	<u>(2,878)</u>	<u>-</u>	<u>-</u>	<u>(8,434)</u>
Total intangible assets, being amortized, net	<u>13,079</u>	<u>903</u>	<u>-</u>	<u>-</u>	<u>13,982</u>
<b>Total capital and intangible assets, net</b>	<b><u>\$ 813,300</u></b>	<b><u>\$ (2,315)</u></b>	<b><u>\$ (4,182)</u></b>	<b><u>\$ -</u></b>	<b><u>\$ 806,803</u></b>
	Balance July 1, 2022	Additions	Retirements/ Adjustments	Transfers	Balance June 30, 2023
Capital assets, not being depreciated:					
Land	\$ 6,243	\$ -	\$ -	\$ -	\$ 6,243
Construction in progress	269,113	54,591	(333)	(30,670)	292,701
Total capital assets, not being depreciated	<u>275,356</u>	<u>54,591</u>	<u>(333)</u>	<u>(30,670)</u>	<u>298,944</u>
Capital assets, being depreciated:					
Bridge, related buildings and equipment	625,399	-	(608)	4,804	629,595
Bus transit property and equipment	196,116	-	(2,109)	2,306	196,313
Ferry transit property and equipment	213,729	-	71	23,560	237,360
Total capital assets, being depreciated	<u>1,035,244</u>	<u>-</u>	<u>(2,646)</u>	<u>30,670</u>	<u>1,063,268</u>
Accumulated depreciation:					
Bridge, related buildings and equipment	(269,783)	(15,310)	565	-	(284,528)
Bus transit property and equipment	(107,063)	(11,255)	1,546	-	(116,772)
Ferry transit property and equipment	(142,933)	(17,775)	17	-	(160,691)
Total accumulated depreciation	<u>(519,779)</u>	<u>(44,340)</u>	<u>2,128</u>	<u>-</u>	<u>(561,991)</u>
Total capital assets, being depreciated, net	<u>515,465</u>	<u>(44,340)</u>	<u>(518)</u>	<u>30,670</u>	<u>501,277</u>
Intangible assets, being depreciated:					
Subscription assets	9,616	928	-	-	10,544
Right to use assets - Ground leases	8,091	-	-	-	8,091
Total intangible assets, being depreciated	<u>17,707</u>	<u>928</u>	<u>-</u>	<u>-</u>	<u>18,635</u>
Accumulated amortization:					
Subscription assets	(1,136)	(2,312)	13	-	(3,435)
Right to use assets - Ground leases	(1,414)	(707)	-	-	(2,121)
Total accumulated amortization	<u>(2,550)</u>	<u>(3,019)</u>	<u>13</u>	<u>-</u>	<u>(5,556)</u>
Total intangible assets, being amortized, net	<u>15,157</u>	<u>(2,091)</u>	<u>13</u>	<u>-</u>	<u>13,079</u>
<b>Total capital and intangible assets, net</b>	<b><u>\$ 805,978</u></b>	<b><u>\$ 8,160</u></b>	<b><u>\$ (838)</u></b>	<b><u>\$ -</u></b>	<b><u>\$ 813,300</u></b>

Construction in progress consists of the following projects at June 30, 2024 and 2023 (in thousands):

	<u>2024</u>	<u>2023</u>
Bridge seismic design review III	\$ 25,165	\$ 25,165
Bridge main cable restoration	2,160	2,160
Bridge Suicide Deterrent System - Construction	167,848	150,023
Bridge wind retrofit	10,584	10,540
Seismic 3 Design/CMGC	4,741	2,138
Bridge south approach improvement	1,035	1,035
Bridge Suicide Deterrent System - Design	5,478	5,478
Toll Plaza Admin Bldg HVAC Replacement	2,730	2,730
Suicide Deterrent Investigation	1,973	1,973
Toll System Upgrade	8,004	7,529
Toll Plaza Gantry Construction	2,065	1,951
Bus replacement	2,127	2,127
D1 Heavy Duty Shop Rehab	1,504	1,504
Gangway & Piers Design	9,453	9,409
MV Mendocino Capital Imp & DD	2,592	2,592
Corte Madera Marsh Restoration Constrtn	2,226	1,905
MVN Engine QL3 Overhaul	1,011	1,011
MV Del Norte Vessel Mods, Door	1,571	1,571
Transit Scheduling System	-	1,610
SRTC Relocation Design/Eng	3,501	2,335
Ticketing Sys/TVM/Door Replacement	-	2,530
MV Golden Gate Dry Dock Improvement	1,579	1,579
D2 Pavement & Remediation	6,680	6,679
Larkspur Ferry Term. Dredging	-	14,325
Capital Improvement for Ferry Fleet	-	9,412
District Systems & Building Improvements	8,148	11,419
Engine Overhauls for Ferry Fleet	4,171	4,160
FY23-30 Ferry Vessel Rehab/DD	5,324	130
Spaulding Drydocking	1,137	-
Purchase New Vessel	1,499	-
Other	4,692	7,681
<b>Total construction in progress</b>	<b>\$ 288,998</b>	<b>\$ 292,701</b>

At June 30, 2024 and 2023, the District had construction in progress of approximately \$288,998,000 and \$292,701,000 respectively; Bridge-related projects are approximately \$231,783,000 and \$210,722,000 respectively.

**(5) COMMERCIAL PAPER NOTES PAYABLE**

On July 12, 2000, the District issued commercial paper notes Series A and Series B in an amount of \$30,500,000 for each series to provide funds for the Golden Gate Bridge (Bridge) seismic retrofit project and the renovation of main cables of the Bridge. The Commercial Paper (Notes) are secured by a pledge of certain District's revenues and a \$76.2 million line of credit. In addition, the notes are also secured by a \$7.3 million operating reserve fund and a \$5.6 million debt service fund. As stipulated in the indenture, the District's required debt coverage ratio is two times each year's annual debt service. In the event that the debt coverage ratio is less than two times the annual debt service, the District is required to take measures to revise its operations so as to comply with the debt coverage ratio requirement. The debt coverage ratio for years ended June 30, 2024, and June 30, 2023, were 41.3 and 60.7 respectively (see Table 8 on page 104).

The District is not required by the Indenture to repay the principal of the Notes in any particular amount or at any particular time except in the full amount of principal on each maturity date of the Notes. This may be paid from the proceeds of the resale of the Notes or loans from the \$76.2 million line of credit in the event the Dealer is unable to resell the Notes. No portion of the line of credit was drawn upon during the year. The unused amount line of credit at June 30, 2024 was \$76.2 million.

Under this program, the District can issue commercial paper notes at prevailing interest rates for periods of maturity not to exceed 270 days. There has been no change in the debt balance since the inception of the program. On June 30, 2024, \$61,000,000 in commercial paper notes was outstanding and maturing within 72 to 210 days, with interest ranging from 3.65% to 3.84%.

**(6) LEASES**

**Leases receivable** – The District entered into lease contracts for property and equipment. The leases have scheduled rent payments of \$68 thousand monthly and expire between fiscal years 2025 through 2027. In fiscal year 2024, the District recognized \$722,000 in lease revenue and \$13,000 in interest revenue and in fiscal year 2023, the District recognized \$754,000 in lease revenue and \$10,000 in interest revenue. As of June 30, 2024 and June 30, 2023, the District’s receivable for lease payments was \$1,026,000 and \$1,735,000, respectively. Also, the District has a deferred inflow of resources associated with this lease that will be recognized as revenue over the lease term. As of June 30, 2024, and June 30, 2023 the balances of the deferred inflow of resources was \$793,000 and \$1,536,000, respectively.

**Leases payable** – The District entered into lease contracts for property and equipment. As of June 30, 2024 and June 30, 2023, the value of the lease liability was \$9,133,000 and \$6,055,000, respectively. The District is required to make monthly principal and interest payments as shown below. The leases has an interest rate of approximately 2.34%. The equipment and buildings estimated useful life are depreciated in accordance with the District’s policy similar to purchased or acquired capital assets. The net value of the right-to-use asset was \$11,872,000 and \$8,091,000 at June 30, 2024 and June 30, 2023, respectively. The related accumulated amortization was \$2,830,000 and \$2,121,000, at June 30, 2024 and June 30, 2023, respectively. The net right-to-use leased assets as of June 30, 2024 and June 30, 2023 are \$9,042,000 and \$5,970,000, respectively. The changes in leases payable over the last two fiscal years are as follows (in thousands):

	<u>Balance July 1, 2023</u>	<u>Additions</u>	<u>Retirements/ Adjustments</u>	<u>Balance June 30, 2024</u>	<u>Due in One Year</u>
Leases payable	\$ 6,055	\$ 3,781	\$ (703)	\$ 9,133	\$ 683

	<u>Balance July 1, 2022</u>	<u>Additions</u>	<u>Retirements/ Adjustments</u>	<u>Balance June 30, 2023</u>	<u>Due in One Year</u>
Leases payable	\$ 6,739	\$ -	\$ (684)	\$ 6,055	\$ 689

The scheduled principal and interest payments are as follows (in thousands):

<b>Fiscal Year Ending June 30,</b>	<b>Principal</b>	<b>Interest</b>	<b>Total</b>
2025	\$ 683	\$ 11	\$ 694
2026	485	8	493
2027	366	113	479
2028	314	122	436
2029	318	121	439
2030-34	1,545	589	2,134
2035-39	1,585	546	2,131
2040-44	1,287	468	1,755
2045-49	815	348	1,163
2050-54	1,157	192	1,349
2055-59	578	20	598
	<u>\$ 9,133</u>	<u>\$ 2,538</u>	<u>\$ 11,671</u>

**(7) Subscription-Based Information Technology Arrangements**

A subscription-based IT arrangement (SBITA) is defined as a contractual agreement that conveys control of the right to-use another entity’s IT asset, alone, or in conjunction with a tangible capital asset, for a minimum contractual period of greater than one year, in an exchange or exchange-like transaction. The District enters into SBITAs such as software licenses downloaded or available remotely, data storage, and hardware necessary to use the IT asset. The related obligations are presented in the amounts equal to the present value of SBITA payments, payable during the remaining SBITA term. As the licensee, the District recognizes a SBITA liability and an associated intangible-SBITA asset on the Statement of Net Position.

The District has several leasing arrangements accounted for under GASB No. 96, *Subscriptions Based Information Technology Arrangements*. These arrangements are summarized below.

**Licensee Activities**

The District has accrued liabilities for eight subscription based information technology (IT) arrangements as of June 30, 2024. Software subscriptions accrued provide the District with remote desktops capabilities, ride scheduling, tolling system and enterprise application functionality. The remaining liability for these subscriptions is \$5,267,000 and \$7,372,000 as of June 30, 2024 and 2023, respectively. Right to use assets, net of amortization, for these subscriptions is \$4,940,000 as of June 30, 2024 and \$7,109,000 as of June 30, 2023. Interest expense recognized on these subscriptions was \$204,000 and \$269,000 for the fiscal years ended June 30, 2024 and 2023, respectively. Principal payments of \$2,105,000 and \$2,160,000 were recognized in the years ended June 30, 2024 and June 30, 2023, respectively. Final payment on these subscription arrangements is expected in fiscal year 2028.

	<u>Balance</u> <u>July 1, 2023</u>	<u>Additions</u>	<u>Retirements/ Adjustments</u>	<u>Balance</u> <u>June 30, 2024</u>	<u>Due in</u> <u>One Year</u>
Subscription payable (in thousands)	\$ 7,372	\$ -	\$ (2,105)	\$ 5,267	\$ 1,932

	<u>Balance</u> <u>July 1, 2022</u>	<u>Additions</u>	<u>Retirements/ Adjustments</u>	<u>Balance</u> <u>June 30, 2023</u>	<u>Due in</u> <u>One Year</u>
Subscription payable (in thousands)	\$ 8,594	\$ 938	\$ (2,160)	\$ 7,372	\$ 2,105

The District’s schedule of future payments included in the measurement of subscriptions payable is as follows (in thousands):

<u>Fiscal Year</u> <u>Ending</u> <u>June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 1,932	\$ 139	\$ 2,071
2026	1,438	86	1,524
2027	1,274	42	1,316
2028	623	6	629
	<u>\$ 5,267</u>	<u>\$ 273</u>	<u>\$ 5,540</u>

**(8) GRANTS PASSED THROUGH TO OTHER AGENCIES**

For the years ended June 30, 2024 and 2023, the District passed through its federal capital grants allocation to the Metropolitan Transportation Commission, \$978,700 (2023, \$1,631,100) and City of Sausalito, \$231,100 (2023, \$0). These amounts were treated as federal capital grants when the funds were received from the Federal Transit Administration (FTA) and then recorded as capital expenses on behalf of other agencies when the funds were passed through.

The District also passed through \$46,200 and \$0 in other monies to the City of Sausalito for capital related projects in fiscal year 2024 and 2023 respectively.

**(9) LOW CARBON TRANSIT OPERATIONS PROGRAM**

As part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862, the District received funding from the Low Carbon Transit Operations Program (LCTOP). During fiscal years 2024 and 2023, LCTOP activity included the District receiving \$2,588,300 and \$2,706,700 in LCTOP funding and spending \$202,100 and \$89,000, respectively. These transactions resulted in unspent LCTOP proceeds and interest balances of \$9,814,500 and \$6,934,000 at June 30, 2024 and 2023 respectively. Total funding allocated from the LCTOP program to the District is \$15,358,300 and \$12,770,000 as of June 30, 2024 and 2023 respectively.

**(10) STATE OF GOOD REPAIR**

As part of the Road Repair and Accountability Act of 2017 established by the California Legislature by Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), the District was awarded funding from the State of Good Repair (SGR) program. During fiscal years 2024 and 2023, SGR activity included the District receiving \$1,530,700 and \$1,474,600 in SGR funding and spending \$368,400 and \$0 respectively. These transactions resulted in unspent SGR proceeds and interest balances of \$7,006,200 and \$5,532,000 at June 30, 2024 and 2023 respectively. Total funding allocated from the SGR program to the District is \$8,992,700 and \$7,462,000 as of June 30, 2024 and 2023, respectively.

**(11) OPERATING GRANTS**

The District receives operating grants from various federal, state and local sources. Transportation Development Act funds are received from the state through Marin and Sonoma Counties to meet, in part, the District’s operating requirements based on annual claims filed by the District and approved by MTC. Federal funds are distributed to the District by the Federal Transit Administration after approval by MTC. The District also receives Marin County Transit local funds and other amounts of grants from other state agencies.

Operating grants are summarized as follows for the years ended June 30, 2024 and 2023 (in thousands):

	<u>2024</u>	<u>2023</u>
Transportation Development Act	\$ 13,223	\$ 16,257
Federal Transit Administration	51,385	61,142
State Transit Assistance	15,270	4,773
Regional Measure 2	2,218	1,923
Regional Measure 3	2,182	2,216
Other	208	192
<b>Total operating grants</b>	<b><u>\$ 84,486</u></b>	<b><u>\$ 86,503</u></b>

**(12) PENSION PLANS**

The District offers two defined benefit pension plans. The amounts reported on the financial statements for each of the plans is as follows (in thousands):

	<u>2024</u>				<u>2023</u>			
	<u>Net Pension Liability</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>	<u>Pension Expense (Credit)</u>	<u>Net Pension Liability</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>	<u>Pension Expense (Credit)</u>
California Public Employee Retirement System Plan	\$ 119,819	\$ 38,631	\$ 2,494	\$ 17,200	\$ 115,780	\$ 37,896	\$ 4,666	\$ 17,811
Golden Gate Transit Amalgamated Retirement Plan	167,150	33,625	1,606	24,102	163,114	52,051	3,213	13,709
<b>Total pension plans</b>	<b><u>\$ 286,969</u></b>	<b><u>\$ 72,256</u></b>	<b><u>\$ 4,100</u></b>	<b><u>\$ 41,302</u></b>	<b><u>\$ 278,894</u></b>	<b><u>\$ 89,947</u></b>	<b><u>\$ 7,879</u></b>	<b><u>\$ 31,520</u></b>

**CALIFORNIA PUBLIC EMPLOYEES’ RETIREMENT FUND**

**Plan Description** – All permanent District employees (except bus and ferry operators and deckhands) are eligible to participate in the Public Employees’ Retirement Fund (Fund) of the State of California’s Public Employees’ Retirement System (CalPERS). The Fund is an agent multiple-employer defined benefit retirement plan that acts as a common investment and administrative agent for various local and state governmental agencies within the State of California. The Fund provides retirement, disability, and death benefits based on employees’ age, years of service, and the highest year’s compensation. Employees vest after five years of service and may receive retirement benefits commencing at age 50. These benefit provisions and all other requirements are established by state statute. A standalone report for the District’s plan is not available; however, CalPERS’ annual financial report can be found on their website [www.calpers.ca.gov](http://www.calpers.ca.gov).

**Benefits Provided** – CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of total service are eligible to retire at age 50 to 52 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 10 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost of living adjustments for each plan are applied as specified by the California Public Employees’ Retirement Law.

The Plans’ provisions and benefits in effect at June 30, 2024, are summarized as follows:

	<b>Miscellaneous</b>		
	Prior to January 1, 2013	Prior to January 1, 2013	On or after January 1, 2013
Hire date			
Benefit formula	2.5% @ 55	2.0% @ 60	2.0% @ 62
Benefit vesting schedule	5 years service	5 years service	5 years service
Benefit payments	monthly for life	monthly for life	monthly for life
Retirement age	50-67+	50-67+	52-67+
Monthly benefits, as a % of eligible compensation	2.000%-2.500%	1.092%-2.418%	1.000%-2.500%
Required employee contribution rates	8.00%	7.00%	7.75%
Required employer contribution rates	33.110%	33.110%	33.110%

**Employees Covered** – At the June 30, 2022, and June 30, 2021, valuation dates, the following employees were covered by the benefit terms for each Plan:

Valuation as of June 30	<u><b>2022</b></u>	<u><b>2021</b></u>
Inactive employees or beneficiaries currently receiving benefits	688	671
Inactive employees entitled to but not yet receiving benefits	229	229
Active employees	421	426
<b>Total</b>	<u><b>1,338</b></u>	<u><b>1,326</b></u>

**Contributions** – Section 20814(c) of the California Public Employees’ Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and effective on the July 1 following notice of a change in the rate. Funding contributions for the Plan is determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The District is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.



For the years ended June 30, 2024 and 2023, the District has paid the employer's and a portion of the employees' shares of the contributions. The contributions recognized, were as follows (in thousands):

	<u>2024</u>	<u>2023</u>
Employer	\$ 16,069	\$ 17,335

**Net Pension Liability** - The District's net pension liability for each Plan is measured as the total pension liability, less the pension plan's fiduciary net position. The net pension liability as of June 30, 2024, for the Plan is measured as of June 30, 2023, using an actuarial valuation as of June 30, 2022, rolled forward to June 30, 2023, using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is shown below.

**Actuarial Assumptions** – The total pension liabilities in the June 30, 2022 and June 30, 2021, actuarial valuations rolled forward to June 30, 2023 and June 30, 2022, using standard update procedures, were determined using the following actuarial assumptions, respectively:

Fiscal Year	<u>2024</u>	<u>2023</u>
Valuation Date	June 30, 2022	June 30, 2021
Measurement Date	June 30, 2023	June 30, 2022
Actuarial Cost Method	Entry-Age Normal Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:		
Discount Rate	6.90%	6.90%
Inflation	2.50%	2.50%
Projected Salary Increase	Varies by entry age and service	Varies by entry age and service
Investment Rate of Return	7.00%	7.00%

The underlying mortality assumptions and all other actuarial assumptions used in the June 30, 2022 and June 30, 2021 valuations were based on the results of a 2017 actuarial experience study for the period 1997 to 2015. Further details of the Experience Study can be found on the CalPERS website.

**Discount Rate** – The discount rate used to measure the total pension liability was 6.90% and 6.90% for the years 2023 and 2022. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress-tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 6.90% discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 6.90% will be applied to all plans in the Public Employees Retirement Fund (PERF). The stress test results are presented in a detailed report that can be obtained from the CalPERS website.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account long-term market return expectations as well as the expected pension fund cash flows. Projected returns for all asset classes are estimated and, combined with risk estimates, are used to project compound (geometric) returns over the long term. The discount rate used to discount liabilities was informed by the long-term projected portfolio return. The target asset allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

<b>Asset Class</b>	<b>Strategic Allocation</b>	<b>Expected Real Return Years <sup>[1] [2]</sup></b>
Global Equity - Cap-weighted	30.0%	4.54%
Global Equity - Non-Cap-weighted	12.0%	3.84%
Private Equity	13.0%	7.28%
Treasury	5.0%	0.27%
Mortgage-backed Securities	5.0%	0.50%
Investment Grade Corporates	10.0%	1.56%
High Yield	5.0%	2.27%
Emerging Market Debt	5.0%	2.48%
Private Debt	5.0%	3.57%
Real Assets	15.0%	3.21%
Leverage	-5.0%	-0.59%
<b>Total</b>	<b>100.0%</b>	

[1] An expected inflation of 2.30% used for this period.

[2] Figures are based on the 2021 Asset Liability Management study.

**Changes in the Net Pension Liability**

The changes in the net pension liability for the plan follows (in thousands):

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
<b>Balance at June 30, 2023</b>	<b>\$ 480,101</b>	<b>\$ 364,321</b>	<b>\$ 115,780</b>
<b>Changes in the year:</b>			
Service cost	8,261	-	8,261
Interest on the total pension liability	32,835	-	32,835
Differences between actual and expected experience	5,825	-	5,825
Changes in benefit terms	434	-	434
Contribution - employer	-	17,346	(17,346)
Contribution - employee	-	3,787	(3,787)
Net investment income	-	22,450	(22,450)
Administrative expenses	-	(267)	267
Benefits payments, including refunds of employee contributions	(29,256)	(29,256)	-
<b>Net changes</b>	<b>18,099</b>	<b>14,060</b>	<b>4,039</b>
<b>Balance at June 30, 2024</b>	<b>\$ 498,200</b>	<b>\$ 378,381</b>	<b>\$ 119,819</b>
	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
<b>Balance at June 30, 2022</b>	<b>\$ 470,251</b>	<b>\$ 402,571</b>	<b>\$ 67,680</b>
<b>Changes in the year:</b>			
Service cost	8,281	-	8,281
Interest on the total pension liability	31,601	-	31,601
Differences between actual and expected experience	(6,081)	-	(6,081)
Changes in assumptions	3,326	-	3,326
Contribution - employer	-	16,195	(16,195)
Contribution - employee	-	3,397	(3,397)
Net investment income	-	(30,316)	30,316
Administrative expenses	-	(249)	249
Benefits payments, including refunds of employee contributions	(27,277)	(27,277)	-
<b>Net changes</b>	<b>9,850</b>	<b>(38,250)</b>	<b>48,100</b>
<b>Balance at June 30, 2023</b>	<b>\$ 480,101</b>	<b>\$ 364,321</b>	<b>\$ 115,780</b>

**Sensitivity of the Net Pension Liability to Changes in the Discount Rate** – The following presents the net pension liability of the District for each Plan, calculated using the discount rate for the Plan, as well as what the District’s net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate (in thousands):

	<b>2024</b>		<b>2023</b>	
1% Decrease		5.90%		5.90%
Net Pension Liability	\$	178,819	\$	173,145
Current Discount Rate		6.90%		6.90%
Net Pension Liability	\$	119,819	\$	115,780
1% Increase		7.90%		7.90%
Net Pension Liability	\$	70,423	\$	67,798

**Pension Plan Fiduciary Net Position** – Detailed information about each pension plan’s fiduciary net position is available in the separately issued CalPERS financial reports.

***Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions***

For the years ended June 30, 2024 and 2023, the District recognized pension expense of \$17,200,000 and \$17,811,000, respectively. At June 30, 2024 and 2023, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

	<b>2024</b>		<b>2023</b>	
	<b>Deferred Outflow of Resources</b>	<b>Deferred Inflow of Resources</b>	<b>Deferred Outflow of Resources</b>	<b>Deferred Inflow of Resources</b>
Pension contributions subsequent to measurement date	\$ 16,069	\$ -	\$ 17,335	\$ -
Differences between actual and expected experience	4,004	2,494	5	4,666
Changes in assumptions	1,310	-	2,318	-
Net differences between projected and actual earnings on plan investments	17,248	-	18,238	-
<b>Total</b>	<b><u>\$ 38,631</u></b>	<b><u>\$ 2,494</u></b>	<b><u>\$ 37,896</u></b>	<b><u>\$ 4,666</u></b>

\$16,069,000 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2025. Other amounts reported as deferred inflows of resources related to pensions will be recognized as pension expense as follows (in thousands):

<b>Year</b>	<b>Deferred outflows (inflows) of resources</b>
June 30	
2025	\$ 3,937
2026	3,260
2027	12,397
2028	475
<b>Total</b>	<b><u>\$ 20,069</u></b>

## GOLDEN GATE TRANSIT AMALGAMATED RETIREMENT PLAN

**Plan Description** – All qualified permanent and probationary Bus Operators are eligible to participate in the District’s separate single-employer defined benefit plan. This plan is administered by the Golden Gate Transit Amalgamated Retirement Plan (GGTAR), which acts as a common investment and administrative agent for the GGTAR. Benefit provisions under the Plan are established by the GGTAR’s pension board. GGTAR issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions, and membership information that can be requested by writing to Golden Gate Transit - Amalgamated Retirement Plan 1141 Harbor Bay Parkway, Suite 100, Alameda, CA 94502.

**Benefits Provided** – The GGTAR Plan provides retirement, disability, and death benefits. Retirement benefits are calculated as a percentage (depending on length of service) of average final earnings. Average final earnings for participants hired prior to January 1, 2016 are the greater of average monthly earnings the year before retirement and the average monthly earnings for the highest single calendar year. Average Final Earnings for participants hired on or after January 1, 2016 are the average monthly earnings for the highest consecutive 36 month period. For participants hired prior to January 1, 2016 the GGTAR Plan provides for retirement with reduced benefits for participants aged 50 to 65 if they have satisfied the specified length of service requirements. The retirement benefit for members at least age 65 and with 20 years of service is the greatest of the following, capped at 70% of average final earnings: (1) the percentage of average final earnings shown on a chart in the Plan (ranging from 36% to 70%); (2) 50% of average final earnings; and, (3) for members with 20 years of service \$1,200 per month. There are reductions for members with at least 20 but less than 25 years of service and less than 80 points (age + service), with further reductions for members who have attained age 55 but have at least 15 years of service but not 20 years of service. For participants hired on or after January 1, 2016 the Plan provides for retirement with reduced benefits for participants beginning at age 52 if they have completed at least 5 years of service. The retirement benefits for these participants is the percentage corresponding to age at retirement shown on a chart in the Plan (ranging from 1.00% to 2.50%), multiplied by years of service, multiplied by the average final earnings. Participants whose employment is terminated before retirement are entitled to termination benefits based upon the greater of a) a percentage of covered earnings, plus interest or b) a refund of the employee’s contribution to the Plan, plus interest. There are provisions regarding a Special Payment Plan that provided for assets set aside for each active, full-time participant in annual amounts of \$2,000 plus accrued interest at 8% from 1999 through 2002. The spouse of a member who dies while actively employed will receive a 50% joint and survivor benefit if the member was eligible to retire or died in the line of duty. If the member was ineligible to retire but had 15 years of service, the spouse will receive a benefit of 25% of average final earnings. Beneficiaries of members with between 1 and 15 years of service receive a death benefit of the greater of a) 4% of total gross earnings while employed as a full-time bus operator, with interest at 5% compounded annually or b) a refund of the employee’s contributions to the Plan, plus 6% interest. Active full-time employees with at least 10 years of service who become physically disqualified from their jobs are entitled to disability retirement benefits. The benefits are between 25% and 35% of average final earnings, depending on length of service. If a member is disabled in the line of duty, the benefit will be 50% of final earnings.

**Employees Covered** - The Plan used the January 1, 2024, valuation for the net pension liabilities measured as of December 31, 2023 and January 1, 2023 for the net pension liability measured as of December 31, 2022. At January 1, 2024, the following employees were covered by the benefit terms:

Valuation as of January 1 -	<u>2023</u>	<u>2022</u>
Retired employees	450	450
Active employees	156	167
<b>Total</b>	<b><u>606</u></b>	<b><u>617</u></b>

**Contributions** – Section 17.2 of the GGTAR Plan provides that the District will make contributions to the Plan only as provided under the current collective bargaining agreement. The Retirement Board reports rates based on an actuarially determined rate recommended by an independent actuary, but there is no legal obligation of the District to make contributions other than those set forth in Article 35 of the current collective bargaining agreement. The actuarially determined rate reported by the Retirement Board in its financial report is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any net pension liability, assuming that the Retirement Board does not reduce benefits or the parties do not increase contributions to the Plan. The District is not required to contribute the difference between the actuarially determined rate and the contribution rate of the District and the employees. In March 2016, the District contributions rates was 19.165% and the employee contribution rate was 4%. In March 2017, the District contribution rate was increased to 20.165% and the employee contribution rate was increased to 5%. In January 2018, the District contribution rate increased to 22.165% and the employee contribution rate increased to 7% for non-PEPRA employees and 7.25% for PEPRA employees. In May 2023, the District contributions increased to 34.5% and the employee contribution rate was 8.25%.

For the year ended June 30, 2024, the District paid \$5,671,000 to the GGTAR Plan, and employees contributed \$1,211,000 to the Plan as of June 30, 2024. For the year ended June 30, 2023, the District paid \$10,151,000 to the GGTAR Plan, and employees contributed \$1,031,000 to the Plan.

**Net Pension Liability** – The net pension liability for the Plan is measured as the total pension liability, less the pension plan’s fiduciary net position. The net pension liability for the Plan is measured as of December 31, 2023, using an annual actuarial valuation as of December 31, 2023. A summary of principal assumptions and methods used to determine the net pension liability is shown below.

**Actuarial Assumptions** – The total pension liabilities in the December 31, 2023 and December 31, 2022, measurement dates, were determined using the following actuarial assumptions:

Fiscal Year	2024	2023
Valuation Date	January 1, 2024	January 1, 2023
Measurement Date	December 31, 2023	December 31, 2022
Actuarial Cost Method	Entry-Age Normal Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:		
Discount Rate	4.08%	4.34%
Inflation	2.75%	2.75%
Projected Salary Increase	Varies by Entry Age and Service	Varies by Entry Age and Service
Investment Rate of Return	6.75%	6.75%
Mortality	Sex distinct RP-2014 for both Healthy Blue Collar and Disabled Mortality tables with adjustments using MP-2016.	Sex distinct RP-2014 for both Healthy Blue Collar and Disabled Mortality tables with adjustments using MP-2016.

**Discount Rate** – The discount rates in for the December 31, 2023 measurement was 4.08% and the discount rate in the December 31, 2022 measurement was 4.34%. The projection of cash flows used to determine the discount rate assumed that the District will contribute to the Plan according to the rates agreed to in the most recent bargaining agreement. The projection of cash flows used to determine the discount rate assumed plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the actuarially determined contribution rates. For this purpose, only employee and employer contributions that are intended to fund benefits for current plan members and their beneficiaries are included. Projected employer contributions that are intended to fund the service costs for future plan members and their beneficiaries, as well as projected contributions from future plan members, are not included.

The plan is expected to maintain a positive fiduciary net position until fiscal year 2037 at which point only a portion of the benefit payments can be made from the projected Fiduciary Net Position. Therefore, projected benefit payments through fiscal year 2037 are discounted at the long-term expected return on assets of 6.75% to the extent the Fiduciary Net Position is available to make payments, and at the municipal bond rate of 3.26% for the portion of benefits not covered by the projected Fiduciary Net Position in fiscal year 2037 and later.

The long-term expected rate of return on assets was determined using a building block approach in which an expected future real rate of return is developed for each major asset class. These expected rates are combined to produce the long-term expected geometric rate of return by weighting the expected future rates of return by the target asset allocation percentage adjusted by inflation and a risk adjustment. The target allocation and projected geometric real rates of return, after deducting inflation but before investment expenses, used in the derivation of the long-term expected investment rate of return assumption for each major asset class from the 2024 investment policy are summarized in the table shown below.

<b>Asset Class</b>	<b>Target Allocation</b>	<b>Long-Term Expected Real Rate of Return</b>
U.S. Equity	25.00%	4.24%
International Equity	12.50%	4.61%
Core Fixed Income	12.50%	2.08%
Multi-Sector Bond	15.00%	2.83%
Private Debt	8.50%	5.90%
Real Estate	7.50%	4.06%
Private Equity	9.00%	6.25%
Infrastructure	5.00%	4.43%
Multi-Asset	5.00%	3.87%
	100.00%	

**Changes in the Net Pension Liability**

The changes in the Net Pension Liability for the Plan follows (in thousands):

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
<b>Balance at June 30, 2023</b>	<b>\$ 250,194</b>	<b>\$ 87,080</b>	<b>\$ 163,114</b>
<b>Changes for the year:</b>			
Service cost	3,511	-	3,511
Interest	10,588	-	10,588
Changes in benefit terms	(5,441)	-	(5,441)
Differences between actual and expected experience	7,277	-	7,277
Changes in assumptions	7,223	-	7,223
Contribution - employer	-	10,370	(10,370)
Contribution - member	-	1,104	(1,104)
Net investment income	-	8,295	(8,295)
Benefit payments, including refund of member contributions	(16,122)	(16,122)	-
Administrative expense	-	(647)	647
<b>Net changes</b>	<b>7,036</b>	<b>3,000</b>	<b>4,036</b>
<b>Balance at June 30, 2024</b>	<b>\$ 257,230</b>	<b>\$ 90,080</b>	<b>\$ 167,150</b>

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
<b>Balance at June 30, 2022</b>	<b>\$ 200,734</b>	<b>\$ 107,884</b>	<b>\$ 92,850</b>
<b>Changes for the year:</b>			
Service cost	1,994	-	1,994
Interest	13,561	-	13,561
Differences between actual and expected experience	(4,820)	-	(4,820)
Changes in assumptions	54,959	-	54,959
Contribution - employer	-	4,724	(4,724)
Contribution - member	-	995	(995)
Net investment income	-	(9,627)	9,627
Benefit payments, including refund of member contributions	(16,234)	(16,234)	-
Administrative expense	-	(662)	662
<b>Net changes</b>	<b>49,460</b>	<b>(20,804)</b>	<b>70,264</b>
<b>Balance at June 30, 2023</b>	<b>\$ 250,194</b>	<b>\$ 87,080</b>	<b>\$ 163,114</b>



**Sensitivity of the Net Pension Liability to Changes in the Discount Rate** – The following presents the net pension liability of the Plan, calculated using the discount rate, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate (in thousands):

	<b>2024</b>	<b>2023</b>
1% Decrease	3.08%	3.34%
Net Pension Liability	\$196,471	\$190,638
Current Discount Rate	4.08%	4.34%
Net Pension Liability	\$167,150	\$163,114
1% Increase	5.08%	5.34%
Net Pension Liability	\$142,585	\$138,188

**Pension Plan Fiduciary Net Position** – Detailed information about the pension plan’s fiduciary net position is available in the separately issued financial reports. While GASB 68 requires the District to report the unfunded pension obligations under the GGTAR Plan as a liability on its financial statement, the District is not legally responsible for the unfunded pension obligation. The District is only legally responsible for the contributions agreed to in collective bargaining under the terms of the GGTAR plan document and is not legally responsible for the current GGTAR plan unfunded net pension liability of \$167.2 million. For the years ended June 30, 2024 and 2023, the District recognized pension expenses of \$24,102,000 and \$13,709,000, respectively. At June 30, 2024 and 2023, the District reported deferred outflows of resources and deferred inflows of resources related to the GGTAR Plan from the following sources (in thousands):

	<b>2024</b>		<b>2023</b>	
	<b>Deferred Outflows of Resources</b>	<b>Deferred Inflows of Resources</b>	<b>Deferred Outflows of Resources</b>	<b>Deferred Inflows of Resources</b>
Pension Contributions Subsequent to measurement date	\$ 3,247	\$ -	\$ 7,816	\$ -
Differences between actual and expected experience	3,672	1,606	459	3,213
Changes in assumptions	21,930	-	36,639	-
Net differences between projected and actual earnings on plan investments	4,776	-	7,137	-
<b>Total</b>	<b>\$ 33,625</b>	<b>\$ 1,606</b>	<b>\$ 52,051</b>	<b>\$ 3,213</b>

\$3,247,000 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows (in thousands):

<b>Year</b>	<b>Deferred Outflows (Inflows) of Resources</b>
June 30	
2025	\$ 25,243
2026	1,207
2027	2,839
2028	(517)
<b>Total</b>	<b>\$ 28,772</b>

## OTHER RETIREMENT PLANS

The District's deckhands and terminal assistants participate in the Inlandboatmen's Union of the Pacific National Pension Plan (Inlandboatmen's), a union-administered cost-sharing multiple-employer defined benefit pension plan in which the District is a participating employer. Participants are comprised of both non-government and government employees. The plan provides retirement death and disability benefits based upon years of benefit service and contributions made by the District on the employee's behalf. Employees vest after five years of service and receive retirement benefits commencing at age 65, with provisions for early retirement. The District makes contributions on behalf of the participants at a rate determined through collective bargaining. The plan is subject to the provisions of the Employee Retirement Income Security Act of 1974 (ERISA), as amended.

Annual pension cost for the Inlandboatmen's plan was \$769,000 and \$844,000 for the years ended June 30, 2024 and 2023, respectively. The District contributed to Inlandboatmen's plan 21.3% and 25.3%, of payroll for covered employees for the years ended June 30, 2024 and 2023, respectively and equaled 100% of the employer-required contributions. The District's covered payroll for employees participating in this plan was \$3,619,000 and, \$3,337,000, for the years ended June 30, 2024 and 2023, respectively. As of June 30, 2024, the number of employees covered by Inlandboatmen's plan was 89 active and 48 inactive, or retired, employees. Audited financial statements can be obtained directly from IBU Administrator, 5331 SW Macadam Ave, Suite 220, Portland, OR 97239.

The District's ferry operators participate in the MEBA Pension Trust for Towboat Operators (MEBA), a union-administered cost-sharing multiple-employer defined benefit pension plan in which the District is a participating employer. Participants are composed of both non-government and government employees. The plan provides retirement death and disability benefits based on employees' age, years of service and average compensation. Employees vest after 5 years of service and receive retirement benefits commencing at age 65, with provisions for early retirement. The District makes contributions on behalf of the participants at a rate determined through collective bargaining. The plan is subject to the provisions of the Employee Retirement Income Security Act of 1974 (ERISA), as amended.

Annual pension cost for the MEBA plan was \$366,000 and \$408,000, for the years ended June 30, 2024, and June 30, 2023, respectively. The District contributed to MEBA 16.3% and 19.1%, of payroll for covered employees for the years ended June 30, 2024 and, 2023, respectively and equaled 100% of the employer-required contributions. The District's covered payroll for employees participating in this plan was \$2,247,000 and \$2,136,000, for the years ended June 30, 2024 and 2023, respectively. As of June 30, 2024, the number of employees covered by MEBA plan was 24 active and 17 inactive, or retired, employees. Audited financial statements can be obtained directly from MEBA Administrator, 1007 Eastern Avenue, Baltimore, MD 21202.

The plans adopted withdrawal liability procedures for employer members who cease contributions and/or completely withdraws or partially withdraws from the plans to pay its required share of unfunded vested benefit liability. Benefit terms and contribution amounts are established and may be amended for either plan by the Union and the District. The net pension liabilities for those two plans and related deferrals are excluded from the financial statements because the plans are administered as a non-governmental pension plan and the majority of the plan participants are non-governmental employers.

### (13) POST-EMPLOYMENT HEALTH CARE PLAN

**Plan Description** – In August 2007, the District’s Board of Directors adopted the Golden Gate Bridge Highway and Transportation District Other Post-Employment Benefits (OPEB) Trust (Trust) and created the Golden Gate Bridge, Highway and Transportation OPEB Retirement Investment Trust Board to oversee the assets of the Trust. The Trust, single employer defined benefit plan, is irrevocable and is exempt from federal and state income taxes under Internal Revenue Code Section 115. The sole purpose of the Trust is to provide funds to pay post-employment benefits to qualified retirees and their surviving spouse/domestic partner. Benefit allowance provisions are established through employment agreements and memoranda of understanding (MOUs) between the District and its employees. As a separate legal entity from the District, the Trust’s assets are not available to any District’s creditors.

**Benefits Provided** – For employees (other than Bus Operators) hired on or after August 9, 1991, the benefits are provided to retiree and dependent coverage based on age plus years of services as follow: 1) the District does not contribute toward the cost of post-employment health benefits for retirees whose combination of age and number of years of service amounts to less than 70 points; 2) the retiree contributes the normal contribution paid by all retirees plus 30% of the COBRA rates for the coverage they select if their combination of age and number of years of service falls within 70-74 points; 3) the retiree contributes the normal contribution paid by all retirees plus 20% of the COBRA rates for the coverage if their combination of age and number of years of service falls within 75-79 points; and 4) the retiree contributes the normal contribution paid by all retirees if their combination of age and number of years of service is equal to or over 80 points. To qualify for coverage, a minimum of 10 years of service for retiree coverage and 15 years of service for retiree and dependent coverage is required.

Benefit terms are established and may be amended by the District.

The benefits are provided to all employees (other than Bus Operators) hired between July 1, 1983, through August 8, 1991, who retire from the District on or after attaining age 55 with at least 10 years of service. For those employees age 55 with at least 15 years of service, survivor and dependent care benefits are also received. If the employee began employment at the District prior to January 1, 1983, the benefits are provided on or after attaining age 50 with at least 5 years of service. Currently, 514 retirees meet the eligibility requirements.

The Bus Operator retiree medical benefits plan is governed by separate provisions in the MOU between the District and the Amalgamated Transit Union and the Union pension plan document. Currently, 366 retirees meet the eligibility requirements for Bus Operator retirees.

For Bus Operator employees hired on January 1, 2003, or before, retirees, with a combination of the minimum retirement age of 52 or more and number of years of service amounting to 70 or less, the retiree receives only the minimum required contribution, implemented in steps over a 20-year period, starting at \$1 for the first year. If the minimum retirement age at 52 years or more plus years of service is equal to; 1) 75 or more, the retiree receives health benefits at the same levels as active employees; and 2) 70-74 points, the retiree pays 20% of the health benefits paid for active employees.

For Bus Operator employees hired after January 1, 2003 with a combination of the minimum retirement age of 55 or more and number of years of service amounting to less than 70, the retiree receives only the minimum required contribution, implemented in steps over a 20-year period, starting at \$1 for the first year. If the minimum retirement age is 55 years plus years of service is between; 1) 70 to 74 points, the retiree pays 30% of the health benefits amount paid for active employees; 2) 75 to 80 points, the retiree pays 20% of the health benefits amount paid for active employees and 3) 80 points or higher, the District pays the same amount that it pays for active employees.

**Employees Covered** – At the July 1, 2023 and July 1, 2021 valuation dates, the following employees were covered by the benefit terms for the OPEB Plan:

Valuation as of July 1,	<u>2023</u>	<u>2021</u>
Retired employees	884	860
Active employees	<u>669</u>	<u>643</u>
<b>Total</b>	<b><u>1,553</u></b>	<b><u>1,503</u></b>

**Net OPEB Liability** – The District’s net OPEB liability was measured as of June 30, 2024 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation dated July 1, 2023 that was rolled forward to determine the June 30, 2024 total OPEB liability, based on the following actuarial methods and assumptions:

Fiscal year	<u>2024</u>	<u>2023</u>
Valuation Date	July 1, 2023	July 1, 2021
Actuarial Cost Method	Entry-Age Normal Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:		
Discount Rate	6.75%	6.75%
Inflation	2.50%	2.50%
Healthcare Cost Trend	Non-Medicare - 8.50% for 2025, decreasing to an ultimate rate of 3.45% in 2076 Medicare - 7.50% for 2025, decreasing to an ultimate rate of 3.45% in 2076 Dental at 3% and Vision at 3%	Non-Medicare - 6.50% for 2023, decreasing to an ultimate rate of 3.75% in 2076 Medicare - 5.65% for 2023, decreasing to an ultimate rate of 3.75% in 2076 Dental at 3% and Vision at 3%
Mortality	CalPERS 2000-2019 Experience Study for CalPERS members. All Other Members: RP 2014 Blue Collar	CalPERS 1997-2015 Experience Study for CalPERS members. All Other Members: RP 2014 Blue Collar

**Contributions** – The District’s contributions to the plan are based on the actuarial valuation that provides an estimate of an actuarially determined contribution (ADC) to be used by the District to fully fund the Trust. It is the District’s intent to fully fund each year’s ADC and the current year’s contributions to the plan were \$9,255,000 and \$9,343,000 for fiscal years ended June 30, 2024 and June 30, 2023.

**Discount Rate** – The discount rate used to measure the total OPEB liability was 6.75%. The projection of cash flows used to determine the discount rate assumed that District contributions will be made at rates equal to the actuarially determined contribution rates. Based on those assumptions, the OPEB plan’s fiduciary net position was projected to be available to make all projected OPEB payments for current active and inactive employees. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability. The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of OPEB plan investment expense and inflation) are developed 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 target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>
Growth	
Domestic Equity	36.00%
International Equity	19.00%
Private Equity	6.70%
Private Debt	6.70%
Real Assets	6.60%
Cash Equivalents	0.00%
Income	
Fixed Income	25.00%
	<u>100.00%</u>

The District's change in net OPEB liability is as follows (in thousands):

	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
<b>Balance at June 30, 2023</b>	<b>\$ 163,094</b>	<b>\$ 115,501</b>	<b>\$ 47,593</b>
<b>Changes for the year:</b>			
Service cost	3,232	-	3,232
Interest	10,826	-	10,826
Differences between actual and expected experience	14,998	-	14,998
Changes in assumptions	10,316	-	10,316
Contribution - employer	-	9,255	(9,255)
Net investment income	-	15,549	(15,549)
Benefit payments	(11,876)	(11,876)	-
Administrative expense	-	(334)	334
<b>Net changes</b>	<b>27,496</b>	<b>12,594</b>	<b>14,902</b>
<b>Balance at June 30, 2024</b>	<b>\$ 190,590</b>	<b>\$ 128,095</b>	<b>\$ 62,495</b>

	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
<b>Balance at June 30, 2022</b>	<b>\$ 161,272</b>	<b>\$ 107,247</b>	<b>\$ 54,025</b>
<b>Changes for the year:</b>			
Service cost	3,300	-	3,300
Interest	11,419	-	11,419
Changes in benefit terms	(1,861)	-	(1,861)
Contribution - employer	-	9,343	(9,343)
Net investment income	-	9,562	(9,562)
Other miscellaneous income	-	677	(677)
Benefit payments	(11,036)	(11,036)	-
Administrative expense	-	(292)	292
<b>Net changes</b>	<b>1,822</b>	<b>8,254</b>	<b>(6,432)</b>
<b>Balance at June 30, 2023</b>	<b>\$ 163,094</b>	<b>\$ 115,501</b>	<b>\$ 47,593</b>

**Sensitivity of the net OPEB liability to change in discount rate** – The following presents the net OPEB liability of the District's, as well as what the District's net OPEB liability would be if it were calculated using a discount rate that is one percentage point lower, or one percentage point higher, than the current discount rate (in thousands):

	<u>2024</u>	<u>2023</u>
Net OPEB Liability at 1% increase	\$ 44,394	\$ 31,903
Net OPEB Liability at current rate	62,495	47,593
Net OPEB Liability at 1% decrease	84,048	66,285

**Sensitivity of the net OPEB liability to change in healthcare costs** – The following presents the net OPEB liability of the District, as well as what the District's net OPEB liability would be if it were calculated using healthcare cost trend rates that are one percentage point lower, or one percentage point higher, than the current healthcare cost trend rates (in thousands):

	<u>2024</u>	<u>2023</u>
Net OPEB Liability at 1% increase	\$ 86,964	\$ 70,772
Net OPEB Liability at current rate	62,495	47,593
Net OPEB Liability at 1% decrease	42,190	31,055

**Recognition of Deferred Outflows and Deferred Inflows of Resources** – Gains and losses related to changes in total OPEB liability and fiduciary net position are recognized in OPEB expense systematically over time. Amounts are first recognized in OPEB expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to OPEB and are to be recognized in future OPEB expense. The recognition period differs depending on the source of the gain or loss. The net difference between projected and actual earnings on OPEB plan investments is amortized over a five year period. All other amounts are amortized over the expected average remaining service lifetime (EARSL) of 4.3 years.

**OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB** – For the fiscal years ended June 30, 2024 and June 30, 2023, the District recognized OPEB expense of \$5,434,000 and a negative expense of \$(1,440,000), respectively. As of fiscal years ended June 30, 2024 and June 30, 2023, the District reported deferred outflows of resources related to OPEB from the following sources:

	<u>2024</u>		<u>2023</u>	
	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between actual and expected experience	\$ 11,510	\$ 2,542	\$ 6	\$ 7,154
Changes in assumptions	8,524	3,076	1,621	5,173
Net differences between projected and actual earnings on plan investments	-	2,290	4,104	-
<b>Total</b>	<b>\$ 20,034</b>	<b>\$ 7,908</b>	<b>\$ 5,731</b>	<b>\$ 12,327</b>

The reported as deferred outflows of resources related to OPEB will be recognized as expense as follows:

Year	Deferred outflows (inflows) of resources
2025	\$ 1,024
2026	6,968
2027	3,910
2028	224
<b>Total</b>	<b>\$ 12,126</b>

#### (14) SELF-INSURANCE

The District is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees and patrons; natural disasters; employee, retiree and dependent health benefits. The District is self-insured for its health benefits, general liability, workers' compensation, Bridge physical use and occupancy, auto liability and public transportation liabilities. The District has set aside assets for claim settlements associated with the above risks of loss up to certain limits. In April 2006, the District did not renew its Bridge Physical Use and Occupancy policy and became self-insured. As a result, the District has designated \$23.7 million in net position as of June 30, 2024 for Bridge self-insurance. Self-insurance and limits are as follows:

Type of Coverage	Self-Insurance	Excess Coverage
General/Vehicle Liability	\$3,000,000 per occurrence General Liability \$7,500,000 Automobile Liability	\$85,000,000
Workers' Compensation	\$1,250,000 per claim	\$25,000,000
Health Benefits	\$1,000,000 per individual	\$175,000 stop loss; unlimited lifetime
Property (earthquake, fire) Term	\$250,000 (5% /\$250,000 per unit Minimum Earthquake and Flood)	\$20,000,000 earthquake; \$76,000,000 fire
Ferry Hull, Machinery	see below	see below
Environmental Impairment	see below	see below
Marine	see below	see below
Crime and Dishonesty	\$25,000 per occurrence \$10,000 per occurrence \$5,000 \$5,000 \$50,000 Fraudulent Impersonation \$10,000	\$1,000,000 employee theft \$1,000,000 forgery/alteration \$500,000 robbery or safe burglary \$15,000 money orders /counterfeit paper currency \$250,000 fraudulent Impersonation (Social Engineering) \$1,000,000 computer fraud and funds transfer
Public Officials Liability	\$250,000 per claim D&O Liability \$250,000 per claim employment practices \$1,000,000 per claim class action suit/ Layoffs	\$2,000,000 per occurrence/ annual aggregate
Cyber Liability	\$50,000 per occurrence	\$5,000,000 per claim \$5,000,000 per claim Ransomware
Type of Coverage	Deductible (Self-Insurance)	Total Insurance Limit (Excess Coverage)
Ferry Hull, Machinery	\$200,000 any one accident or occurrence	Per Vessel Schedule
Protection & Indemnity	\$55,000 any one accident or occurrence / \$350,000 annual aggregate deductible (AAD)	\$1,000,000,000 any one accident or occurrence
Environmental Impairment (Vessel Pollution)	None	\$5,000,000 per occurrence, \$1,000,000,000 club placement is excess the \$5M primary
Marine General Liability	\$10,000 Each Occurrence	\$50,000,000 per occurrence

All property is insured at full replacement value. To date, no settlement amounts have exceeded commercial insurance coverage for the last five years.



The District's estimated self-insurance liability is based on requirements of GASB Statement No. 10 and 30. These statements require a liability for claims to be reported if information prior to issuance of the financial statements indicates that it is probable that a liability has been incurred and the amount of loss can be reasonably estimated. The actuarially determined liability includes allocated expenses and a provision for incurred but not reported claims. Changes in the balances of claims liabilities for the years ended June 30, 2024 and 2023 are as follows (in thousands):

	<b>Balance July 1, 2023</b>	<b>Incurred Claims and Changes in Estimates</b>	<b>Claim Payments and Related Costs</b>	<b>Balance June 30, 2024</b>	<b>Current Portion</b>	<b>Noncurrent Portion</b>
Workers' compensation liability	\$ 20,690	\$ 8,509	\$ (6,135)	\$ 23,064	\$ 4,480	\$ 18,584
General and property insurance liability	1,322	139	(143)	1,318	633	685
Pollution remediation liability	14,543	-	-	14,543	-	14,543
Subtotal: Self-insurance liability	36,555	8,648	(6,278)	38,925	5,113	33,812
Other medical claims liability	654	(16,417)	16,417	654	654	-
<b>Combined self-insurance and other medical liability</b>	<b>\$ 37,209</b>	<b>\$ (7,769)</b>	<b>\$ 10,139</b>	<b>\$ 39,579</b>	<b>\$ 5,767</b>	<b>\$ 33,812</b>

	<b>Balance July 1, 2022</b>	<b>Incurred Claims and Changes in Estimates</b>	<b>Claim Payments and Related Costs</b>	<b>Balance June 30, 2023</b>	<b>Current Portion</b>	<b>Noncurrent Portion</b>
Workers' compensation liability	\$ 18,983	\$ 9,510	\$ (7,803)	\$ 20,690	\$ 4,694	\$ 15,996
General and property insurance liability	3,746	(2,293)	(131)	1,322	548	774
Pollution remediation liability	15,043	(500)	-	14,543	-	14,543
Subtotal: Self-insurance liability	37,772	6,717	(7,934)	36,555	5,242	31,313
Other medical claims liability	654	(14,495)	14,495	654	654	-
<b>Combined self-insurance and other medical liability</b>	<b>\$ 38,426</b>	<b>\$ (7,778)</b>	<b>\$ 6,561</b>	<b>\$ 37,209</b>	<b>\$ 5,896</b>	<b>\$ 31,313</b>

**(15) ALLOCATION OF DISTRICT DIVISION EXPENSE**

For the years ended June 30, 2024 and 2023, District Division expense has been allocated to the general and administrative expenses of the other divisions by resolution of the Board of Directors as follows (in thousands):

	<b>2024</b>	<b>2023</b>
Bridge Division	\$ 18,456	\$ 14,455
Bus Division	16,107	14,023
Ferry Division	8,592	7,340
<b>Total</b>	<b>\$ 43,155</b>	<b>\$ 35,818</b>

**(16) ENVIRONMENTAL REMEDIATION**

During 1992, the District discovered lead contamination in the soil beneath the north and south approaches to the Golden Gate Bridge. The District entered into a Voluntary Cleanup Agreement (VCA) with the State of California Department of Toxic Substances Control (DTSC) to implement a Remedial Action Plan (RAP) for the first phase of a two-phased cleanup program and a Remedial Investigation/Feasibility Study (RI/FS) and a RAP for the second phase. The District has completed the Phase I cleanup under the VCA and has expensed approximately \$6.5 million for that work. The VCA requires that the District complete an RI/FS and RAP of the Phase II area. The District prepared and submitted an initial draft RI/FS to DTSC and has been discussing with DTSC a soil cleanup value for the site and next steps for finalizing the document and implementing the cleanup. After the cleanup plan is approved, the District estimates completing the cleanup within five years.

The estimate of the lead contamination remediation liability amounted to \$14.0 million as of July 1, 2008. It was subsequently reviewed in 2012 and 2017 with no significant change in exposure. The amount is determined upon the expected cash flow technique. The liability can change over time due to changes in costs of goods and services, changes in remediation technology, or changes in laws and regulations governing the remediation effort. In July 2023, the District provided a draft Feasibility Study/Remedial Action Plan outline, an updated RI/FS outline and supporting technical documents to DTSC for their review and comments. The District is continuing work with DTSC to finalize an updated cleanup value based on future public accessibility criteria which includes a revised estimated contamination remediation liability based on the work needed to be performed for the Phase II cleanup. As of June 30, 2024, the estimate equals \$14.3 million.

The District is also involved in one additional environmental remediation activity for underground storage tank clean up located at the Novato Bus Facility. On August 28, 2020, the District awarded a construction contract to perform the site cleanup. The work included removing and temporarily relocating existing utilities, installing sheet piling shoring, removing and disposing asphalt concrete surfacing, excavating contaminated material, dewatering and disposing of contaminated water, backfilling the excavated area, reinstalling utilities, placing new asphalt concrete surfacing, pavement delineation, and other associated work. Costs spent on construction in fiscal year 2024 and 2023 totaled \$1 thousand and \$12 thousand respectively.

Total costs incurred over the lifetime of the remediation is \$6.7 million. A site closure request was submitted to and approved by the San Francisco Regional Water Quality Control Board, with conditions, on June 13, 2022. On September 29, 2023, the Water Board requested a Case Closure Summary document to facilitate their case closure analysis. The District completed the Case Closure Summary document and on April 2, 2024, distributed same to adjacent property owners and interested parties. After a 60-day public review period, no comments were received by the Water Board. On June 19, 2024, the Water Board issued the District a directive to destroy all remaining monitoring wells at the site and submit a final closure report by October 2024. The monitoring well destruction is schedule to be performed the last week of August 2024. Remaining obligations by the District are conservatively estimated at \$150,000 for monitoring well removal and the site closure final report as of June 30, 2024.

**(17) CONTINGENCIES**

Litigation - The District is involved in various litigation arising from the normal course of business. In the opinion of management, the disposition of all litigation pending is not expected to have a material effect on the overall financial position of the District at June 30, 2024.

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REQUIRED SUPPLEMENTARY INFORMATION, JUNE 30, 2024

**SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS AND  
SCHEDULE OF CONTRIBUTIONS  
(Dollar Amounts in Thousands)**

**CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM**

	<b>Fiscal Year 2024</b>	<b>Fiscal Year 2023</b>	<b>Fiscal Year 2022</b>
<b>TOTAL PENSION LIABILITY</b>			
Service cost	\$ 8,261	\$ 8,281	\$ 8,114
Interest on Total Pension Liability	32,835	31,601	31,978
Changes of benefit terms	434	-	-
Changes of Assumptions	-	3,326	-
Difference Between Expected and Actual Experience	5,825	(6,081)	(1,085)
Benefit Payments, Including Refunds of Employee Contributions	<u>(29,256)</u>	<u>(27,277)</u>	<u>(26,060)</u>
<b>Net Change in Total Pension Liability</b>	18,099	9,850	12,947
<b>Total Pension Liability - Beginning</b>	<u>480,101</u>	<u>470,251</u>	<u>457,304</u>
<b>Total Pension Liability - Ending (a)</b>	<u>\$ 498,200</u>	<u>\$ 480,101</u>	<u>\$ 470,251</u>
<b>PLAN FIDUCIARY NET POSITION</b>			
Contributions - Employer	17,346	16,195	15,369
Contributions - Employee	3,787	3,397	3,320
Net Investment Income	22,450	(30,316)	75,347
Net Plan to Plan Resource Movement	-	-	-
Other Miscellaneous Income	-	-	-
Benefit Payments, Including Refunds of Employee Contributions	(29,256)	(27,277)	(26,060)
Administrative Expense	<u>(267)</u>	<u>(249)</u>	<u>(337)</u>
<b>Net Change in Fiduciary Net Position</b>	14,060	(38,250)	67,639
<b>Plan Fiduciary Net Position - Beginning</b>	<u>364,321</u>	<u>402,571</u>	<u>334,932</u>
<b>Plan Fiduciary Net Position - Ending (b)</b>	<u>\$ 378,381</u>	<u>\$ 364,321</u>	<u>\$ 402,571</u>
<b>Plan Net Pension Liability/(Asset) - Ending (a) - (b)</b>	<u>\$ 119,819</u>	<u>\$ 115,780</u>	<u>\$ 67,680</u>
<b>Plan Fiduciary Net Position as a Percentage of the Total Pension Liability</b>	75.95%	75.88%	85.61%
<b>Covered Payroll</b>	\$ 44,984	\$ 47,478	\$ 45,327
<b>Plan Net Pension Liability/(Asset) as a Percentage of Covered Payroll</b>	266.36%	243.86%	149.31%
<b>Discount rate used</b>	6.90%	6.90%	7.15%
<b>Measurement Date</b>	6/30/2023	6/30/2022	6/30/2021

**CalPERS - Schedule of Pension Contributions (in Thousands):**

	<b>Fiscal Year 2024</b>	<b>Fiscal Year 2023</b>	<b>Fiscal Year 2022</b>
Actuarially Determined Contribution	\$ 16,069	\$ 17,335	\$ 15,876
Contributions in Relation to the Actuarially Determined Contribution	<u>(16,069)</u>	<u>(17,335)</u>	<u>(15,876)</u>
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -
Covered Payroll	\$ 45,240	\$ 44,984	\$ 47,478
Contributions as a Percentage of Covered Payroll	35.52%	38.54%	33.44%

Fiscal Year 2021	Fiscal Year 2020	Fiscal Year 2019	Fiscal Year 2018	Fiscal Year 2017	Fiscal Year 2016	Fiscal Year 2015
\$ 7,915	\$ 7,805	\$ 7,792	\$ 7,723	\$ 6,460	\$ 6,334	\$ 6,739
31,091	30,128	28,965	28,828	28,355	27,534	26,655
-	-	-	-	-	-	-
-	-	(12,426)	22,252	-	(6,253)	-
76	2,800	(346)	(4,339)	(3,241)	(3,242)	-
(25,172)	(24,016)	(22,568)	(21,238)	(20,421)	(19,479)	(18,864)
13,910	16,717	1,417	33,226	11,153	4,894	14,530
443,394	426,677	425,260	392,034	380,881	375,987	361,457
<u>\$ 457,304</u>	<u>\$ 443,394</u>	<u>\$ 426,677</u>	<u>\$ 425,260</u>	<u>\$ 392,034</u>	<u>\$ 380,881</u>	<u>\$ 375,987</u>
14,919	13,429	11,687	11,232	9,445	7,861	7,748
3,601	3,437	3,419	3,221	3,129	2,934	3,643
16,199	20,487	25,169	30,399	1,387	6,381	42,627
-	-	(1)	(12)	-	-	-
-	1	(877)	-	-	-	-
(25,172)	(24,016)	(22,568)	(21,238)	(20,421)	(19,478)	(18,864)
(459)	(223)	(462)	(403)	(171)	(316)	-
9,088	13,115	16,367	23,199	(6,631)	(2,618)	35,154
325,844	312,729	296,362	273,163	279,794	282,412	247,258
<u>\$ 334,932</u>	<u>\$ 325,844</u>	<u>\$ 312,729</u>	<u>\$ 296,362</u>	<u>\$ 273,163</u>	<u>\$ 279,794</u>	<u>\$ 282,412</u>
<u>\$ 122,372</u>	<u>\$ 117,550</u>	<u>\$ 113,948</u>	<u>\$ 128,898</u>	<u>\$ 118,871</u>	<u>\$ 101,087</u>	<u>\$ 93,575</u>
73.24%	73.49%	73.29%	69.69%	69.68%	73.46%	75.11%
\$ 44,949	\$ 43,939	\$ 43,531	\$ 41,361	\$ 37,619	\$ 36,328	\$ 37,044
272.25%	267.53%	261.76%	311.64%	315.99%	278.26%	252.61%
7.15%	7.15%	7.15%	7.15%	7.65%	7.65%	7.50%
6/30/2020	6/30/2019	6/30/2018	6/30/2017	6/30/2016	6/30/2015	6/30/2014

Fiscal Year 2021	Fiscal Year 2020	Fiscal Year 2019	Fiscal Year 2018	Fiscal Year 2017	Fiscal Year 2016	Fiscal Year 2015
\$ 15,876	\$ 14,771	\$ 13,267	\$ 11,406	\$ 11,453	\$ 9,475	\$ 7,899
(15,876)	(14,771)	(13,267)	(11,406)	(11,453)	(9,475)	(7,899)
<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
\$ 45,327	\$ 44,949	\$ 43,939	\$ 43,531	\$ 41,361	\$ 37,619	\$ 36,328
35.03%	32.86%	32.08%	26.20%	27.69%	25.19%	21.74%

REQUIRED SUPPLEMENTARY INFORMATION, JUNE 30, 2024

**SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS AND  
SCHEDULE OF CONTRIBUTIONS  
(Dollar Amounts in Thousands)  
GOLDEN GATE TRANSIT AMALGAMATED RETIREMENT PLAN**

	Fiscal Year 2024	Fiscal Year 2023	Fiscal Year 2022
<b>TOTAL PENSION LIABILITY</b>			
Service cost	\$ 3,511	\$ 1,994	\$ 2,288
Interest on Total Pension Liability	10,588	13,561	13,562
Changes of benefit terms	(5,441)	-	-
Changes of Assumptions	7,223	54,959	-
Difference Between Expected and Actual Experience	7,277	(4,820)	139
Benefit Payments, Including Refunds of Employee Contributions	(16,122)	(16,234)	(15,488)
<b>Net Change in Total Pension Liability</b>	<b>7,036</b>	<b>49,460</b>	<b>501</b>
<b>Total Pension Liability - Beginning</b>	<b>250,194</b>	<b>200,734</b>	<b>200,233</b>
<b>Total Pension Liability - Ending (a)</b>	<b>\$ 257,230</b>	<b>\$ 250,194</b>	<b>\$ 200,734</b>
<b>PLAN FIDUCIARY NET POSITION</b>			
Contributions - Employer	\$ 10,370	\$ 4,724	\$ 4,892
Contributions - Employee	1,104	995	1,027
Net Investment Income	8,295	(9,627)	15,030
Benefit Payments, Including Refunds of Employee Contributions	(16,122)	(16,234)	(15,488)
Administrative Expense	(647)	(662)	(703)
<b>Net Change in Fiduciary Net Position</b>	<b>3,000</b>	<b>(20,804)</b>	<b>4,758</b>
<b>Plan Fiduciary Net Position - Beginning</b>	<b>87,080</b>	<b>107,884</b>	<b>103,126</b>
<b>Plan Fiduciary Net Position - Ending (b) <sup>1</sup></b>	<b>\$ 90,080</b>	<b>\$ 87,080</b>	<b>\$ 107,884</b>
<b>Plan Net Pension Liability/(Asset) - Ending (a) - (b)</b>	<b>\$ 167,150</b>	<b>\$ 163,114</b>	<b>\$ 92,850</b>
<b>Plan Fiduciary Net Position as a Percentage of the Total Pension Liability</b>	35.02%	34.80%	53.74%
<b>Covered Payroll</b>	\$ 15,047	\$ 13,153	\$ 15,085
<b>Plan Net Pension Liability/(Asset) as a Percentage of Covered Payroll</b>	1110.85%	1240.13%	615.51%
<b>Discount rate used</b>	6.75%	6.75%	7.00%
<b>Measurement Date</b>	12/31/2023	12/31/2022	12/31/2021

<sup>1</sup> GASB 68 requires the District to report the unfunded pension obligations under the GGTAR Plan as a liability on its financial statement even if the District is not legally responsible for the unfunded pension obligation. The District is only legally responsible for the contributions agreed to in collective bargaining under the terms of the GGTAR plan document and is not legally responsible for the current GGTAR plan unfunded net pension liability.

**GGTAR - Schedule of Pension Contributions (in Thousands)**

	Fiscal Year 2024	Fiscal Year 2023	Fiscal Year 2022
Actuarially Determined Contribution	\$ 9,263	\$ 9,263	\$ 8,825
Contributions in Relation to the Actuarially Determined Contribution	(5,671)	(10,151)	(4,646)
Contribution Deficiency (Excess)	\$ 3,592	\$ (888)	\$ 4,179
Covered Payroll	\$ 13,798	\$ 14,982	\$ 12,555
Contributions as a Percentage of Covered Payroll	41.10%	77.18%	30.80%

Fiscal Year 2021	Fiscal Year 2020	Fiscal Year 2019	Fiscal Year 2018	Fiscal Year 2017	Fiscal Year 2016	Fiscal Year 2015
\$ 3,855	\$ 5,188	\$ 5,070	\$ 5,169	\$ 3,573	\$ 3,509	\$ 3,174
13,353	11,864	11,478	11,153	10,687	11,661	11,278
-	(1,453)	-	-	-	-	-
-	(31,465)	(1,589)	(3,552)	16,918	29,833	-
1,560	3,433	2,941	-	5,746	-	1,395
(14,542)	(13,972)	(13,292)	(12,763)	(12,184)	(11,202)	(10,614)
4,226	(26,405)	4,608	7	24,740	33,801	5,233
196,007	222,412	217,804	217,797	193,057	159,256	154,023
<b>\$ 200,233</b>	<b>\$ 196,007</b>	<b>\$ 222,412</b>	<b>\$ 217,804</b>	<b>\$ 217,797</b>	<b>\$ 193,057</b>	<b>\$ 159,256</b>
\$ 5,863	\$ 4,927	\$ 5,046	\$ 4,583	\$ 4,174	\$ 3,967	\$ 3,635
1,385	1,594	1,636	1,115	804	622	420
6,832	14,010	(6,643)	13,452	7,220	(835)	8,263
(14,542)	(13,972)	(13,292)	(12,763)	(12,184)	(11,202)	(10,614)
(797)	(751)	(614)	(517)	(410)	(494)	(438)
(1,259)	5,808	(13,867)	5,870	(396)	(7,942)	1,266
104,385	98,577	112,444	106,574	106,970	114,912	113,646
<b>\$ 103,126</b>	<b>\$ 104,385</b>	<b>\$ 98,577</b>	<b>\$ 112,444</b>	<b>\$ 106,574</b>	<b>\$ 106,970</b>	<b>\$ 114,912</b>
<b>\$ 97,107</b>	<b>\$ 91,622</b>	<b>\$ 123,835</b>	<b>\$ 105,360</b>	<b>\$ 111,223</b>	<b>\$ 86,087</b>	<b>\$ 44,344</b>
51.50%	53.26%	44.32%	51.63%	48.93%	55.41%	72.16%
\$ 19,332	\$ 22,248	\$ 23,393	\$ 22,875	\$ 22,713	\$ 22,327	\$ 21,278
502.31%	411.82%	529.37%	460.59%	489.69%	385.57%	208.40%
7.00%	7.00%	5.44%	5.37%	5.21%	5.66%	7.50%
12/31/2020	12/31/2019	12/31/2018	12/31/2017	12/31/2016	12/31/2015	12/31/2014

Fiscal Year 2021	Fiscal Year 2020	Fiscal Year 2019	Fiscal Year 2018	Fiscal Year 2017	Fiscal Year 2016	Fiscal Year 2015
\$ 6,961	\$ 7,925	\$ 7,771	\$ 8,095	\$ 6,666	\$ 6,666	\$ 6,351
(5,408)	(5,498)	(5,275)	(4,976)	(4,318)	(3,769)	(3,575)
<b>\$ 1,553</b>	<b>\$ 2,427</b>	<b>\$ 2,496</b>	<b>\$ 3,119</b>	<b>\$ 2,348</b>	<b>\$ 2,897</b>	<b>\$ 2,776</b>
\$ 14,341	\$ 23,366	\$ 22,781	\$ 23,334	\$ 22,442	\$ 22,158	\$ 22,189
37.71%	23.53%	23.16%	21.33%	19.24%	17.01%	16.11%

**SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY AND RELATED RATIOS AND  
SCHEDULE OF CONTRIBUTIONS  
(Dollar Amounts in Thousands)**

**OTHER POST-EMPLOYMENT EMPLOYEE BENEFITS**

	<b>Fiscal Year 2024</b>	<b>Fiscal Year 2023</b>
<b>TOTAL OPEB LIABILITY</b>		
Service cost	\$ 3,232	\$ 3,300
Interest on Total OPEB Liability	10,826	11,419
Changes of benefit terms	-	(1,861)
Changes of Assumptions	10,316	-
Difference Between Expected and Actual Experience	14,998	-
Benefit Payments, Including Refunds of Employee Contributions	(11,876)	(11,036)
<b>Net Change in Total OPEB Liability</b>	<b>27,496</b>	<b>1,822</b>
<b>Total OPEB Liability - Beginning</b>	<b>163,094</b>	<b>161,272</b>
<b>Total OPEB Liability - Ending (a)</b>	<b>\$ 190,590</b>	<b>\$ 163,094</b>
<b>PLAN FIDUCIARY NET POSITION</b>		
Contributions - Employer	\$ 9,255	\$ 9,343
Net Investment Income	15,549	9,562
Other Miscellaneous Income	-	677
Benefit Payments, Including Refunds of Employee Contributions	(11,876)	(11,036)
Administrative Expense	(334)	(292)
<b>Net Change in Fiduciary Net Position</b>	<b>12,594</b>	<b>8,254</b>
<b>Plan Fiduciary Net Position - Beginning</b>	<b>115,501</b>	<b>107,247</b>
<b>Plan Fiduciary Net Position - Ending (b)</b>	<b>\$ 128,095</b>	<b>\$ 115,501</b>
<b>Plan Net OPEB Liability - Ending (a) - (b)</b>	<b>\$ 62,495</b>	<b>\$ 47,593</b>
<b>Plan Fiduciary Net Position as a Percentage of the Total OPEB Liability</b>	<b>67.21%</b>	<b>70.82%</b>
<b>Covered-Employee Payroll</b>	<b>\$ 83,572</b>	<b>\$ 74,528</b>
<b>Plan Net OPEB Liability as a Percentage of Covered-Employee Payroll</b>	<b>74.78%</b>	<b>63.86%</b>
<b>Discount rate used</b>	<b>6.75%</b>	<b>6.75%</b>
<b>Measurement Date</b>	<b>6/30/2024</b>	<b>6/30/2023</b>

**Schedule of OPEB Contributions (in Thousands)**

	<b>Fiscal Year 2024</b>	<b>Fiscal Year 2023</b>
Actuarially Determined Contribution	\$ 9,255	\$ 9,343
Contributions in Relation to the Actuarially Determined Contribution	(9,255)	(9,343)
Contribution Deficiency (Excess)	\$ -	\$ -
Covered-Employee Payroll	\$ 83,572	\$ 74,528
Contributions as a Percentage of Covered-Employee Payroll	11.07%	12.54%
<b>Average money weighted return</b>	<b>6.75%</b>	<b>6.75%</b>

\* Historical information is not available prior to the implementation of the OPEB standards.



<b>Fiscal Year 2022</b>	<b>Fiscal Year 2021</b>	<b>Fiscal Year 2020</b>	<b>Fiscal Year 2019</b>	<b>Fiscal Year 2018</b>	<b>Fiscal Year 2017*</b>
\$ 4,000	\$ 4,472	\$ 5,051	\$ 4,892	\$ 4,508	\$ 4,155
11,474	12,169	12,911	12,423	12,275	12,122
-	(7,462)	-	-	372	-
(9,229)	4,660	(350)	-	(3,452)	4,661
(5,329)	(5,867)	(16,508)	915	(97)	220
(11,264)	(11,445)	(10,823)	(11,982)	(11,783)	(10,129)
(10,348)	(3,473)	(9,719)	6,248	1,823	11,029
171,620	175,093	184,812	178,564	176,741	165,712
<b>\$ 161,272</b>	<b>\$ 171,620</b>	<b>\$ 175,093</b>	<b>\$ 184,812</b>	<b>\$ 178,564</b>	<b>\$ 176,741</b>
\$ 13,125	\$ 12,363	\$ 13,722	\$ 14,313	\$ 13,810	\$ 11,649
(15,141)	27,369	5,264	4,376	6,429	7,083
-	-	-	-	-	-
(11,264)	(11,445)	(10,823)	(11,982)	(11,783)	(10,129)
(399)	(307)	(278)	(238)	(249)	(191)
(13,679)	27,980	7,885	6,469	8,207	8,412
120,926	92,946	85,061	78,592	70,385	61,973
<b>\$ 107,247</b>	<b>\$ 120,926</b>	<b>\$ 92,946</b>	<b>\$ 85,061</b>	<b>\$ 78,592</b>	<b>\$ 70,385</b>
<b>\$ 54,025</b>	<b>\$ 50,694</b>	<b>\$ 82,147</b>	<b>\$ 99,751</b>	<b>\$ 99,972</b>	<b>\$ 106,356</b>
66.50%	70.46%	53.08%	46.03%	44.01%	39.82%
\$ 67,833	\$ 67,141	\$ 87,840	\$ 78,000	\$ 76,850	\$ 61,759
79.64%	75.50%	93.52%	127.89%	130.09%	172.21%
6.75%	7.00%	7.00%	7.00%	7.00%	7.00%
6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017

<b>Fiscal Year 2022</b>	<b>Fiscal Year 2021</b>	<b>Fiscal Year 2020</b>	<b>Fiscal Year 2019</b>	<b>Fiscal Year 2018</b>	<b>Fiscal Year 2017*</b>
\$ 13,125	\$ 12,363	\$ 13,722	\$ 14,313	\$ 13,810	\$ 11,649
(13,125)	(12,363)	(13,722)	(14,313)	(13,810)	(11,649)
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 67,833	\$ 67,141	\$ 87,840	\$ 78,000	\$ 76,850	\$ 61,759
19.35%	18.41%	15.62%	18.35%	17.97%	18.86%
6.75%	6.75%	7.00%	5.50%	9.00%	11.00%

**SCHEDULE OF MEBA AND IBU CONTRIBUTIONS**

	<b>Fiscal Year 2024</b>	<b>Fiscal Year 2023</b>	<b>Fiscal Year 2022</b>
Actuarially Determined Contribution	\$ 366	\$ 408	\$ 313
Contributions in Relation to Actuarially Determined Contribution	366	408	313
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered Payroll	\$ 2,247	\$ 2,136	\$ 2,179
Contributions as a Percentage of Covered Payroll	16.29%	19.10%	14.36%

**Schedule of IBU Contributions (In Thousands)**

	<b>Fiscal Year 2024</b>	<b>Fiscal Year 2023</b>	<b>Fiscal Year 2022</b>
Actuarially Determined Contribution	\$ 769	\$ 844	\$ 629
Contributions in Relation to Actuarially Determined Contribution	769	844	629
Contribution Deficiency (Excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered Payroll	\$ 3,619	\$ 3,337	\$ 2,689
Contributions as a Percentage of Covered Payroll	21.25%	25.29%	23.39%

<b>Fiscal Year 2021</b>	<b>Fiscal Year 2020</b>	<b>Fiscal Year 2019</b>	<b>Fiscal Year 2018</b>	<b>Fiscal Year 2017</b>	<b>Fiscal Year 2016</b>	<b>Fiscal Year 2015</b>
\$ 159	\$ 202	\$ 424	\$ 346	\$ 322	\$ 283	\$ 253
159	202	424	346	322	283	253
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,920	\$ 2,324	\$ 2,199	\$ 2,456	\$ 2,283	\$ 2,172	\$ 1,888
8.28%	8.69%	19.28%	14.09%	14.10%	13.03%	13.40%

<b>Fiscal Year 2021</b>	<b>Fiscal Year 2020</b>	<b>Fiscal Year 2019</b>	<b>Fiscal Year 2018</b>	<b>Fiscal Year 2017</b>	<b>Fiscal Year 2016</b>	<b>Fiscal Year 2015</b>
\$ 472	\$ 740	\$ 813	\$ 935	\$ 653	\$ 597	\$ 540
472	740	813	935	653	597	540
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,750	\$ 3,100	\$ 4,982	\$ 3,596	\$ 3,257	\$ 2,844	\$ 2,786
26.97%	23.87%	16.32%	26.00%	20.05%	20.99%	19.38%

**SUPPLEMENTARY SCHEDULE OF REVENUES AND EXPENSES BY DIVISION (UNAUDITED NON-GAAP BASIS), YEAR ENDED  
JUNE 30, 2024 AND 2023 (In thousands)**

	<u>Total</u>		<u>Bridge Division</u>	
	<u>2024</u>	<u>2023</u>	<u>2024</u>	<u>2023</u>
Operating Revenues				
Bridge tolls	\$ 154,304	\$ 146,459	\$154,304	\$ 146,459
Transit fares	21,000	17,616	-	-
Marin Transit revenues	12,682	12,148	-	-
Other operating revenues	2,293	4,171	870	796
Total operating revenues	<u>190,279</u>	<u>180,394</u>	<u>155,174</u>	<u>147,255</u>
Operations	109,634	97,010	18,834	18,561
Maintenance	50,311	45,588	27,285	25,038
General and administrative	61,254	44,707	25,659	10,317
Depreciation	52,329	47,359	16,289	15,808
Total operating expenses	<u>273,528</u>	<u>234,664</u>	<u>88,067</u>	<u>69,724</u>
Operating Income (Loss)	<u>(83,249)</u>	<u>(54,270)</u>	<u>67,107</u>	<u>77,531</u>
Non-operating Revenues (Expenses):				
Operating Grants:				
State operating grants	28,492	21,111	-	-
Federal operating grants	51,385	61,142	-	304
Local operating grants	4,609	4,250	-	-
Total operating grants	<u>84,486</u>	<u>86,503</u>	<u>-</u>	<u>304</u>
Investment income (expense)	21,557	5,340	21,544	5,330
Interest expense	(2,212)	(1,802)	(2,158)	(1,724)
Gain (Loss) on disposal of assets	(316)	(544)	(330)	48
Contribution to capital reserve	(21,000)	(21,000)	(21,000)	(21,000)
Passed through to other agencies	(1,256)	(1,300)	(757)	(1,300)
Capital Contribution Expense	(805)	-	(805)	-
Total non-operating revenues (expenses)	<u>80,454</u>	<u>67,197</u>	<u>(3,506)</u>	<u>(18,342)</u>
Net Income (Loss)	<u>(2,795)</u>	<u>12,927</u>	<u>63,601</u>	<u>59,189</u>
Depreciation and Gain/Loss on Capital Assets Acquired with Capital Grants	34,296	34,369	8,814	8,816
<b>Excess Revenues (Loss)</b>	<b><u>\$ 31,501</u></b>	<b><u>\$ 47,296</u></b>	<b><u>\$ 72,415</u></b>	<b><u>\$ 68,005</u></b>

<b>Bus Division</b>		<b>Ferry Division</b>	
<b>2024</b>	<b>2023</b>	<b>2024</b>	<b>2023</b>
\$ -	\$ -	\$ -	\$ -
7,755	7,106	13,245	10,510
12,682	12,148	-	-
829	1,632	594	1,743
<u>21,266</u>	<u>20,886</u>	<u>13,839</u>	<u>12,253</u>
67,992	57,279	22,808	21,170
15,805	14,288	7,221	6,262
23,157	23,378	12,438	11,012
15,594	13,221	20,446	18,330
<u>122,548</u>	<u>108,166</u>	<u>62,913</u>	<u>56,774</u>
<u>(101,282)</u>	<u>(87,280)</u>	<u>(49,074)</u>	<u>(44,521)</u>
23,081	17,925	5,411	3,186
32,367	37,908	19,018	22,930
4,609	4,250	-	-
<u>60,057</u>	<u>60,083</u>	<u>24,429</u>	<u>26,116</u>
13	10	-	-
(44)	(63)	(10)	(15)
14	(592)	-	-
-	-	-	-
(330)	-	(169)	-
-	-	-	-
<u>59,710</u>	<u>59,438</u>	<u>24,250</u>	<u>26,101</u>
<u>(41,572)</u>	<u>(27,842)</u>	<u>(24,824)</u>	<u>(18,420)</u>
11,608	12,155	13,874	13,398
<b><u>\$ (29,964)</u></b>	<b><u>\$ (15,687)</u></b>	<b><u>\$ (10,950)</u></b>	<b><u>\$ (5,022)</u></b>

**RECONCILIATION OF THE SUPPLEMENTAL SCHEDULE OF REVENUES AND EXPENSES BY  
DIVISION (UNAUDITED NON-GAAP BASIS) TO THE BASIC FINANCIAL STATEMENTS**

As discussed in Note 2, the accompanying basic financial statements have been prepared on the accrual basis of accounting in conformity with GASB pronouncements. The following summary reflects the differences between the Supplemental Schedule of Revenues and Expenses and the GAAP basic financial statement for the years ended June 30, 2024 and 2023 (in thousands):

	<b>2024</b>	<b>2023</b>
Non-GAAP excess revenue (loss)	\$ 31,501	\$ 47,296
Contribution to capital reserve and Bridge self-insurance reserve	22,256	22,300
Depreciation and gain/(loss) on capital assets acquired with capital grants are not recorded within operating divisions	(34,296)	(34,369)
Passed through grants not expensed within operating	(1,256)	(1,631)
Capital grants not recognized within operating	24,856	28,330
Total Non-GAAP reconciling items	11,560	14,630
<b>Net change in net position - GAAP</b>	<b>\$ 43,061</b>	<b>\$ 61,926</b>

# Statistical Section



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## Statistical Section

This section of the annual comprehensive financial report of the District presents detailed information about the District's financial results, major revenue sources, outstanding debt obligations, demographic statistics, and operating activities to help the reader understand the District's overall financial condition.

### CONTENTS

Page

#### FINANCIAL TRENDS

These schedules contain trend information to help the reader understand how the District's financial performance has changed over time.

Revenues by Source, Last Ten Years (Table 1) .....	91
Expenses by Function, Last Ten Years (Table 2) .....	93
Changes in Net Position, Last Ten Years (Table 3) .....	95
Net Position, Last Ten Years (Table 4) .....	97

#### REVENUE CAPACITY

These schedules contain information to help the reader assess the District's local revenue sources (tolls and transit fares).

Traffic/Patron Count and Toll/Fare per Vehicle/Patron, Last Ten Years (Table 5).....	99
Categories of Traffic (Southbound), Last Ten Years (Table 6).....	101
Operating Indicators by Transit Mode, Last Ten Years (Table 7).....	102

#### DEBT CAPACITY

This schedule presents information to help the reader assess the affordability of the District's current outstanding debts and the District's ability to issue additional debt in the future.

Commercial Paper Debt Payment Coverage Covenant, Last Ten Years (Table 8) .....	104
Ratio of Outstanding Debt and Debt Service, Last Ten Years (Table 9) .....	106

#### DEMOGRAPHIC AND ECONOMIC INFORMATIONs

These schedules contain demographic and economic indicators to assist the reader in understanding the environment within which the District's financial activities take place.

Demographic and Economic Information, Last Ten Years (Table 10) .....	108
Principal Employers, Current and Previous Period Comparison (Table 11) .....	109

#### OPERATING INFORMATION

This schedule contains service and facility statistics to help the reader understand how the District's financial report relates to its services and operating activities.

Capital Assets by Division, Last Ten Years (Table 12) .....	111
Miscellaneous Operating Information, Last Ten Years (Table 13) .....	113

Source: Unless otherwise noted, the information in these schedules was derived from the District's financial statements.

**TABLE 1: REVENUES BY SOURCE, LAST TEN YEARS (IN THOUSANDS)**

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
<b>OPERATING REVENUES:</b>					
Bridge tolls	\$ 129,500	\$ 137,619	\$ 143,011	\$ 146,596	\$ 146,404
Bus Transit fares	14,994	15,646	15,105	15,526	15,526
Bus concessions with Marin Transit	10,442	11,973	10,210	10,446	10,904
Ferry Transit fares	18,392	19,695	20,321	20,922	20,213
Other	2,981	3,341	3,149	3,037	3,339
<b>OPERATING REVENUES</b>	<u>\$ 176,309</u>	<u>\$ 188,274</u>	<u>\$ 191,796</u>	<u>\$ 196,527</u>	<u>\$ 196,386</u>
<b>OTHER REVENUES:</b>					
State operating grants	18,368	16,317	18,737	16,510	23,745
Federal operating grants	8	211	232	35	143
Local operating grants	2,492	2,777	2,968	2,855	2,855
Investment income (expense)	2,408	3,822	1,831	2,084	9,604
Capital grants	48,742	33,298	13,213	24,906	78,468
<b>TOTAL REVENUES</b>	<u><u>\$ 248,327</u></u>	<u><u>\$ 244,699</u></u>	<u><u>\$ 228,777</u></u>	<u><u>\$ 242,917</u></u>	<u><u>\$ 311,201</u></u>

<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
\$ 125,401	\$ 108,591	\$ 132,449	\$ 146,459	\$ 154,304
2,947	2,947	5,412	7,106	7,755
10,707	10,121	11,303	12,148	12,682
23,567	848	6,694	10,510	13,245
4,063	1,182	5,494	4,171	2,293
<u>\$ 166,685</u>	<u>\$ 123,689</u>	<u>\$ 161,352</u>	<u>\$ 180,394</u>	<u>\$ 190,279</u>
23,585	20,513	23,566	21,111	28,492
43,933	67,505	65,280	61,142	51,385
2,754	1,986	2,355	4,250	4,609
9,938	1,028	(9,421)	5,340	21,557
59,626	31,892	22,943	28,330	24,856
<u><b>\$ 306,521</b></u>	<u><b>\$ 246,613</b></u>	<u><b>\$ 266,075</b></u>	<u><b>\$ 300,567</b></u>	<u><b>\$ 321,178</b></u>

**TABLE 2: EXPENSES BY FUNCTION, LAST TEN YEARS (IN THOUSANDS)**

<b>Operating Expenses:</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Bridge</b>					
Operations	\$ 17,057	\$ 16,706	\$ 17,961	\$ 18,498	\$ 18,976
Maintenance	19,841	21,610	22,397	22,429	23,752
General & administrative	11,317	9,153	12,246	20,309	14,791
Depreciation	13,286	14,157	14,440	14,963	14,356
Bridge	<u>61,501</u>	<u>61,626</u>	<u>67,044</u>	<u>76,199</u>	<u>71,875</u>
<b>Bus</b>					
Operations	54,215	54,463	54,286	56,964	59,108
Maintenance	12,842	14,497	15,102	14,972	16,702
General & administrative	14,336	27,674	35,263	33,127	37,972
Depreciation	8,503	9,801	10,384	10,393	10,143
Bus	<u>89,896</u>	<u>106,435</u>	<u>115,035</u>	<u>115,456</u>	<u>123,925</u>
<b>Ferry</b>					
Operations	17,768	16,734	18,013	19,741	20,421
Maintenance	4,861	5,659	4,798	5,197	5,691
General & administrative	8,636	9,238	9,406	9,336	10,263
Depreciation	6,464	7,306	8,519	8,449	9,128
Ferry	<u>37,729</u>	<u>38,937</u>	<u>40,736</u>	<u>42,723</u>	<u>45,503</u>
<b>Total Operating Expenses</b>	<b>189,126</b>	<b>206,998</b>	<b>222,815</b>	<b>234,378</b>	<b>241,303</b>
<b>Non Operating Expenses:</b>					
Passed through to other agencies	783	76,123	2,217	3,790	551
Capital Contribution Expense	-	-	-	-	-
Interest	45	81	426	717	1,016
Other	(21)	(1)	(8)	(734)	(118)
<b>TOTAL EXPENSES</b>	<b><u>\$ 189,933</u></b>	<b><u>\$ 283,201</u></b>	<b><u>\$ 225,450</u></b>	<b><u>\$ 238,151</u></b>	<b><u>\$ 242,752</u></b>

<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
\$ 18,099	\$ 14,255	\$ 17,343	\$ 18,561	\$ 18,834
24,043	21,629	23,312	25,038	27,285
21,340	10,660	7,879	10,317	25,659
14,340	14,788	14,914	15,808	16,289
<u>77,822</u>	<u>61,332</u>	<u>63,448</u>	<u>69,724</u>	<u>88,067</u>
57,606	42,708	40,920	57,279	67,992
15,221	14,120	13,856	14,288	15,805
21,403	14,444	20,091	23,378	23,157
14,261	14,978	15,542	13,221	15,594
<u>108,491</u>	<u>86,250</u>	<u>90,409</u>	<u>108,166</u>	<u>122,548</u>
19,043	13,095	16,373	21,170	22,808
5,897	5,353	3,894	6,262	7,221
9,573	9,457	8,282	11,012	12,438
8,268	11,790	17,266	18,330	20,446
<u>42,781</u>	<u>39,695</u>	<u>45,815</u>	<u>56,774</u>	<u>62,913</u>
229,094	187,277	199,672	234,664	273,528
683	1,119	1,363	1,631	1,256
-	-	-	-	805
692	109	389	1,802	2,212
104	1,828	90	544	316
<u>\$ 230,573</u>	<u>\$ 190,333</u>	<u>\$ 201,514</u>	<u>\$ 238,641</u>	<u>\$ 278,117</u>

**TABLE 3: CHANGES IN NET POSITION, LAST TEN YEARS (IN THOUSANDS)**

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Operating revenues	\$ 176,309	\$ 188,272	\$ 191,796	\$ 196,527	\$ 196,386
Operating expenses	<u>(160,873)</u>	<u>(175,742)</u>	<u>(189,472)</u>	<u>(200,573)</u>	<u>(207,676)</u>
Income before depreciation and other nonoperating revenues and expenses	15,436	12,531	2,324	(4,046)	(11,290)
Depreciation	<u>(28,253)</u>	<u>(31,256)</u>	<u>(33,343)</u>	<u>(33,805)</u>	<u>(33,627)</u>
Operating loss	<u>(12,817)</u>	<u>(18,725)</u>	<u>(31,019)</u>	<u>(37,851)</u>	<u>(44,917)</u>
Other nonoperating revenues and expenses, net	<u>22,469</u>	<u>(53,076)</u>	<u>21,133</u>	<u>17,711</u>	<u>34,898</u>
Income/(loss) before capital grants and restatements	9,652	(71,801)	(9,886)	(20,140)	(10,019)
Capital grants	<u>48,742</u>	<u>33,298</u>	<u>13,213</u>	<u>24,906</u>	<u>78,468</u>
Change in net position	<u>58,394</u>	<u>(38,503)</u>	<u>3,327</u>	<u>4,766</u>	<u>68,449</u>
Net position, beginning	766,828	680,214	641,711	645,038	543,448
Restatements <sup>1</sup>	<u>(145,008)</u>	<u>-</u>	<u>-</u>	<u>(106,356)</u>	<u>-</u>
Net position, ending	<u>\$ 680,214</u>	<u>\$ 641,711</u>	<u>\$ 645,038</u>	<u>\$ 543,448</u>	<u>\$ 611,897</u>

<sup>1</sup> The restatement of the beginning net position is due to the changes in accounting principles related to GASB Statements 68 – Accounting Reporting for Pensions, GASB Statement No. 75 – Accounting and Reporting for Other Post-employment Benefits, GASB Statement No. 87 – Leases, and GASB Statement No.96 – Subscription-Bases Information Technology Arrangements.

<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
\$ 166,685	\$ 123,689	\$ 161,352	\$ 180,394	\$ 190,279
(192,225)	(145,721)	(151,950)	(187,305)	(221,199)
(25,540)	(22,030)	9,402	(6,911)	(30,920)
(36,869)	(41,556)	(47,722)	(47,359)	(52,329)
(62,409)	(63,586)	(38,320)	(54,270)	(83,249)
78,731	87,976	79,938	87,866	101,454
16,322	24,390	41,618	33,596	18,205
59,626	31,892	22,943	28,330	24,856
75,948	56,282	64,561	61,926	43,061
611,897	687,845	744,127	808,688	870,614
-	-	-	-	-
<u>\$ 687,845</u>	<u>\$ 744,127</u>	<u>\$ 808,688</u>	<u>\$ 870,614</u>	<u>\$ 913,675</u>

**TABLE 4: NET POSITION, LAST TEN YEARS (IN THOUSANDS)**

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
<b>ASSETS</b>					
Current assets and noncurrent assets	\$ 304,922	\$ 266,415	\$ 295,002	\$ 311,035	\$ 340,283
Capital assets	<u>657,307</u>	<u>663,318</u>	<u>649,179</u>	<u>655,598</u>	<u>738,383</u>
Total Assets	<u>962,229</u>	<u>929,733</u>	<u>944,181</u>	<u>966,633</u>	<u>1,078,666</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>					
	<u>10,830</u>	<u>39,168</u>	<u>66,179</u>	<u>53,445</u>	<u>43,651</u>
<b>LIABILITIES</b>					
Current liabilities	40,176	38,499	33,108	33,172	57,189
Debt outstanding	61,000	61,000	61,000	61,000	61,000
Noncurrent, other liabilities	<u>172,099</u>	<u>221,358</u>	<u>265,924</u>	<u>368,696</u>	<u>375,875</u>
Total Liabilities	<u>273,275</u>	<u>320,857</u>	<u>360,032</u>	<u>462,868</u>	<u>494,064</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>					
	<u>19,570</u>	<u>6,333</u>	<u>5,290</u>	<u>13,762</u>	<u>16,356</u>
<b>NET POSITION</b>					
Net investment in capital assets	596,307	602,318	588,179	594,598	677,383
Restricted					
Debt service requirements	12,791	12,791	12,791	12,791	12,791
Park Presidio Doyle Drive reconstruction project <sup>1</sup>	75,000	-	-	-	-
Unrestricted (deficit) <sup>2,3,4</sup>	<u>(3,884)</u>	<u>26,602</u>	<u>44,068</u>	<u>(63,941)</u>	<u>(78,277)</u>
<b>TOTAL NET POSITION</b>	<u><b>\$ 680,214</b></u>	<u><b>\$ 641,711</b></u>	<u><b>\$ 645,038</b></u>	<u><b>\$ 543,448</b></u>	<u><b>\$ 611,897</b></u>

1. In August 2015, the District contributed \$75 million to San Francisco County Transportation Authority, as part of a funding agreement for the Park Presidio (Doyle Drive) reconstruction project.
2. GASB 68 requires the District to report the unfunded pension obligations under the Golden Gate Transit Amalgamated Retirement Plan (GGTAR) as a liability on its financial statement even if the District is not legally responsible for the unfunded pension obligation. The District is only legally responsible for the contributions agreed to in collective bargaining under the terms of the GGTAR document and is not legally responsible for the current GGTAR plan unfunded net pension liability of \$70.3 million. The liability has resulted in a deficit for this reporting year.
3. GASB 75 was implemented in FY2018 requiring the net other postemployment benefits (OPEB) liability to be reported on the face of the financial statements.
4. The restatement of the beginning net position is due to the changes in accounting principles related to GASB Statements 68 – Accounting Reporting for Pensions, GASB Statement No. 75 – Accounting and Reporting for Other Post-employment Benefits, GASB Statement No. 87 – Leases, and GASB Statement No.96 – Subscription-Bases Information Technology Arrangements.



<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
\$ 349,891	\$ 376,804	\$ 421,711	\$ 469,994	\$ 543,088
786,710	803,392	805,978	813,300	806,803
<u>1,136,601</u>	<u>1,180,196</u>	<u>1,227,689</u>	<u>1,283,294</u>	<u>1,349,891</u>
<u>25,598</u>	<u>30,355</u>	<u>29,798</u>	<u>95,678</u>	<u>92,290</u>
39,165	41,909	45,230	47,636	49,231
61,000	61,000	61,000	61,000	61,000
328,142	313,446	267,081	377,980	405,474
<u>428,307</u>	<u>416,355</u>	<u>373,311</u>	<u>486,616</u>	<u>515,705</u>
<u>46,047</u>	<u>50,069</u>	<u>75,488</u>	<u>21,742</u>	<u>12,801</u>
725,710	734,968	729,645	738,873	731,403
12,791	12,791	12,791	12,791	12,791
-	-	-	-	-
(50,656)	(3,632)	66,252	118,950	169,481
<u><b>\$ 687,845</b></u>	<u><b>\$ 744,127</b></u>	<u><b>\$ 808,688</b></u>	<u><b>\$ 870,614</b></u>	<u><b>\$ 913,675</b></u>

**TABLE 5: TRAFFIC/PATRON COUNT AND TOLL/FARE PER VEHICLE/PATRON, LAST TEN YEARS (IN THOUSANDS)**

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
<b>TRAFFIC/PATRON COUNT:</b>					
Bridge traffic (southbound) <sup>1</sup>	20,086	20,557	20,592	20,469	20,002
Bus passengers - regional <sup>2</sup>	3,613	3,499	3,137	3,159	3,110
Ferry passengers	2,540	2,545	2,523	2,578	2,470
<b>TOLL/FARE PER VEHICLE/PATRON<sup>1</sup>:</b>					
Average toll	\$ 6.45	\$ 6.69	\$ 6.95	\$ 7.16	\$ 7.32
Average bus fare (regional services)	4.14	4.49	4.81	4.79	4.99
Average ferry fare	7.24	7.74	8.05	8.24	8.18

1. The District only charges tolls for one-way (Southbound) traffic direction.

2. Effective with the renegotiated contract with Marin Transit in 2015, operating indicators are displayed by component. Prior to Fiscal Year 14/15, indicators are inclusive of the Marin Transit routes.

Data Source: District Annual Reports and/or Annual Comprehensive Financial Reports

	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
	16,235	13,417	15,925	16,346	16,735
	2,280	652	1,038	1,308	1,432
	1,713	90	690	1,155	1,421
\$	7.72	\$ 7.98	\$ 8.32	\$ 8.95	\$ 9.23
	5.27	4.52	5.21	5.43	5.42
	8.47	9.44	9.65	9.32	9.31

**TABLE 6: CATEGORIES OF TRAFFIC (SOUTHBOUND), LAST TEN YEARS (IN THOUSANDS)**

CATEGORY:	2015		2016		2017	
	COUNT	%	COUNT	%	COUNT	%
Two-Axle Vehicles	19,408	96.6%	19,805	96.6%	19,798	96.1%
Three + Axle Vehicles	105	0.5%	107	0.5%	105	0.5%
Discount - Other			459	1.9%	507	2.5%
Discount - Carpools			29	0.1%	28	0.1%
Other Revenue	30	0.1%				
Carpool	384	1.9%				
Non Revenue	159	0.8%	157	0.8%	154	0.7%
<b>TOTAL VEHICLES<sup>1</sup></b>	<b>20,086</b>	<b>100%</b>	<b>20,557</b>	<b>100%</b>	<b>20,592</b>	<b>100%</b>

CATEGORY:	2018		2019		2020	
	COUNT	%	COUNT	%	COUNT	%
Two-Axle Vehicles	19,640	95.9%	19,179	95.9%	15,545	95.7%
Three + Axle Vehicles	114	0.6%	119	0.6%	105	0.6%
Discount - Other	533	2.6%	28	0.1%	414	2.6%
Discount - Carpools	27	0.1%	522	2.6%	25	0.2%
Non Revenue	155	0.7%	154	0.8%	146	0.9%
<b>TOTAL VEHICLES<sup>1</sup></b>	<b>20,469</b>	<b>100%</b>	<b>20,002</b>	<b>100%</b>	<b>16,235</b>	<b>100%</b>

CATEGORY:	2021		2022		2023	
	COUNT	%	COUNT	%	COUNT	%
Two-Axle Vehicles	12,900	95.7%	15,242	95.7%	15,630	95.6%
Three + Axle Vehicles	58	0.4%	93	0.6%	93	0.6%
Discount - Other	383	2.9%	469	2.9%		
Discount - Carpools	24	0.2%	20	0.1%	522	3.2%
Non Revenue	112	0.8%	101	0.6%	101	0.6%
<b>TOTAL VEHICLES<sup>1</sup></b>	<b>13,477</b>	<b>100%</b>	<b>15,925</b>	<b>100%</b>	<b>16,346</b>	<b>100%</b>

CATEGORY:	2024	
	COUNT	%
Two-Axle Vehicles	16,010	95.7%
Three + Axle Vehicles	92	0.5%
Discount - Carpools	529	3.2%
Non Revenue	104	0.6%
<b>TOTAL VEHICLES<sup>1</sup></b>	<b>16,735</b>	<b>100%</b>

1. The District charges tolls only in the southbound direction; therefore, the category for Total Vehicles includes only the southbound traffic.

Data Source: Finance-Auditing Committee Board Reports

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**TABLE 7: OPERATING INDICATORS BY TRANSIT MODE, LAST TEN YEARS<sup>1</sup>**

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
<b>AVERAGE PASSENGER FARES <sup>1</sup>:</b>					
Bus - regional services	\$4.14	\$4.49	\$4.81	\$4.81	\$4.99
Bus - local services under contract	N/A	N/A	N/A	N/A	N/A
Bus - combined	N/A	N/A	N/A	N/A	N/A
Ferry	\$7.24	\$7.74	\$8.05	\$8.24	\$8.18
<b>PASSENGER COUNT*:</b>					
Bus - regional services	3,613	3,499	3,137	3,159	3,110
Bus - local services under contract	N/A	N/A	N/A	N/A	N/A
Bus - combined	N/A	N/A	N/A	N/A	N/A
Ferry	2,540	2,545	2,523	2,578	2,470
<b>OPERATING COSTS*</b>					
Bus - combined	\$96,634	\$104,651	\$104,651	\$105,063	\$123,925
Ferry	\$31,631	\$32,217	\$34,274	\$34,274	\$45,503
<b>PASSENGER MILES*:</b>					
Bus - regional services	67,807	63,440	58,500	58,506	58,180
Bus - local services under contract	N/A	N/A	N/A	N/A	N/A
Bus - combined	N/A	N/A	N/A	N/A	N/A
Ferry	27,687	27,885	27,370	27,534	26,733
<b>REVENUE VEHICLE MILES*:</b>					
Bus - regional services	4,162	4,266	4,249	4,228	4,176
Bus - local services under contract	N/A	N/A	N/A	N/A	N/A
Bus - combined	N/A	N/A	N/A	N/A	N/A
Ferry	187	190	196	209	208
<b>NUMBER OF ACTIVE BUSES/VESSELS:</b>					
Bus - regional services	176	160	159	150	151
Bus - local services under contract	17	17	17	27	29
Bus - combined	193	177	176	177	180
Ferry	7	7	7	7	8

1. Effective with the renegotiated contract with Marin Transit in 2015, operating indicators are displayed by component.

\*These figures are in thousands.

N/A - Information not available.

Note: Effective June 30, 2015, additional information is displayed for local services provided under contract with Marin Transit.

Data Source: Average Passenger Fares and Passenger Count tables and Operating Costs tables in the National Transit Database Report or the State Controller's Report.

<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
\$5.27	\$4.52	\$5.24	\$5.42	\$5.41
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
\$8.47	\$9.44	\$9.70	\$9.32	\$9.31
2,280	652	1,038	1,308	1,432
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
1,713	90	690	1,156	1,421
\$109,030	\$86,221	\$90,409	\$108,166	\$122,548
\$42,781	\$39,695	\$45,815	\$56,774	\$62,913
42,951	12,210	19,439	20,006	21,194
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
18,588	1,080	7,110	11,507	14,777
3,956	2,404	2,099	2,050	2,053
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
167	57	127	179	211
147	147	147	147	147
30	23	23	23	23
177	170	170	170	170
7	7	7	7	7

**TABLE 8: COMMERCIAL PAPER DEBT PAYMENT COVERAGE COVENANT, LAST TEN YEARS  
(IN THOUSANDS)**

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Total revenues (less capital contribution)	\$ 199,585	\$ 211,400	\$ 215,564	\$ 218,011	\$ 232,733
Less:					
Total operating expenses (less depreciation)	<u>(160,873)</u>	<u>(175,734)</u>	<u>(189,472)</u>	<u>(200,573)</u>	<u>(207,676)</u>
Total Net Revenues	38,712	35,666	26,092	17,438	25,057
Plus:					
Operating reserve fund	<u>7,320</u>	<u>7,320</u>	<u>7,320</u>	<u>7,320</u>	<u>7,320</u>
Total net revenues and operating reserve fund	<u>46,032</u>	<u>42,986</u>	<u>33,412</u>	<u>24,758</u>	<u>32,377</u>
Actual Commercial Paper debt service	<u>\$ 45</u>	<u>\$ 81</u>	<u>\$ 426</u>	<u>\$ 717</u>	<u>\$ 1,016</u>
Coverage (with operating reserve)	1022.9	530.7	78.4	34.5	31.9
Coverage (without operating reserve)	860.3	440.3	61.2	24.3	24.7

On July 12, 2000, the District issued commercial paper notes in Series A and Series B in the amount of \$30.5 million for each series to provide funds for the Golden Gate Bridge seismic retrofit project and the renovation of main cables of the Bridge. The commercial paper covenant requires the District to establish a budget that produces sufficient revenues to pay twice as much debt service as projected. Debt service requirement includes a \$7.3 million Operating Reserve Fund and a \$5.6 million Debt Reserve Fund, as required by the covenant.

Interest expense displayed in this table is only related to debt service of the District's commercial paper. It does not include other interest expenses related to leases, investments, et al as presented in the District's Statement of Revenues, Expenses and Changes in Net Position.



<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
\$ 246,895	\$ 214,721	\$ 243,132	\$ 272,237	\$ 296,322
<u>(192,225)</u>	<u>(145,721)</u>	<u>(151,950)</u>	<u>(187,305)</u>	<u>(221,199)</u>
54,670	69,000	91,182	84,932	75,123
<u>7,320</u>	<u>7,320</u>	<u>7,320</u>	<u>7,320</u>	<u>7,320</u>
61,990	76,320	98,502	92,252	82,443
<u>\$ 692</u>	<u>\$ 98</u>	<u>\$ 212</u>	<u>\$ 1,521</u>	<u>\$ 1,996</u>
89.6	778.8	464.6	60.7	41.3
79.0	704.1	430.1	55.8	37.6

**TABLE 9: RATIO OF OUTSTANDING DEBT AND DEBT SERVICE, LAST TEN YEARS (IN THOUSANDS)**

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
<b>COMMERCIAL PAPER</b>					
<b>DEBT, SBITA AND LEASES</b>	\$ 61,000	\$ 61,000	\$ 61,000	\$ 61,000	\$ 61,000
Percentage of Personal Income (Three County Region) <sup>1</sup>	0.0482%	0.0428%	0.0398%	0.0368%	0.0341%
Per Capita (Three County Region) <sup>2</sup>	\$ 0.04	\$ 0.04	\$ 0.04	\$ 0.04	\$ 0.04
Total Outstanding Debt Per Traffic/Passenger Count	\$ 2.13	\$ 2.12	\$ 2.33	\$ 2.33	\$ 2.38
<b>DEBT SERVICE:</b>	\$ 45	\$ 81	\$ 426	\$ 717	\$ 1,016
Percentage of Personal Income (Three County Region) <sup>1</sup>	0.0001%	0.0002%	0.0008%	0.00130%	0.00170%
Per Capita (Three County Region) <sup>2</sup>	\$ 0.00008	\$ 0.00015	\$ 0.00078	\$ 0.00131	\$ 0.00185
Total Outstanding Debt Service Per Traffic/Passenger Count <sup>3</sup>	\$ 0.002	\$ 0.003	\$ 0.016	\$ 0.0274	\$ 0.040

1. Due to unavailable statistical information, some percentages used a prior year personal income figures.

2. Due to unavailable statistical information, some figures used prior year per capita figures.

3. Information of traffic/passenger count is as follows (thousands):

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Traffic Vehicle Count	20,086	20,557	20,592	20,469	20,002
Number of Transit Passengers	6,153	6,044	5,660	5,737	5,580
Total Traffic/Regional Passenger Count	<u>26,239</u>	<u>26,601</u>	<u>26,252</u>	<u>26,206</u>	<u>25,582</u>

\*GASB 87 was implemented in fiscal year 2021.

\*\*GASB 96 was implemented in fiscal year 2022.

<b>2020</b>	<b>2021*</b>	<b>2022**</b>	<b>2023</b>	<b>2024</b>
\$ 61,000	\$ 68,424	\$ 76,333	\$ 74,427	\$ 75,400
0.0331%	0.0354%	0.0365%	0.0343%	0.0431%
\$ 0.04	\$ 0.04	\$ 0.05	\$ 0.05	\$ 0.06
\$ 3.02	\$ 4.77	\$ 4.32	\$ 3.96	\$ 3.85
\$ 692	\$ 98	\$ 212	\$ 1,521	\$ 1,996
0.00113%	0.00015%	0.00030%	0.00211%	0.00228%
\$ 0.00127	\$ 0.00018	\$ 0.00041	\$ 0.00295	\$ 0.00313
\$ 0.034	\$ 0.007	\$ 0.012	\$ 0.081	\$ 0.102

<b>2020</b>	<b>2021*</b>	<b>2022**</b>	<b>2023</b>	<b>2024</b>
16,235	13,477	15,925	16,323	16,735
3,993	742	1,728	2,463	2,853
<b>20,228</b>	<b>14,219</b>	<b>17,653</b>	<b>18,786</b>	<b>19,588</b>

**TABLE 10: DEMOGRAPHIC AND ECONOMIC INFORMATION, LAST TEN YEARS**

<b>Marin County<sup>1</sup></b>				
	<b>Population</b>	<b>Personal Income (In Thousands)</b>	<b>Per Capita Personal Income</b>	<b>Average Unemployment Rate</b>
2014	260,750	25,716,754	98,626	4.20%
2015	261,221	28,492,821	109,076	3.50%
2016	260,651	30,222,883	115,952	3.50%
2017	260,955	32,502,500	124,552	2.20%
2018	259,666	34,866,708	134,275	2.30%
2019	258,826	36,684,680	141,735	2.00%
2020	257,332	37,461,199	145,575	5.40%
2021	260,206	42,704,366	164,118	4.70%
2022	256,018	43,824,350	171,177	2.20%
2023*	Unavailable	Unavailable	Unavailable	3.30%

<b>City/County of San Francisco<sup>2</sup></b>				
	<b>Population</b>	<b>Personal Income (In Thousands)</b>	<b>Per Capita Personal Income</b>	<b>Average Unemployment Rate</b>
2014	852,469	77,233,279	90,600	5.20%
2015	862,004	89,533,450	103,867	4.00%
2016	876,103	96,161,308	109,760	3.40%
2017	879,166	106,006,635	120,576	3.10%
2018	880,696	115,444,581	131,083	2.60%
2019	881,549	117,635,944	133,442	2.30%
2020	870,393	122,788,484	141,072	4.80%
2021	811,253	131,043,138	161,532	6.90%
2022	808,437	133,601,151	165,259	3.30%
2023	798,206	137,238,298	169,758	2.70%

<b>Sonoma County<sup>3</sup></b>				
	<b>Population</b>	<b>Personal Income (In Thousands)</b>	<b>Per Capita Personal Income</b>	<b>Average Unemployment Rate</b>
2014	490,486	23,548,182	48,010	5.70%
2015	496,253	24,606,709	49,585	4.30%
2016	501,959	26,874,652	53,540	4.10%
2017	505,120	27,034,022	53,520	3.60%
2018	503,332	28,457,348	56,538	2.40%
2019	500,675	30,183,693	60,286	2.80%
2020	492,980	32,889,161	66,715	11.60%
2021	484,207	35,601,803	73,526	5.80%
2022	482,404	39,359,689	81,591	2.70%
2023	478,174	37,598,558	78,629	3.70%

1. County of Marin June 30, 2023, ACFR

a) Average unemployment rate for 2023 provided by California Employment Development Department.

2. City and County of San Francisco June 30, 2023, ACFR, with additional information as follows:

a) Average unemployment rate for 2023 provided by California Employment Development Department.

3. County of Sonoma June 30, 2023, ACFR, with additional information as follows:

a) Average unemployment rate for 2023 provided by California Employment Development Department.

\*2023 data not available

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**TABLE 11: PRINCIPAL EMPLOYERS, CURRENT AND PREVIOUS PERIOD COMPARISON****Marin County**

<b>Principal Employers<sup>1,3</sup></b>	<b>Type of Entity</b>	<b>Employees</b>		<b>% of Total County Employment</b>		<b>Employees</b>		<b>% of Total County Employment</b>	
		<b>in 2023</b>	<b>Rank</b>	<b>County Employment</b>	<b>Rank</b>	<b>in 2015</b>	<b>Rank</b>	<b>County Employment</b>	<b>Rank</b>
BioMarin Pharmaceutical	Pharmaceutical	3,082	1	2.43%		850	5	0.62%	
County of Marin	Government	2,436	2	1.92%		2,194	1	1.61%	
San Quentin Prison	Government	1,857	3	1.46%		1,750	2	1.28%	
Marin General Hospital	Hospital	1,757	4	1.39%		1,229	4	0.90%	
San Rafael City Schools	School	1,241	5	0.98%		650	9	0.48%	
Kaiser Permanente Medical Center	Hospital	902	6	0.71%		1,340	3	0.98%	
Novato Unified School District	School	800	7	0.63%		800	6	0.59%	
Glassdoor Inc	Technology	706	8	0.56%					
Marin Community Clinics	Hospital	550	9	0.43%					
Marin County Office of Education	School	504	10	0.40%					
Autodesk, Inc.	Software					748	7	0.55%	
Fireman's Fund Insurance Co.	Insurance					721	8	0.53%	
Dominican University	School					422	10	0.31%	
<b>Total</b>		<b>13,835</b>		<b>10.91%</b>		<b>10,704</b>		<b>7.85%</b>	

**City/County of San Francisco**

<b>Principal Employers<sup>2,3</sup></b>	<b>Type of Entity</b>	<b>Employees</b>		<b>% of Total City County Employment</b>		<b>Employees</b>		<b>% of Total City County Employment</b>	
		<b>in 2021</b>	<b>Rank</b>	<b>City County Employment</b>	<b>Rank</b>	<b>in 2015</b>	<b>Rank</b>	<b>City County Employment</b>	<b>Rank</b>
City and County of San Francisco	Government	35,802	1	6.38%		28,846	1	5.46%	
University of California, San Francisco	School	29,500	2	5.26%		24,304	2	4.60%	
Salesforce	Software	10,603	3	1.89%		5,331	6	1.01%	
San Francisco Unified School District	School	10,322	4	1.84%		9,483	3	1.80%	
Sutter Health	Hospital	6,100	5	1.09%					
Wells Fargo & Co	Banking	5,899	6	1.05%		8,245	4	1.56%	
Uber Technologies Inc	Transportation	5,500	7	0.98%					
Allied Universal	Security	4,095	8	0.72%					
Kaiser Permanente	Hospital	3,921	9	0.70%		5,249	7	0.99%	
First Republic Bank	Banking	3,042	10	0.54%					
California Pacific Medical Center	Hospital					6,000	5	1.14%	
PG&E Corporation	Utility					4,381	8	0.83%	
Gap Inc	Retail					4,268	9	0.81%	
State of California	Government					2,550	10	0.48%	
<b>Total</b>		<b>114,784</b>		<b>20.45%</b>		<b>98,657</b>		<b>18.68%</b>	

Note: In some instance, information for current year and nine years ago is not available; information for periods that are available are provided as an alternative.

1. Data Source: County of Marin, June 30, 2023, ACFR.
2. Data Source: City and County of San Francisco, June 30, 2023, ACFR.
3. Date Source: County of Marin, June 30, 2015 ACFR and City and County of San Francisco, June 30, 2015, ACFR.

**Sonoma County**

<b>Principal Employers<sup>1,2</sup></b>	<b>Type of Entity</b>	<b>Employees</b>		<b>% of Total</b>		<b>Employees</b>		<b>% of Total County</b>	
		<b>in 2023</b>	<b>Rank</b>	<b>County</b>	<b>Employment</b>	<b>in 2015</b>	<b>Rank</b>	<b>Employment</b>	<b>Employment</b>
County of Sonoma	Government	3,890	1	1.61%		3,855	1	1.43%	
Kaiser Permanente	Hospital	3,241	2	1.34%		2,640	3	0.98%	
Providence (Santa Rosa Memorial)	Hospital	1,852	3	0.77%					
Santa Rosa City Schools	School	1,700	4	0.70%					
Keysight Technologies (Agilent)	Technology	1,539	5	0.64%		1,300	7	0.48%	
Santa Rosa Junior College	School	1,477	6	0.61%		3,733	2	1.39%	
City of Santa Rosa	Government	1,264	7	0.52%		1,254	8	0.47%	
Sonoma State University	School	1,210	8	0.50%		1,505	6	0.56%	
Jackson Family Wines	Winery	1,082	9	0.45%					
Medtronic/Arterial Vascular Eng	Medical	961	10	0.40%					
Granton Resort and Casino	Casino					2,000	4	0.74%	
St. Joseph's Health System	Hospital					1,578	5	0.59%	
Sutter Santa Rosa Regional Hospital	Hospital					936	9	0.35%	
Amy's Kitchen	Food and Drink					870	10	0.32%	
<b>Total</b>		<b>18,216</b>		<b>7.54%</b>		<b>19,671</b>		<b>7.31%</b>	

Note: In some instances, information for current year and nine years ago is not available; information for periods that are available are provided as an alternative.

1. Data Source: County of Sonoma, June 30, 2023, ACFR.
2. Data Source: County of Sonoma, June 30, 2015, ACFR.

**TABLE 12: CAPITAL ASSETS BY DIVISION, LAST TEN YEARS (IN THOUSANDS)**

Function	2015	2016	2017	2018	2019
<b>Traffic:</b>					
Bridge structure	1	1	1	1	1
Maintenance buildings	1	1	1	1	1
Service vehicles	48	51	53	49	62
Total capital expenditures for Bridge, related buildings and equipment (not being depreciated) <sup>1</sup>	\$609,129	\$637,731	\$643,306	\$643,276	\$644,309
<b>Bus Transit<sup>2</sup>:</b>					
Number of active buses - regional services	176	160	159	150	151
Number of active buses - local services under contract	17	17	17	27	29
Number of active buses - combined	193	177	176	177	180
Service vehicles	30	30	29	30	35
Operating yards	3	3	3	3	3
Total capital expenditures for Bus Transit property and equipment (not being depreciated)	\$173,878	\$175,621	\$159,366	\$158,764	\$153,010
<b>Ferry Transit:</b>					
Number of active ferry vessels	7	7	7	7	8
Passenger stations	4	4	5	5	5
Service vehicles	10	9	10	10	10
Service crafts	2	2	2	2	2
Operating yards	1	1	1	1	1
Total capital expenditures for Ferry Transit property and equipment (not being depreciated)	\$135,451	\$138,287	\$148,755	\$176,398	\$177,376

N/A - Information not available.

Organization: Political subdivision of the State of California. Governing body: 19-member Board of Directors, with appointed General Manager/CEO

\*Information is to the nearest 1,000

1. Reflects Bridge Seismic Retrofit Construction for South Viaduct (Phase II).
2. Effective 2015, as a part of the renegotiated contract between the District and Marin Transit, the District reflects regional transit information.

\*GASB 87 was implemented in fiscal year 2021.

\*\*GASB 96 was implemented in fiscal year 2022.



<u>2020</u>	<u>2021*</u>	<u>2022**</u>	<u>2023</u>	<u>2024</u>
1	1	1	1	1
1	1	1	1	1
62	61	54	54	65
\$648,050	\$623,861	\$625,399	\$629,595	\$639,945
147	147	147	147	147
30	23	23	20	23
177	170	170	170	170
28	29	26	26	27
3	3	3	3	3
\$210,039	\$196,426	\$196,116	\$196,313	\$198,112
7	7	7	7	7
6	6	6	7	6
11	11	11	11	10
2	2	2	2	2
1	1	1	1	1
\$179,345	\$207,280	\$213,729	\$237,360	\$252,592

**TABLE 13: MISCELLANEOUS OPERATING INFORMATION, LAST TEN YEARS**

	<b>2015</b> <sup>1</sup>	<b>2016</b>	<b>2017</b>
Annual traffic volume (Southbound only)*	20,086	20,557	20,592
Bridge employees - Operations	58	58	66
Bridge employees - Maintenance & Administration	113	114	113
Bridge employees - Total	171	172	179
Number of active buses (regional)	176	160	159
Number of active buses (local services under contract)	17	17	17
Number of active buses (combined)	193	177	176
Annual revenue vehicle miles (regional)*	4,162	4,266	4,249
Annual revenue vehicle miles (local services under contract)	N/A	N/A	N/A
Annual revenue vehicle miles (combined)*	N/A	N/A	N/A
Annual revenue vehicle hours (regional)*	242	249	248
Annual revenue vehicle hours (local services under contract)	N/A	N/A	N/A
Annual revenue vehicle hours (combined)*	N/A	N/A	N/A
Bus employees - Bus Operators (regional)	206	215	228
Bus employees - Bus Operators (local services under contract)	74	65	52
Bus employees - Bus Operators (combined)	280	280	280
Bus Employees - Maintenance & Administration	120	121	121
Bus employees - Total	400	401	401
Number of active vessels in fleet	7	7	7
Annual revenue vessel miles*	187	190	196
Annual revenue vessel hours*	14	14	14
Ferry employees - Operations <sup>2</sup>	63	76	76
Ferry Employees - Maintenance & Administration	17	17	21
Ferry employees - Total	80	93	97
<b>Golden Gate Bridge Administrative Staff (including Finance, Information Systems, Human Resources, Planning, etc.)</b>	133	136	143
Total number of Districtwide employees	784	802	820
<b>Service Area Provided by Golden Gate Transit</b>			
Square Miles	160	145	145
Population	869	869	887

Organization: Political subdivision of the State of California. Governing body: 19-member Board of Directors, with appointed General Manager/CEO

\*Information is to the nearest 1,000

1. Effective 2015, as a part of the renegotiated contract between the District and Marin Transit, the District will begin reflecting regional service information.

2. Increase in employee count in 2016 is a result of required staffing for additional Ferry service.

\*GASB 87 was implemented in fiscal year 2021.

\*\*GASB 96 was implemented in fiscal year 2022.

Data Source: District Adopted Budget, tables within this ACFR, and the National Transit Database Report.

<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021*</b>	<b>2022**</b>	<b>2023</b>	<b>2024</b>
20,469	20,002	16,235	13,417	15,925	16,323	16,735
66	66	66	66	66	66	66
113	113	117	117	117	117	117
179	179	183	183	183	183	183
150	151	147	147	147	147	147
27	29	30	23	23	23	23
177	180	177	170	170	170	170
4,228	4,176	3,956	2,404	2,099	2,050	2,053
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
249	242	232	136	121	121	122
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
221	221	221	154	124	114	111
59	59	59	64	66	63	63
280	280	280	218	190	117	174
121	120	122	122	122	122	125
401	400	402	340	312	299	299
7	8	7	7	7	7	7
209	208	167	57	127	179	211
15	15	12	4	11	15	17
78	79	79	81	81	81	140
20	22	22	23	23	23	24
98	101	101	104	104	104	164
143	143	150	150	151	150	134
821	826	836	839	840	840	780
145	145	145	118	124	124	124
896	904	910	826	834	834	837