GOLDEN GATE BRIDGE, HIGHWAY & TRANSPORTATION DISTRICT

ANNUAL COMPREHENSIVE FINANCIAL REPORT FOR THE FISCAL YEARS ENDED JUNE 30, 2023 AND JUNE 30, 2022

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, 2023 and 2022

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

SAN FRANCISCO, CALIFORNIA
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, 2023 and 2022

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Introductory Section

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November 9, 2023
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
Annual Comprehensive 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, 2023. 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, 2023 and June 30, 2022, 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 723 employees, up from 660 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 2022/2023 programs and services were based upon an adopted Operating Budget of $257 million and a Capital Budget of $54 million.

Financial Condition of the District

Local Economy

The San Francisco Bay Area’s economy continues to recover from the COVID-19 pandemic, with economic indicators still not back to pre-pandemic levels. Due to this, while recent changes in demographics and lifestyles were making small negative impacts in traffic and ridership levels before the COVID-19 pandemic, the pandemic has caused a precarious drop in both ridership and bridge crossings:

- 1.3 million customers rode Golden Gate regional buses (up 0.3 million from FY 2021/2022).
- 1.1 million customers rode Golden Gate ferries (up 0.5 million from FY 2021/2022).
- 16.3 million vehicles crossed the Bridge southbound (up 0.4 million from FY 2021/2022).

At the close of the fiscal year, travel in the Golden Gate Corridor is still well below pre-pandemic levels. Recreational and tourism travel has mostly returned, while commute travel has not. 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 Corridor is trending upward. Year over year bus ridership is up 26% and Ferry ridership 67%, while Bridge traffic increased 3%.

While the District believes the drop in ridership and crossings due to the ramifications of the COVID-19 pandemic are transitory, the long-term growth outlook is difficult to gauge. Approximately 25 percent of Marin County residents are 65 years and older, and Marin has a large work-from-home workforce which continues to impact commuting patterns in the short and long term, making projections difficult to create at this time.

Riders traveling to and from San Francisco continue to make up the largest portion of transit ridership, while travel within San Francisco & Marin making up the remainder. Traffic was slightly decreasing pre-pandemic, even with a growing economy, as telecommuting trended upwards. Downtown San Francisco's depressed business activity has greatly reduced the District's business. The biggest unknown for the future is the extent to which fully remote and hybrid work is now permanently entrenched as a business strategy, as well as the utilization of downtown San Francisco real estate. 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 2023 was 3.8%, which is a minimal increase of 1.2% from June 2022. Prior to COVID, the unemployment rate was 3.9%.

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 are currently undertaking a strategic planning process that is estimated to be completed in calendar year 2023. 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 Financial 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.

The District has completed its most recent Financial Plan and is in the process of creating a new Strategic and Financial Plan for the post-COVID period.

Major Initiatives

COVID-19 IMPACTS & RESPONSE

Since the pandemic, the world has changed in inescapable ways that affects travel in the Golden Gate Corridor. While recreational and tourist travel have mostly returned, commute travel has not.
Given the state of downtown San Francisco, demand for Bridge, Bus and Ferry travel during commute periods remains depressed. The District is, appropriately, offering significantly less express commute bus and ferry service as compared to pre-pandemic levels, while maintaining regional bus service for mobility and equity and ferry service for recreation and tourism.

Commute Bridge traffic is approximately about 30% below normal, so only about 70 percent of auto commute travel has returned. This greatly affects the District's finances.

Prior to the pandemic, tolls were the District's largest source of revenue, fully funding Bridge operations while serving as the principal funding for our bus and ferry service. Before the pandemic, transit fares were the District's second largest source of operating revenue after tolls.

The absence of commute travel creates fiscal challenges for the District. During FY 22-23, revenues from tolls and fares remained down an average of about $1 million each week, and expenses continued to exceed revenues. Fortunately, expenses were down, due to the District offering less commute bus and ferry service, which reduces the spend rate of our one-time federal COVID relief funding.

For example, the District is currently operating about 20 percent of pre-pandemic express commute bus service while maintaining regional bus service. As such, the District has another years' worth of one-time federal relief money if it remains fiscally prudent. If the District were to restore all pre-pandemic service without the return of our customers, the federal COVID relief money would be gone quickly.

Recognizing that the District is in the customer service business, it will continue to add back bus and ferry service incrementally as the number of customers traveling in the Golden Gate Corridor increases. As service is added, the District's limited resources will be primarily focused on augmenting transit access and options for equity-priority communities that have significant concentrations of underserved populations.

The District is not alone in its plight. All transit agencies that serve San Francisco's financial district have much less demand for their services. Agencies principally funded by transit fares, bridge tolls and parking fees are showing the largest financial loses.

Efforts are underway to address the pending fiscal cliff. On June 30, 2023, Governor Newsom signed the state budget, which includes $5.1 billion in transit funding. This funding will provide transit agencies a short term monetary “bridge” while the region develops long term transit funding solutions. The District is actively engaged in these efforts.

District Receives $400 Million Federal Grant to Complete Seismic Retrofit

Protecting the Golden Gate Bridge for future generations is the District’s highest priority. To that end, the District is pleased that on December 29, 2022, the District was fortunate to be awarded a $400 million grant to complete the final phase of the Golden Gate Bridge seismic retrofit. The Bridge was one of only four projects nationwide selected to receive a Large Bridge Project Grant, which is a new program that is part of the Bipartisan Infrastructure Law. Thanks to the Biden-Harris Administration, Transportation Secretary Pete Buttigieg, Speaker Emerita Nancy Pelosi, Senators Padilla and Feinstein and Congressmembers Huffman and Thompson for this vital investment of funds. Efforts are underway to cement the final state funding for the project.

Suicide Deterrent System

Construction of the Suicide Deterrent System (Net) was ongoing through the fiscal year 22-23. The Net contractor is constructing the project from five temporary work access platforms installed under and on the sides of the Bridge and at the Bridge approaches. In order to minimize impacts to traffic, the contractor closes lanes and brings in necessary heavy equipment and materials only during the night shifts. As of this writing, the net is over 80% complete and suicides at the Golden Gate Bridge have already declined. The Net is scheduled to be complete by the end of calendar year 2023.

South Approach Viaduct Painting

In fiscal year 22-23, Bridge forces completed the multi-year project to improve the South Approach Viaduct. The project began in earnest in 2018, with painters and ironworkers focusing their efforts on removing all paint down to the bare metal, repairing corroded steel elements, and building up the fresh layers of paint to defend the structure against the salty marine air for decades to come. Suspended scaffolding and containment systems assisted maintenance crews in finishing this project. In fiscal year 22-23 alone, painters and used 288 tons of blasting abrasive sand and applied 4,193 gallons of paint and primer were applied to finish their work on the South Approach Viaduct.

Golden Gate Bridge Toll Plaza Lane Restriping

In January 2023, Golden Gate Bridge staff completed lane restriping on the roadway south of the toll plaza. The restriping helps improve safety on the roadway by providing clearer lane markings for drivers as they travel through the toll plaza. This work precedes a full repaving of the toll plaza in the Fall of 2023.

Golden Gate Bridge Maintenance

The District continues to operate and maintain the Bridge, which is essential for the community. Most importantly, Bridge Security staff is protecting the Bridge, and remaining vigilant in their suicide intervention efforts on the Bridge sidewalks. In calendar year 2022, 182 people came to the Bridge to hurt themselves. Sadly, 22 people died by jumping from the Bridge, but 160 were stopped by District staff working in conjunction with partner agencies.

District and BATA Launch New Toll Payment Assistance Programs

In January 2023, the Bay Area Toll Authority (BATA) and the Golden Gate Bridge District began implementing two new bridge toll assistance programs that benefit customers from lower-income households as well as eligible military veterans. On January 1, 2023, a new state law granted eligible veterans of the U.S. armed forces free tolls on California toll bridges, including the Golden Gate Bridge. To be eligible for free travel across California toll bridges, vehicles registered to military veterans must have a license plate with an eligible designation.

Created by another new state law, the Low-Income Waiver program was implemented on July 1, 2023, and allows qualifying low-income motorists to request from FasTrak a waiver of any penalties assessed for late or missed payments of toll invoices and toll evasion notices incurred for toll bridge crossings between March 20, 2020, and January 1, 2023. The waiver applies to the Golden Gate Bridge and to the state-owned Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay and San Mateo-Hayward bridges.

District Approves New Five-Year Transit Fare Programs

At their March 2023 meeting, the Board of Directors approved a new five-year transit fare program that began on July 1, 2023. The new fare program increased cash fares for most ferry trips as well as regional bus trips between the North Bay and San Francisco by $0.25 each year while maintaining discounted fares for Clipper users, seniors, youth, and persons with disabilities.

Under the fare program, Marin local bus fares and Giants Ferry fares did not see an increase, and some fares, such as the means-based (Clipper START) ferry fares, were reduced to better align with the District's equity goals.

Golden Gate Transit and Ferry Participate in Clipper Bay Pass

In August 2022, the MTC, along with 24 Bay Area transit agencies, including Golden Gate Transit and Ferry, launched Clipper Bay Pass, a two-year pilot program that provides students at designated educational institutions free access to all bus, rail, and ferry services in the nine-county region, with the exception of special event ferry service to or from Oracle Park. The pilot program is part of a coordinated regional effort to make transit more accessible and increase ridership throughout the Bay Area.

Golden Gate Transit Launches Bus Operator Pre-Apprenticeship Program

Hiring bus operators has been a challenge for the District during the pandemic. In response, and consistent with the District's equity goals, the District partnered with Amalgamated Transit Union

Local 1575, the College of Marin, Santa Rosa Junior College and California Transit Works to develop a Bus Operator Pre-apprenticeship Program. Through active work with community-based organizations, the program identifies qualified bus operator candidates, primarily from priority populations in Sonoma and Marin counties, who are provided 12-weeks of free college courses that prepare them for entry into the District's Bus Operator Trainee/Apprenticeship Program. The parties also expanded the District's existing Bus Operator Apprenticeship Program to allow trainees/apprentices to earn college credits as they complete the District's training courses. The entire program is being funded by $1 million in grants received from the State of California.

San Rafael Transit Center Relocation EIR Approved

In December 2022, the District approved the Final Environmental Impact Report for the San Rafael Transit Center Replacement Project. Next steps include launching the Community Design Advisory Group and the commencement of negotiations with the affected property owners. The Preferred Alternative is identified in the FEIR as the “Move Whistlestop” alternative. Once built, the new San Rafael Transit Center will create a safe, modern, and user-friendly Transit Center that will meet the transit needs of passengers and enhance the surrounding community by providing improved public space and mobility opportunities.

Zero-Emission Infrastructure Study

In fiscal year 22-23, the District began working with MTC and the other Bay Area transit operators on a coordinated study of the upcoming needs of zero-emission infrastructure for both bus and ferry operations. The study will evaluate facility needs, interoperability of equipment such that vehicles could be charged or refueled at another operator’s facilities, possible locations for regional charging facilities to serve multiple operators, and how economies of scale could be obtained for the region through the purchase of infrastructure and equipment with similar features.

Larkspur Channel Dredging

During fiscal year 22-23, the District dredged the two-mile long Larkspur channel, turning basin and berths for our Larkspur Ferry service. The depths in the Larkspur Channel must be maintained and dredged for Golden Gate Ferry vessels to be able to reach the Larkspur Ferry Terminal. The 13,000-foot channel is dredged periodically to maintain a depth of 13 feet. Shoaling (a process whereby the channel progressively fills with silt over time) occurs at an average rate of a half-foot per year.

Celebrating 50 Years of Golden Gate Transit Service

On October 6, 2022, Golden Gate Transit celebrated 50 years of service with an employee appreciation event at the San Rafael Bus Yard. The festivities included coffee with Golden Gate Transit mentors, a bus roadeo and obstacle course, classic Golden Gate Transit buses on display, and operator safety awards. The event celebrated 50 years of Golden Gate Transit service, which began in 1972.

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, 2022. This is the sixteenth 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, 2022. This is the seventeenth 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,

Denis J. Mulligan
General Manager/Chief Executive Officer

Joseph M. Wire
Auditor-Controller/Chief Financial Officer

Government Finance Officers Association

Certificate of Achievement for Excellence 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, 2022

Christopher P. Morrill

Executive Director/CEO

District Board of Directors and Executive Management Team

as of June 30, 2023

Board of Directors

President

Michael Theriault, City & County of San Francisco

First Vice President

Gerald D. Cochran, Del Norte County

Second Vice President

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

City & County of San Francisco

Annemarie Conroy
Dick Grosboll
Sabrina Hernández
Catherine Stefani
Matt Dorsey
Joel Engardio
Ahsha Safai

Marin County

Stephanie Moulton-Peters
Holli Thier
Patricia Garbarino
Dennis Rodoni

Sonoma County

David A. Rabbitt
Chris Snyder
Gerard Giudice

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 Z. Bauer-Furbush

Secretary of the District

Amorette M. Ko-Wong

Deputy General Managers

Administration & Development

Kellee Hopper

Bridge Division

David Rivera

Bus Division

Mona A. Babauta

Ferry Division

Michael Hoffman

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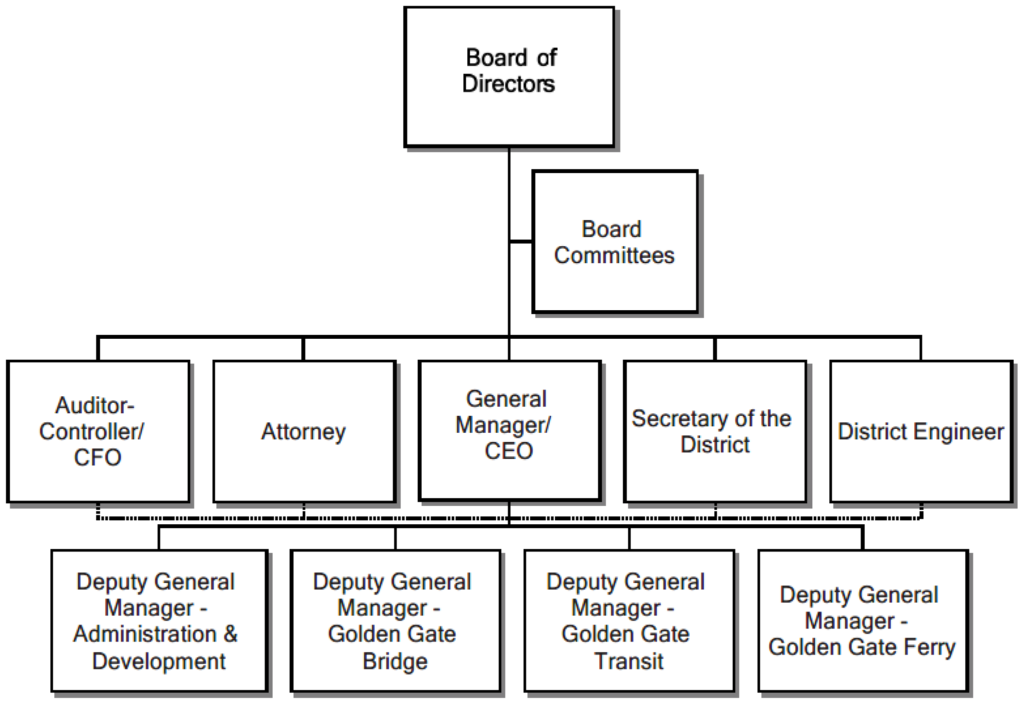
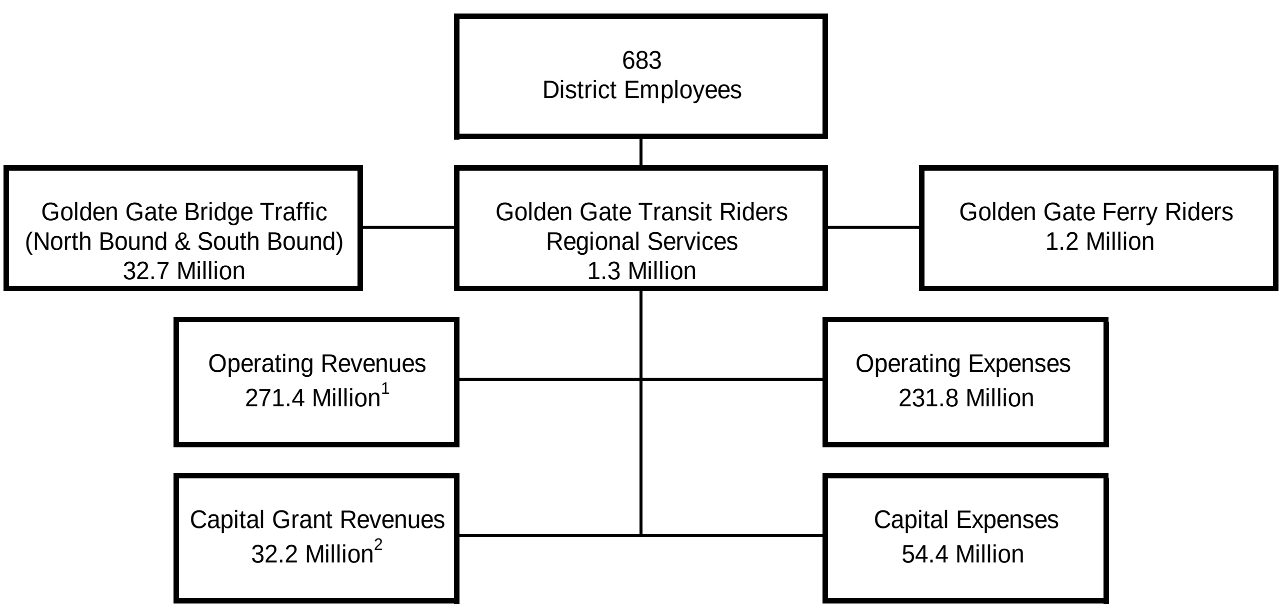
District Organizational Chart



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 2022
Jason Cave
Schedules Analyst, Bus Division

August 2022
Troy Thornton
Bus Operator, Bus Division

September 2022
Jacob Brown
Senior Capital and Grant Programs Analyst, District Division

October 2022
Kristin Johnson and Gary Parseghian
Dispatcher & Transportation Field Supervisor, Bus Division

November 2022
Suzanna Adamova
Supervisor, Ferry Operations, Ferry Division

December 2022
Donald Whitten, Jr.
Storekeeper, Bus Division

Employees of the Month (Continued)

January 2023
Andrew Bulleri
Mechanic, Bus Division

February 2023
Jessica Black
Patrol Officer, Bridge Division

March 2023
Beverly Wong
Senior Operations Analyst, Bus Division

April 2023
Paul Merkouris
Electrician, Bridge Division

May 2023
Richard Diaz
Bus Operator, Bus Division

June 2023
Charles Reckmeyer, Jr.
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 enterprise and fiduciary funds of the Golden Gate Bridge, Highway & Transportation District (District) as of and for the years ended June 30, 2023 and June 30, 2022, 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 enterprise and fiduciary funds of the District, as of June 30, 2023 and June 30, 2022, 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.

Adoption of a New Accounting Standard

As discussed in Note 18 to the financial statements, the District has adopted the provisions of Government Accounting Standards Board (GASB) Statement No. 96, *Subscription-Based Information Technology Arrangements*, for the year ended June 30, 2022. Accordingly, a restatement has been made to the enterprise net position as of July 1, 2021, to restate beginning net position. Our opinions are not modified with respect to this matter.

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 9, 2023, 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.

Eide Bailly LLP

Menlo Park, California
November 9, 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, 2023 and 2022.

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:

	2023	**2022**	**2021**
Total southbound vehicle crossings	16,346	15,925	13,417
% increase/(decrease)	2.6%	18.7%	(17.4%)
Bus patronage - regional service	1,308	1,038	652
% increase/(decrease)	26.0%	59.2%	(71.4%)
Ferry patronage	1,155	690	90
% increase/(decrease)	67.4%	666.7%	(94.7%)

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 15% by Bridge tolls and 13% by transit fares. In addition, Federal operating grants such as the American Rescue Plan Act of 2021 (ARPA), along with state and local funds received from Marin and Sonoma counties for the provision of transit services supported funding in the amount of 61%. Given the dramatic drop in travel to San Francisco in the Golden Gate Corridor as a result of the pandemic and normalization of work from home policies, the District would have had insufficient funds to operate without the Federal emergency grants. See table "How the District was Funded in Fiscal Year 2023" shown on page 29, for further funding details.

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 $870.6 million at June 30, 2023, a $61.9 million increase from June 30, 2022.

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

	2023	2022	2021
Assets:			
Current assets	$ 448,556	$ 399,443	$ 356,129
Restricted assets	21,438	22,265	20,672
Capital assets	813,300	805,978	803,392
Total assets	1,283,294	1,227,686	1,180,193
Deferred Outflows of Resources	95,678	29,798	30,355
Liabilities:			
Current liabilities	47,636	45,230	41,897
Debt outstanding	61,000	61,000	61,000
Other noncurrent liabilities	377,980	267,081	313,458
Total liabilities	486,616	373,311	416,355
Deferred Inflows of Resources	21,742	75,488	50,069
Net Position:			
Net investment in capital assets	738,873	729,645	734,968
Restricted			
Debt service requirements	12,791	12,791	12,791
Unrestricted (deficit)	118,950	66,249	(3,635)
Total Net Position	**$ 870,614**	**$ 808,685**	**$ 744,124**

The District continues to keep operating expenses lower than pre-pandemic levels which has increased current assets year over year, while receiving operating grants in response to depressed toll & transit revenues as a result of the COVID-19 pandemic. The grant drawn down in fiscal year 2023 was from ARPA. Proceeds from the grants are received on a reimbursement basis. Deferred outflows related to the District's pension plan deceased as a result of a reduction of the net difference between projected and actual earnings on plan investments/assets. Deferred outflows related to other post-employment benefits (OPEB) activities decreased due to the net difference between projected and actual earnings on plan investments/assets and changes in assumptions.

The increase in other noncurrent liabilities is due to an increase in the net pension liability due to the performance of plan assets – i.e. investment income – particularly those managed by CalPERS. 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 Annual Defined 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.

Of note is the District's Net OPEB liability decreased by $6.4 million in 2023 due to net investment income turning positive year over year. 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 2023, 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 (84.9% at June 30, 2023) 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 its 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 used to liquidate liabilities.

An additional portion of the District's net position (1.5% at June 30, 2023) 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 $52.7 million over the prior year due primarily to a decrease in net OPEB liabilities and an increase in investment holdings.

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:

	2023	**2022**
Unrestricted Net Position	**$118,950**	**$ 66,249**
GASB 68 Effect:		
CalPERS:		
Deferred Outflows	(37,896)	(16,079)
Net Pension Liability	115,780	67,680
Deferred Inflows	4,666	38,294
Subtotal CalPERS	82,550	89,895
GGTAR:		
Deferred Outflows	(52,051)	(4,200)
Net Pension Liability	163,114	92,850
Deferred Inflows	3,213	14,383
Subtotal GGTAR	114,276	103,033
Total Net GASB 68 Effect	**196,826**	**192,928**
GASB 75 Effect:		
Deferred Outflows	(5,731)	(9,519)
Net OPEB Liability	47,593	54,025
Deferred Inflows	12,327	20,522
Total Net GASB 75 Effect	54,189	65,028
Net Position Available for Future Capital and Operating Needs	$369,965	$324,205

FISCAL YEAR 2023 FINANCIAL OPERATIONS HIGHLIGHTS

- 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.

FISCAL YEAR 2022 FINANCIAL OPERATIONS HIGHLIGHTS

- Operating revenues, when compared to the prior fiscal year, increased from $123.7 million to $180.4 million, a change of $56.7 million. This was primarily due to increasing bridge crossings and bus and ferry ridership, though not near pre-pandemic levels. The increase was also due to a toll rate increase, in which FasTrak® rates increased from $7.70 to $8.05, Pay-By-Plate rates increased from $8.40 to $8.60 and invoice rates increased from $8.70 to $9.05. By year-end, the average toll rate had climbed from $7.98 to $8.32.

- Operating expenses before depreciation, increased from $145.7 million in 2021 to $152.0 million in 2022, a change of $6.3 million. The increase was related to incremental service restoration for both ferry & bus services as a result of increasing demand for public transportation.

- Operating losses before depreciation and other non-operating revenues and expenses reflected a loss of $9.4 million, a decrease of $12.6 million over last year's loss of $22.0 million. Depreciation increased $6.1 million ($47.7 million in 2022 compared to $41.6 million in 2021) due to the District continuing to capitalizing projects as they were completed in fiscal year 2022. As a result, operating income/loss before non-operating revenues showed a loss of $38.4 million in 2022 compared to a loss of $63.5 million in 2021.

FISCAL YEAR 2022 FINANCIAL OPERATIONS HIGHLIGHTS (Continued)

- Non-operating net revenues/expenses amounted to $79.9 million in 2022 in net revenues compared to net revenue of $88.0 million in 2021. The decrease of $8.1 million is the result of a decrease in investment income. Capital grants from Federal, State and Local governments decreased from $31.9 million in 2021 to $22.9 million in 2022. The decrease was related to production schedules of major projects. This includes: the suicide deterrent project, the seismic retrofit project and other various projects.

SUMMARY OF CHANGES IN NET POSITION
(In thousands)

	2023	2022	2021
Operating revenues	$ 180,394	$ 161,352	$ 123,689
Operating expenses	(187,305)	(151,950)	(145,719)
Income before depreciation and other non-operating revenue and expenses	(6,911)	9,402	(22,030)
Depreciation	(47,359)	(47,722)	(41,556)
Operating loss	(54,270)	(38,320)	(63,586)
Other non-operating revenue and expenses, net	87,866	79,938	87,976
Income before capital grants	33,596	41,618	24,390
Capital grants	28,330	22,943	31,892
Change in Net Position	61,926	64,561	56,282
Net Position, beginning, as restated	808,688	744,124	687,842
Net Position, ending	**$ 870,614**	**$ 808,685**	**$ 744,124**

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. Finally, in in 2019, the Board approved a five-year fare increase resulting in FasTrak® tolls being $8.40; Pay-By-Plate is $8.80 and invoiced tolls being $9.40 as of July 1, 2022. Increases to the rates occur annually within the five-year plan. Offsetting these increases is lower projected investment income and higher projected cost-of-living, pension, medical insurance and District-wide professional services.

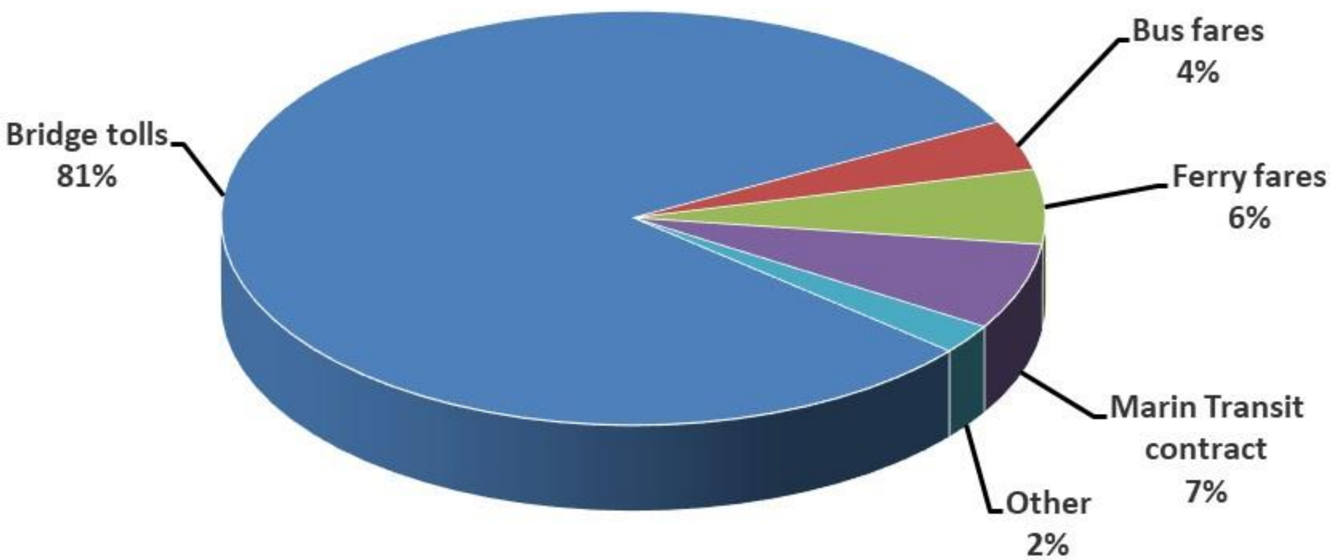
Board Policy sets Golden Gate regional transit fares. Changes to the fare structure are typically established through five-year fare programs approximating a 4% increase each year. In March 2019, the Board approved a five-year fare program. Fiscal year 2022 was the fifth and final year of the program. 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.

The following is a summary of tolls and fares:

	2023	2022	2021
Average Bridge toll	$8.95	$8.32	$7.98
Average bus fare-regional service	$5.43	$5.21	$4.52
Average ferry fare	$9.32	$9.65	$9.44

REVENUES

The following chart shows the major sources and the percentage of operating revenues for the year ended June 30, 2023 (tolls, transit fares and other):



A summary of revenues for the years ended June 30, 2023 and 2022, and the amount and percentage of change in relation to prior year amounts (in thousands), is as follows:

	2023 Amount	Percent of Total	Increase/ (Decrease) From 2022	Percent Increase/ (Decrease)
Operating Revenues:				
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	180,394	60.0%	19,042	11.8%
Non-operating Revenues:				
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	91,843	30.6%	10,063	(161.8%)
Capital grants	28,330	9.4%	5,387	23.5%
Total Revenues	**$ 300,567**	**100.0%**	**$ 34,492**	**13.0%**

	2022 Amount	Percent of Total	Increase/ (Decrease) From 2021	Percent Increase/ (Decrease)
Operating Revenues:				
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	161,352	60.6%	37,663	22.6%
Non-operating Revenues:				
Operating assistance	91,201	34.3%	1,197	1.3%
Investment income	(9,421)	(3.5%)	(10,449)	(1016.4%)
Total non-operating revenues	81,780	30.7%	(9,252)	(10.2%)
Capital grants	22,943	8.6%	(8,949)	(28.1%)
Total Revenues	**$ 266,075**	**100.0%**	**$ 19,462**	**7.9%**

The primary reason for the increase in revenues in 2023 was due to a continuing rebound in Bridge toll crossings and a planned scheduled toll increase. There also has been a slight increase in demand for public transit services in fiscal year 2023 from 2022. The pandemic significantly impacted bridge crossings and transit ridership negatively in comparison to previous years. This trend continues due to work from home policies becoming the norm and the 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 2.6% higher than the prior year.

Bus patronage is up 26.1% year over year and ferry ridership is up 67.4% year over year. This is still well below pre-pandemic levels, though the uptick is welcome news.

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 2023. 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.

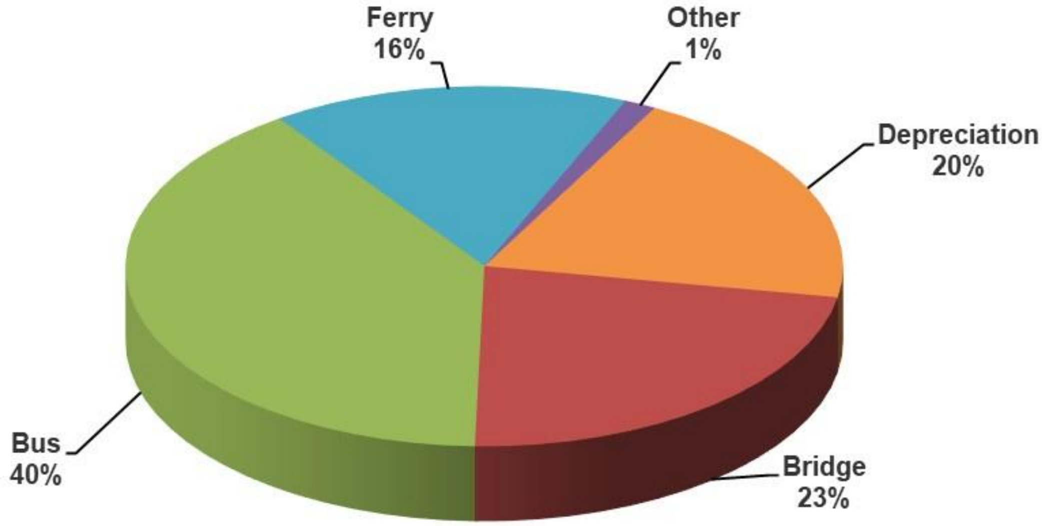
HOW THE DISTRICT WAS FUNDED IN FISCAL YEAR 2023 (In thousands)

	Bridge Division		Bus Transit Division		Ferry Transit Division		Combined Transit Divisions Division		District Total	
Funding category	$	%	$	%	$	%	$	%	$	%
Operating revenues:										
Bridge tolls	$83,800	99%	$15,700	16%	$ 5,000	12%	$ 20,700	15%	$ 104,500	46%
Patron fares	-	0%	7,100	7%	10,500	24%	17,600	13%	17,600	8%
Marin Transit	-	0%	12,100	13%	-	0%	12,100	9%	12,100	5%
Other revenues	800	1%	1,600	2%	1,800	4%	3,400	2%	4,200	2%
Government grants [1]	300	0%	60,100	62%	26,100	60%	86,200	61%	86,500	37%
Total	**$84,900**	**100%**	**$96,600**	**100%**	**$43,400**	**100%**	**$ 140,000**	**100%**	**$ 224,900**	**100%**

[1] One-time federal operating grant funding in Fiscal Year (FY) 2023 equaled $60.1 million from 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, 2023:



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%, 43%, and 19%, respectively.

A summary of expenses for the years ended June 30, 2023 and 2022, and the amount and percentage of change in relation to prior year amounts (in thousands), is as follows:

	2023 Amount	**Percent of Total**	**Increase/ (Decrease) From 2022**	**Percent Increase/ (Decrease)**
Operating Expenses:				
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	187,305	78.5%	35,355	23.3%
Other Expenses:				
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%
Total other expenses	51,336	21.5%	1,772	3.6%
Total Expenses	**$ 238,641**	**100.0%**	**$ 37,127**	**18.4%**

	2022 Amount	**Percent of Total**	**Increase/ (Decrease) From 2021**	**Percent Increase/ (Decrease)**
Operating Expenses:				
Bridge	$ 48,534	24.1%	1,990	4.3%
Bus	74,867	37.2%	3,595	5.0%
Ferry	28,549	14.2%	644	2.3%
Total operating expenses, excluding depreciation	151,950	75.4%	6,229	3.5%
Other Expenses:				
Passed through grants	1,363	0.7%	244	21.8%
Interest expense	389	0.2%	280	256.9%
Depreciation	47,722	23.7%	6,166	14.8%
(Gain)/loss on disposal of assets	90	0.0%	(1,738)	-95.1%
Total other expenses	49,564	24.6%	4,952	11.1%
Total Expenses	**$ 201,514**	**100.0%**	**$ 11,181**	**1.9%**

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 healthcare costs – i.e. pension, fringe & other-post-employment benefits – more transit service being offered incrementally due to a slight uptick in demand for public transportation services and wage cost of living increases. 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 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)

During 2023, the District expended $41.0 million, a decrease of $14.8 million or 26% under the amount expended in 2022, on capital activities. This included the following major construction and procurement projects:

- Suicide Deterrent project ($23.4 million)
- Golden Gate Bridge Wind Retrofit project ($0.9 million)
- Toll System Upgrade ($1.9 million)
- Ferry Vessel Rehab ($1.0 million)
- Capital Improvement for Ferry Fleet ($4.4 million)

During 2023, completed projects totaling $10.0 million, a decrease of $31.7 million over the amount completed in 2022, were closed from construction in progress to their respective capital accounts. The major completed projects included:

- SLEP Larkspur ($2.8 million)
- Ferry Marsh Restoration ($2.7 million)

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, 2023, $61,000,000 in commercial paper notes was outstanding and maturing within 28 to 92 days, with interest ranging from 3.00% to 3.15% (0.05% to 1.25% in 2022).

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.

GOLDEN GATE BRIDGE,
HIGHWAY AND TRANSPORTATION DISTRICT
STATEMENTS OF NET POSITION
JUNE 30, 2023 AND 2022 (IN THOUSANDS)

	2023	2022
Assets:		
Current assets:		
Cash and cash equivalents	$ 9,367	$ 2,433
Investments	399,041	338,079
Capital and operating grants receivable	13,921	35,041
Accounts receivable	18,694	16,295
Leases receivable	814	610
Maintenance inventories and supplies	5,013	5,057
Prepaid items	1,706	1,928
Total current assets	448,556	399,443
Noncurrent assets:		
Restricted cash and cash equivalents	20,517	20,540
Leases receivable	921	1,725
Capital assets:		
Nondepreciable capital assets:		
Land	6,243	6,243
Construction in progress	292,701	269,113
Total nondepreciable capital assets	298,944	275,356
Depreciable capital and intangible assets:		
Intangible assets:		
Subscription assets	10,544	9,616
Right to use assets-Ground leases	8,091	8,091
Property and equipment:		
Bridge, related buildings and equipment	629,595	625,399
Bus transit property and equipment	196,313	196,116
Ferry transit property and equipment	237,360	213,729
Accumulated depreciation and amortization	(567,547)	(522,329)
Total depreciable capital assets	514,356	530,622
Total capital assets	813,300	805,978
Total noncurrent assets	834,738	828,243
Total Assets	**1,283,294**	**1,227,686**
Deferred Outflows of Resources:		
Related to pensions	89,947	20,279
Related to other post-employment benefits	5,731	9,519
Total Deferred Outflows of Resources	**95,678**	**29,798**

See accompanying notes to the financial statements.

GOLDEN GATE BRIDGE,
HIGHWAY AND TRANSPORTATION DISTRICT
STATEMENTS OF NET POSITION (Concluded)
JUNE 30, 2023 AND 2022 (IN THOUSANDS)

	2023	2022
Liabilities:		
Current liabilities:		
Trade accounts payable	$ 13,866	$ 14,425
Accrued liabilities	1,014	2,602
Unearned revenue	13,199	8,750
Accrued compensated absences	705	537
Contract retentions	10,162	9,267
Leases payable	689	696
Subscriptions payable	2,105	2,160
Self-insurance liabilities	5,896	6,793
Commercial notes payable	61,000	61,000
Total current liabilities	108,636	106,230
Noncurrent liabilities:		
Accrued compensated absences	9,547	8,416
Leases payable	5,366	6,043
Subscriptions payable	5,267	6,434
Self-insurance liabilities	31,313	31,633
Net other post-employment benefits liability	47,593	54,025
Aggregate net pension liability	278,894	160,530
Total noncurrent liabilities	377,980	267,081
Total Liabilities	**486,616**	**373,311**
Deferred Inflows of Resources:		
Related to leases	1,536	2,289
Related to pensions	7,879	52,677
Related to other post-employment benefits	12,327	20,522
Total Deferred Inflows of Resources	**21,742**	**75,488**
Net Position:		
Net investment in capital assets	738,873	729,645
Restricted:		
Debt service requirements	12,791	12,791
Unrestricted	118,950	66,249
Total Net Position	**$ 870,614**	**$ 808,685**

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, 2023 AND 2022 (IN THOUSANDS)

	2023	2022
Operating revenues:		
Bridge tolls	$ 146,459	$ 132,449
Transit fares	17,616	12,106
Marin Transit revenues	12,148	11,303
Other operating revenues	4,171	5,494
Total operating revenues	180,394	161,352
Operating expenses:		
Operations	97,010	74,636
Maintenance	45,588	41,062
General and administrative	44,707	36,252
Depreciation	47,359	47,722
Total operating expenses	234,664	199,672
Operating loss	(54,270)	(38,320)
Non-operating revenues (expenses):		
Operating grants:		
State operating grants	21,111	23,566
Federal operating grants	61,142	65,280
Local operating grants	4,250	2,355
Total operating grants	86,503	91,201
Passed through to other agencies	(1,631)	(1,363)
Investment income (expense)	5,340	(9,421)
Interest expense	(1,802)	(389)
Gain (Loss) on disposal of capital assets	(544)	(90)
Total non-operating revenues	87,866	79,938
Income (Loss) before capital grants	33,596	41,618
Capital grants	28,330	22,943
Change in Net Position:	61,926	64,561
Net Position, beginning of year, as restated	808,688	744,124
Net Position, end of year	**$ 870,614**	**$ 808,685**

See accompanying notes to the financial statements.

GOLDEN GATE BRIDGE,
HIGHWAY AND TRANSPORTATION DISTRICT
STATEMENTS OF CASH FLOWS
YEARS ENDED JUNE 30, 2023 AND 2022 (IN THOUSANDS)

	2023	2022
Cash flows from operating activities:		
Cash receipts from customers	$ 176,665	$ 159,616
Cash payments to suppliers for goods and services	(97,508)	(99,216)
Cash payments to employees for services	(97,820)	(84,014)
Net cash used for operating activities	(18,663)	(23,614)
Cash flows from noncapital financing activities:		
Operating grants received	90,457	85,071
Grants disbursed to other agencies	(1,631)	(1,363)
Net cash provided by non-capital financing activities	88,826	83,708
Cash flows from capital and related financing activities:		
Capital grants	51,347	3,464
Interest paid	(1,802)	(223)
Purchase of capital assets	(57,848)	(39,537)
Net cash used for capital and related financing activities	(8,303)	(36,296)
Cash flows from investing activities:		
Proceeds from sales of investment securities	312,245	351,607
Purchases of investment securities	(373,207)	(370,040)
Investment income received	6,013	(9,432)
Net cash used for investing activities	(54,949)	(27,865)
Net increase (decrease) in cash and equivalents	6,911	(4,067)
Cash and equivalents, beginning of year	22,973	27,040
Cash and equivalents, end of year	**$ 29,884**	**$ 22,973**
Cash equivalents are reported as follows on the accompanying statements of net position:		
Unrestricted cash and cash equivalents	$ 9,367	$ 2,433
Restricted cash and cash equivalents	20,517	20,540
Total cash and cash equivalents	**$ 29,884**	**$ 22,973**

See accompanying notes to the financial statements.

GOLDEN GATE BRIDGE,
HIGHWAY AND TRANSPORTATION DISTRICT
STATEMENTS OF CASH FLOWS (Concluded)
YEARS ENDED JUNE 30, 2023 AND 2022 (IN THOUSANDS)

	2023	2022
Reconciliation of operating loss to net cash used for operating activities:		
Operating loss	$ (54,270)	$ (38,320)
Adjustments to reconcile operating loss to net cash used for operating activities:		
Depreciation	47,359	46,585
Pension liabilities and related deferrals	3,898	(17,156)
Other post-employment benefits liabilities and related deferrals	(10,839)	(11,732)
Effect of changes in assets:		
Accounts receivable	(3,572)	(1,589)
Leases receivables and deferrals	(153)	(105)
Prepaid items	222	(580)
Inventory and supplies	44	(456)
Effect of changes in liabilities:		
Trade accounts payable	154	(673)
Accrued liabilities	(1,588)	(892)
Accrued compensated absences	1,299	1,976
Self-insurance liabilities	(1,217)	(672)
Net cash provided by (used for) operating activities	**$ (18,663)**	**$ (23,614)**
Supplemental disclosures of cash flow information:		
Noncash investing activities:		
Increase (decrease) in fair value of investments	$ (661)	$ (12,740)
Noncash capital and related financing activities:		
Capital asset purchases on account	$ 13,114	$ 13,831

See accompanying notes to the financial statements.

GOLDEN GATE BRIDGE,
HIGHWAY AND TRANSPORTATION DISTRICT
STATEMENTS OF FIDUCIARY NET POSITION
JUNE 30, 2023 AND 2022 (IN THOUSANDS)

	2023	2022
Assets:		
Cash and cash equivalents	$ 1,277	$ 8,514
Mutual funds	101,885	91,511
Real asset funds	12,514	7,964
Accounts Receivable	5	28
Total Assets	115,681	108,017
Liabilities:		
Accounts payable	180	93
Total Liabilities	180	93
Net position restricted for post-employment benefits other than pensions	**$ 115,501**	**$ 107,924**

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, 2023 AND 2022 (IN THOUSANDS)

	2023	2022
Additions:		
Employer contributions	$ 8,130	$ 12,033
Net investment income:		
Net increase in fair value of investments	7,045	(26,575)
Investment earnings	2,517	11,434
Investment-related expenses	(195)	(224)
Total net investment income	9,367	(15,365)
Total additions	**17,497**	**(3,332)**
Deductions:		
Benefits paid to participants	9,874	9,596
Administrative expenses	46	74
Total deductions	**9,920**	**9,670**
Increase in Net Position	7,577	(13,002)
Restricted Net Position for post-employment benefits:		
Beginning of year	107,924	120,926
End of year	**$ 115,501**	**$ 107,924**

See accompanying notes to the financial statements.

(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. The District also has contracts with Caltrans for State Transportation Program funds, which are used either to match Federal Transit Administration grants or to fund transit improvement projects. 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, 2023 and 2022 are as follows (in thousands):

	Bridge Division	Bus Division	Ferry Division	Total
Capital grants in fiscal year 2023:				
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
Total capital grants	**$ 15,164**	**$ 1,991**	**$ 11,175**	**$ 28,330**
Capital grants in fiscal year 2022:				
U.S. Department of Transportation	$ 14,283	$ 2,080	$ 6,135	$ 22,498
State Transportation Program	-	-	386	386
Low Carbon Transit Program	-	-	8	8
I-Bond	-	2	-	2
Local assistance	49	-	-	49
Total capital grants	**$ 14,332**	**$ 2,082**	**$ 6,529**	**$ 22,943**

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, 2023 and 2022 are as follows (in thousands):

	2023	2022
Beginning Balance	$ 8,953	$ 6,977
Payments	(3,080)	(1,265)
Additions	4,379	3,241
Ending Balance	10,252	8,953
Current Portion	705	537
Non-current Portion	**$ 9,547**	**$ 8,416**

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, 2023, are $19.3 million and $9.0 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. 91 – In May 2019, GASB issued Statement No. 91, *Conduit Debt Obligations*. The objectives of this Statement is to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with commitments extended by issuers, arrangements associated with conduit debt obligations, and related note disclosures by clarifying the existing definition of a conduit debt obligation; establishing that a conduit debt obligation is not a liability of the issuer; establishing standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improving required note disclosures. The requirements of this Statement are effective for reporting periods beginning after December 15, 2021 or FY 2022/2023. The Statement did not impact the District's financial statements.

GASB Statement No. 93 – In May 2020, GASB issued Statement No. 93, *Replacement of Interbank Offered Rates*. The objectives of this Statement is to address those and other accounting and reporting implications resulting from the replacement of an IBOR by providing exceptions for certain hedging derivative instruments to the hedge accounting termination provisions when an IBOR is replaced and providing clarification to the hedge accounting termination provisions, removing LIBOR as a benchmark interest rate for the qualitative evaluation of the effectiveness of an interest rate swap, identifying a Secured Overnight Financing Rate and the Effective Federal Funds Rate as appropriate benchmark interest rates for the qualitative evaluation of the effectiveness of an interest rate swap. The requirements of this Statement are effective for reporting periods beginning after June 15, 2021 or FY 2021/2022, except the removal of LIBOR as a benchmark interest rate which is effective for periods beginning after December 31, 2022 or FY 2023/2024. The Statement did not impact the District's financial statements.

GASB Statement No. 94 – In March 2020, GASB issued Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*. The objectives of this Statement improve financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPPs). The requirements of this Statement are effective for reporting periods beginning after June 15, 2022 or FY 2022/2023. The Statement did not impact the District's financial statements.

GASB Statement No. 96 – In May 2020, GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements*. The objectives of this Statement is to provide guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. The requirements of this Statement are effective for reporting periods beginning after June 15, 2022 or FY 2022/2023. The District retroactively implemented this Statement as of July 1, 2021.

GASB Statement No. 99 – In April 2022, GASB Issued Statement No. 99, *Omnibus 2022*. The objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing (1) practice issues that have been identified during implementation and application of certain GASB Statements and (2) accounting and financial reporting for financial guarantees. Certain requirements of this statement have been implemented as of June 30, 2022. The requirements related to leases, PPPs, and SBITAs are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter. The requirements related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement 53 are effective for fiscal years beginning after June 15, 2023, and all reporting periods thereafter. The Statement did not impact the District's financial statements.

New Accounting Pronouncements – Effective in Future Fiscal Years

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. The District is evaluating the impact of this Statement on the financial statements.

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. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. 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):

	2023	2022
Reported in the enterprise fund as:		
Unrestricted:		
Cash and cash equivalents	$ 9,367	$ 2,433
Investments	399,041	338,079
Total unrestricted cash and investments	408,408	340,512
Restricted:		
Cash and cash equivalents	20,517	20,540
Total cash and investments in the enterprise fund	**$ 428,925**	**$ 361,052**
Reported in the fiduciary fund as:		
Restricted:		
Cash and cash equivalents	$ 1,277	$ 8,514
Investments	114,399	99,475
Total cash and investments in the fiduciary fund	**$ 115,676**	**$ 107,989**

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, 2023 (and 2022), of the District's bank balance of $21,891,000 (2022, $9,473,000) approximately $21,263,000 (2022, $9,097,000) is uninsured but is collateralized in conformance with the California Government Code.

Investments

At June 30, 2023 and 2022, cash and investments excluding the OPEB Trust Fund investments, were comprised of the following (in thousands):

	June 30, 2023			June 30, 2022		
Investments	**Fair Value**	**Less than 1 year**	**1-5 Years**	**Fair Value**	**Less than 1 Year**	**1-5 Years**
Federal Agency Notes	$ 58,976	$ 29,142	$ 29,834	$ 35,764	$ 4,375	$ 31,389
Certificate of Deposit	3,274	1,248	2,026	19,409	19,409	-
US Treasury Notes	102,473	4,941	97,532	87,272	14,967	72,305
Municipal Bonds	12,511	2,972	9,539	11,672	-	11,672
Medium-term Corporate Notes	95,529	15,312	80,217	75,370	6,965	68,405
Asset Backed Securities	39,541	-	39,541	29,681	-	29,681
Commercial Paper	8,343	8,343	-	25,401	25,401	-
California Asset Management Program	76,735	76,735	-	57,424	57,424	-
Local Agency Investment Fund	1,210	1,210	-	1,184	1,184	-
Supra National Agency Bonds	8,052	3,455	4,597	8,015	-	8,015
	406,644	$ 143,358	$ 263,286	351,192	$ 129,725	$ 221,467
Cash and deposits						
Demand deposits	22,272			9,856		
Cash on hand	9			4		
Total cash and investments - District	**$ 428,925**			**$ 361,052**		

At June 30, 2023 and 2022 the OPEB Trust Fund cash and investments were comprised of the following (in thousands):

	June 30, 2023			June 30, 2022		
Investments	**Fair Value**	**Less than 1 year**	**1-5 Years**	**Fair Value**	**Less than 1 year**	**1-5 Years**
Mutual Funds - Equity	$ 70,252	$ 70,252	$ -	$ 62,544	$ 62,544	$ -
Mutual Funds - Fixed Income	31,633	-	31,633	28,967	-	28,967
Real Asset Funds	12,514	-	12,514	7,964	-	7,964
Total investments	114,399	$ 70,252	$ 44,147	99,475	$ 62,544	$ 36,931
Cash and deposits						
Demand deposits	1,277			8,514		
Total OPEB Trust Cash & Investments	**$ 115,676**			**$ 107,989**		

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, 2023 and 2022, the District held investments with the following national ratings and amounts (in thousands):

Investment	Rating	2023	2022
Federal agency bond/note	AAA	$ 58,976	$ 35,764
Asset backed securities	AAA	39,541	29,681
Medium-term corporate notes	AAA	-	590
Municipal bonds	AAA	900	898
Treasury notes	AAA	102,473	87,272
Corporate commercial paper	AAA	237	53
California Asset Management Program	AAA	76,735	57,424
Supra national agency bonds/notes	AAA	8,052	8,015
Medium-term corporate notes	AA	28,450	15,393
Municipal bonds	AA	11,611	10,774
Certificate of deposits	A	3,274	19,409
Corporate commercial paper	A	8,106	25,348
Medium-term corporate notes	A	67,079	59,387
Local Agency Investment Fund	Unrated	1,210	1,184
Total		**$ 406,644**	**$ 351,192**

As of June 30, 2023 and 2022, the District's investment in the State Treasurer's investment pool (LAIF) was $1,210,000 and $1,184,000 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 real asset funds. These investments were unrated as of June 30, 2023.

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, 2023 and 2022, these investments were 23% and 21%, respectively, of the District's total investments. At June 30, 2023 and 2022, the District held more than 5% of the District's investments portfolio in the following issuers:

Investment	2023	2022
Federal Home Loan Mortgage	5.64%	7.66%

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, 2023 and June 30, 2022 (in thousands):

		Fair Value Measurements Using	
	June 30, 2023	**Level One**	**Level Two**
Reported at fair value - Enterprise Fund:			
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
Uncategorized:			
CAMP	76,735		
LAIF	1,210		
Total Enterprise Fund Investments	406,644		
Reported at fair value - Fiduciary Fund:			
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	$ -
Reported at net asset value:			
Private Capital Investments	12,514		
Total Fiduciary Fund Investments	114,399		
Total investments	**$ 521,043**		

	June 30, 2022	Fair Value Measurements Using Level One	Fair Value Measurements Using Level Two
Reported at fair value - Enterprise Fund:			
US Treasury Notes	$ 87,272	$ 87,272	$ -
Federal Agency Notes	35,764	-	35,765
Municipal Bonds	11,672	-	11,672
Corporate Notes	75,370	-	75,370
Certificate of Deposit	19,409	-	19,409
Asset-Backed Security	29,681	-	29,681
Commercial Paper	25,401	-	25,401
Supra National Agency Bonds	8,015	8,015	-
Total Enterprise Fund Investments at Fair Value	292,584	$ 95,287	$ 197,298
Uncategorized:			
CAMP	57,424		
LAIF	1,184		
Total Enterprise Fund Investments	351,192		
Reported at fair value - Fiduciary Fund:			
Mutual Funds-Equity	62,544	$ 62,544	$ -
Mutual Funds-Fixed Income	28,967	28,967	-
Total Fiduciary Fund Investments at Fair Value	91,511	$ 91,511	$ -
Reported at net asset value:			
Private Capital Investments	7,964		
Total Fiduciary Fund Investments	99,475		
Total investments	**$ 450,667**		

As of June 30, 2023, “Private Capital Investments” consists of three 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, 2023 and 2022 was as follows (in thousands):

	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	275,356	54,591	(333)	(30,670)	298,944
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	1,035,244	-	(2,646)	30,670	1,063,268
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	(519,779)	(44,340)	2,128	-	(561,991)
Total capital assets, being depreciated, net	515,465	(44,340)	(518)	30,670	501,277
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	17,707	928	-	-	18,635
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	(2,550)	(3,019)	13	-	(5,556)
Total intangible assets, being amortized, net	15,157	(2,091)	13	-	13,079
Total capital and intangible assets, net	**$ 805,978**	**$ 8,160**	**$ (838)**	**$ -**	**$ 813,300**

	Balance July 1, 2021	Additions	Retirements/ Adjustments	Transfers	Balance June 30, 2022
Capital assets, not being depreciated:					
Land	$ 6,243	$ -	$ -	$ -	$ 6,243
Construction in progress	238,051	41,018	(137)	(9,819)	269,113
Total capital assets, not being depreciated	244,294	41,018	(137)	(9,819)	275,356
Capital assets, being depreciated:					
Bridge, related buildings and equipment	623,861	-	(493)	2,031	625,399
Bus transit property and equipment	196,426	-	(1,670)	1,360	196,116
Ferry transit property and equipment	207,280	-	21	6,428	213,729
Total capital assets, being depreciated	1,027,567	-	(2,142)	9,819	1,035,244
Accumulated depreciation:					
Bridge, related buildings and equipment	(254,171)	(16,105)	493	-	(269,783)
Bus transit property and equipment	(95,046)	(13,687)	1,670	-	(107,063)
Ferry transit property and equipment	(127,343)	(15,568)	(22)	-	(142,933)
Total accumulated depreciation	(476,560)	(45,360)	2,141	-	(519,779)
Total capital assets, being depreciated, net	551,007	(45,360)	(1)	9,819	515,465
Intangible assets, being depreciated:					
Subscription assets	1,490	8,126	-	-	9,616
Right to use assets - Ground leases	8,091	-	-	-	8,091
Total intangible assets, being depreciated	9,581	8,126	-	-	17,707
Accumulated amortization:					
Subscription assets	-	(1,136)	-	-	(1,136)
Right to use assets - Ground leases	-	(1,414)			(1,414)
Total accumulated amortization	-	(2,550)	-	-	(2,550)
Total intangible assets, being amortized, net	9,581	5,576	-	-	15,157
Total capital and intangible assets, net	**$ 804,882**	**$ 1,234**	**$ (138)**	**$ -**	**$ 805,978**

Construction in progress consists of the following projects at June 30, 2023 and 2022 (in thousands):

	2023	2022
Bridge seismic design review III	$ 27,303	$ 26,913
Bridge main cable restoration	2,160	2,160
Bridge wind retrofit	10,540	10,090
Bridge south approach improvement	1,035	1,035
Bridge suicide deterrent study/design/build	157,474	133,879
Bridge toll system upgrade	12,210	9,121
Ferry major component rehabilitation	24,695	43,033
Ferry gangway ramps and floats	9,409	9,377
Ferry dredging and pilling	14,325	-
Bus replacement	2,127	2,127
Bus facility modifications	10,713	1,504
Bus communication and information system	1,610	2,672
District systems & building improvements	11,419	8,325
Other	7,681	18,877
Total construction in progress	**$ 292,701**	**$ 269,113**

At June 30, 2023 and 2022, the District had construction commitments of approximately $233,400,000 and $357,146,000 respectively; Bridge-related projects are approximately $100,732,000 and $119,688,000 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, 2023, and June 30, 2022, were 60.6 and 464.6 respectively (see Table 8 on page 103).

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, 2023 was $72.6 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, 2023, $61,000,000 in commercial paper notes was outstanding and maturing within 28 to 92 days, with interest ranging from 3.00% to 3.15%.

(6) LEASES

Leases receivable – The District entered into lease contracts for property and equipment. The leases have a total scheduled rent payments of $68 thousand monthly and expire between fiscal years 2023 through 2027. In fiscal year 2023, the District recognized $754,000 in lease revenue and $10,000 in interest revenue and in fiscal year 2022, the District recognized $754,000 in lease revenue and $11,000 in interest revenue. As of June 30, 2023 and June 30, 2022, the District's receivable for lease payments was $1,735,000 and $2,335,000, 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, 2023, and June 30, 2022 the balances of the deferred inflow of resources was $1,536,000 and $2,289,000, respectively.

Leases payable – The District entered into lease contracts for property and equipment. As of June 30, 2023 and June 30, 2022, the value of the lease liability was $6,055,000 and $6,739,000, respectively. The District is required to make monthly principal and interest payments as shown below. The leases has an interest rate of approximately 3%. 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 present value of the right-to-use asset, which is unchanged year over year, was $8,091,000 and $8,091,000 at June 30, 2023 and June 30, 2022. The related accumulated amortization was $2,121,000 and $1,414,000, at June 30, 2023 and June 30, 2022, respectively. The net right-to-use leased assets as of June 30, 2023 and June 30, 2022 are $5,970,000 and $6,677,000, respectively. The changes in leases payable over the last two fiscal years are as follows:

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

	Balance July 1, 2021	Additions	Retirements/ Adjustments	Balance June 30, 2022	Due in One Year
Leases payable	$ 7,424	$ -	$ (685)	$ 6,739	$ 696

The scheduled principal and interest payments are as follows:

Fiscal Year Ending June 30,	Principal	Interest	Total
2024	$ 689	$ 11	$ 700
2025	683	11	694
2026	381	6	387
2027	345	5	350
2028	298	5	303
2029-33	1,412	23	1,435
2034-38	1,247	21	1,268
2039-42	1,000	16	1,016
	$ 6,055	$ 98	$ 6,153

(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, 2023. 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 $7,372,000 and $8,594,000 as of June 30, 2023 and 2022, respectively. Right to use assets, net of amortization, for these subscriptions is $7,109,000 as of June 30, 2023 and $8,480,000 as of June 30, 2022. Interest expense recognized on these subscriptions was $269,000 and $166,000 for the fiscal years ended June 30, 2023 and 2022, respectively. Principal payments of $2,160,000 and $1,022,000 were recognized in the years ended June 30, 2023 and June 30, 2022, respectively. Final payment on these subscription arrangements is expected in fiscal year 2028.

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

	Balance July 1, 2021	Additions	Retirements/ Adjustments	Balance June 30, 2022	Due in One Year
Subscription payable	$ 1,490	$ 8,126	$ (1,022)	$ 8,594	$ 2,160

The District's schedule of future payments included in the measurement of subscriptions payable is as follows:

Fiscal Year Ending June 30,	Principal	Interest	Total
2024	$ 2,105	$ 204	$ 2,309
2025	1,932	139	2,071
2026	1,438	86	1,524
2027	1,274	42	1,316
2028	623	9	632
	$ 7,372	$ 480	$ 7,852

(8) GRANTS PASSED THROUGH TO OTHER AGENCIES

For the years ended June 30, 2023 and 2022, the District passed through its federal capital grants allocation to the Metropolitan Transportation Commission, $1,631,100 (2022, $1,271,100) and City of Sausalito, $0 (2022, $76,300). 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 $0 and $15,200 in other monies to regional agencies for capital related projects in fiscal year 2023 and 2022 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 2023 and 2022, LCTOP activity included the District receiving $2,706,700 and $1,159,200 in LCTOP funding and spending $89,000 and $8,300 respectively. These transactions resulted in unspent LCTOP proceeds and interest balances of $6,934,000 and $4,084,300 at June 30, 2023 and 2022 respectively. Total funding allocated from the LCTOP program to the District is $12,770,000 and $10,063,300 as of June 30, 2023 and 2022 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 2023 and 2022, SGR activity included the District receiving $1,474,600 and $1,431,700 in SGR funding and spending $0 and $0 respectively. These transactions resulted in unspent SGR proceeds and interest balances of $5,532,000 and $3,206,700 at June 30, 2023 and 2022 respectively. Total funding allocated from the SGR program to the District is $7,462,000 and $5,987,000 as of June 30, 2023 and 2022 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, 2023 and 2022 (in thousands):

	2023	2022
Transportation Development Act	$ 16,257	$ 13,699
Federal Transit Administration	61,142	65,280
State Transit Assistance	4,773	9,867
Regional Measure 2	1,923	2,355
Regional Measure 3	2,216	-
Other	192	-
Total operating grants	**$ 86,503**	**$ 91,201**

(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:

	2023				2022			
	Net Pension Liability	Deferred Outflows of Resources	Deferred Inflows of Resources	Pension Expense (Credit)	Net Pension Liability	Deferred Outflows of Resources	Deferred Inflows of Resources	Pension Expense (Credit)
California Public Employee Retirement System Plan	$ 115,780	$ 37,896	$ 4,666	$ 17,811	$ 67,680	$ 16,079	$ 38,294	$ (4,989)
Golden Gate Transit Amalgamated Retirement Plan	163,114	52,051	3,213	13,709	92,850	4,200	14,383	8,325
Total pension plans	**$ 278,894**	**$ 89,947**	**$ 7,879**	**$ 31,520**	**$ 160,530**	**$ 20,279**	**$ 52,677**	**$ 3,336**

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.

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, 2023, are summarized as follows:

	Miscellaneous		
Hire date	Prior to January 1, 2013	Prior to January 1, 2013	On or after January 1, 2013
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	8.0%	7.0%	7.0%
Required employer contribution rates	35.530%	35.530%	35.530%

Employees Covered – At the June 30, 2021, and June 30, 2020, valuation dates, the following employees were covered by the benefit terms for each Plan:

Valuation as of June 30	**2021**	**2020**
Inactive employees or beneficiaries currently receiving benefits	671	663
Inactive employees entitled to but not yet receiving benefits	229	206
Active employees	426	453
Total	**1,326**	**1,322**

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, 2023 and 2022, the District has paid the employer's and a portion of the employees' shares of the contributions. The contributions recognized, were as follows:

	2023	2022
Employer	$ 17,335	$ 15,876

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, 2023, for the Plan is measured as of June 30, 2022, using an actuarial valuation as of June 30, 2021, rolled forward to June 30, 2022, 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, 2021 and June 30, 2020, actuarial valuations rolled forward to June 30, 2022 and June 30, 2021, using standard update procedures, were determined using the following actuarial assumptions, respectively:

Fiscal Year	2023	2022
Valuation Date	June 30, 2021	June 30, 2020
Measurement Date	June 30, 2022	June 30, 2021
Actuarial Cost Method	Entry-Age Normal Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:		
Discount Rate	6.90%	7.15%
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, 2021 and June 30, 2020 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 7.15% 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:

Asset Class	Strategic Allocation	Real Return Years [1] [2]
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%
Total	**100.0%**	

[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
Balance at June 30, 2022	**$ 470,251**	**$ 402,571**	**$ 67,680**
Changes in the year:			
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)	-
Other Miscellaneous Income/(Expense)	-	-	-
Net changes	**9,850**	**(38,250)**	**48,100**
Balance at June 30, 2023	**$ 480,101**	**$ 364,321**	**$ 115,780**

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at June 30, 2021	**$ 457,304**	**$ 334,932**	**$ 122,372**
Changes in the year:			
Service cost	8,114	-	8,114
Interest on the total pension liability	31,978	-	31,978
Differences between actual and expected experience	(1,085)	-	(1,085)
Contribution - employer	-	15,369	(15,369)
Contribution - employee	-	3,320	(3,320)
Net investment income	-	75,347	(75,347)
Benefits payments, including refunds of employee contributions	(26,060)	(26,060)	-
Other Miscellaneous Income/(Expense)	-	(337)	337
Net changes	**12,947**	**67,639**	**(54,692)**
Balance at June 30, 2022	**$ 470,251**	**$ 402,571**	**$ 67,680**

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):

	2023	2022
1% Decrease	5.90%	6.15%
Net Pension Liability	$ 173,145	$ 123,472
Current Discount Rate	6.90%	7.15%
Net Pension Liability	$ 115,780	$ 67,680
1% Increase	7.90%	8.15%
Net Pension Liability	$ 67,798	$ 20,926

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, 2023 and 2022, the District recognized pension expense of $17,811,000 and $(4,989,000), respectively. At June 30, 2023 and 2022, the District reported deferred outflows of sources and deferred inflows of resources related to pensions from the following sources (in thousands):

	2023		2022	
	Deferred Outflow of Resources	Deferred Inflow of Resources	Deferred Outflow of Resources	Deferred Inflow of Resources
Pension contributions subsequent to measurement date	$ 17,335	$ -	$ 15,876	$ -
Differences between actual and expected experience	5	4,666	203	756
Changes in assumptions	2,318	-	-	-
Net differences between projected and actual earnings on plan investments	18,238	-	-	37,538
Total	**$ 37,896**	**$ 4,666**	**$ 16,079**	**$ 38,294**

$17,335,000 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, 2024. Other amounts reported as deferred inflows of resources related to pensions will be recognized as pension expense as follows (in thousands):

Year June 30	Deferred outflows (inflows) of resources
2024	$ 1,729
2025	1,643
2026	966
2027	11,557
Total	**$ 15,895**

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 1600 Harbor Bay Parkway, Suite 200, 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, 2022 valuation for the net pension liabilities measured as of December 31, 2022 and January 1, 2021 for the net pension liability measured as of December 31, 2021. At January 1, 2022, the following employees were covered by the benefit terms for the GGTAR Plan:

Valuation as of January 1 -	**2022**	**2021**
Retired employees	450	433
Active employees	198	250
Total	**648**	**683**

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, 2023, the District paid $10,151,000 to the GGTAR Plan, and employees contributed $1,031,000 to the Plan as of June 30, 2023. For the year ended June 30, 2022, the District paid $4,646,000 to the GGTAR Plan, and employees contributed $987,000 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, 2022, using an annual actuarial valuation as of December 31, 2022. 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, 2022 and December 31, 2021, measurement dates, were determined using the following actuarial assumptions:

Fiscal Year	**2023**	**2022**
Valuation Date	December 31, 2021	December 31, 2020
Measurement Date	December 31, 2022	December 31, 2021
Actuarial Cost Method	Entry-Age Normal Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:		
Discount Rate	4.34%	7.00%
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%	7.00%
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, 2022 measurement was 4.34% and the discount rate in the December 31, 2021 measurement was 7.00%. 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 2035 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 2035 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 3.72% for the portion of benefits not covered by the projected Fiduciary Net Position in fiscal year 2035 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 2017 investment policy are summarized in the table shown below.

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
U.S. Equity	25.00%	4.32%
International Equity	12.50%	4.60%
Core Fixed Income	12.50%	2.07%
Multi-Sector Bond	15.00%	3.21%
Private debt, direct lending	8.50%	5.59%
Private equity, direct	9.00%	6.27%
Real estate	7.50%	3.80%
Infrastructure	5.00%	4.05%
Multi-Asset	5.00%	3.08%
	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
Balance at June 30, 2022	**$ 200,734**	**$ 107,884**	**$ 92,850**
Changes for the year:			
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
Net changes	**49,460**	**(20,804)**	**70,264**
Balance at June 30, 2023	**$ 250,194**	**$ 87,080**	**$ 163,114**

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at June 30, 2021	**$ 200,233**	**$ 103,126**	**$ 97,107**
Changes for the year:			
Service cost	2,288	-	2,288
Interest	13,562	-	13,562
Differences between actual and expected experience	139	-	139
Contribution - employer	-	4,892	(4,892)
Contribution - member	-	1,027	(1,027)
Net investment income	-	15,030	(15,030)
Benefit payments, including refund of member contributions	(15,488)	(15,488)	-
Administrative expense	-	(703)	703
Net changes	**501**	**4,758**	**(4,257)**
Balance at June 30, 2022	**$ 200,734**	**$ 107,884**	**$ 92,850**

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):

	2023	2022
1% Decrease	3.34%	6.00%
Net Pension Liability	$190,638	$112,250
Current Discount Rate	4.34%	7.00%
Net Pension Liability	$163,114	$88,593
1% Increase	5.34%	8.00%
Net Pension Liability	$138,188	$76,293

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 $163.1 million. For the years ended June 30, 2023 and 2022, the District recognized pension expenses of $13,709,000 and $8,325,000, respectively. At June 30, 2023 and 2022, the District reported deferred outflows of resources and deferred inflows of resources related to the GGTAR Plan from the following sources (in thousands):

	2023		2022	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension Contributions Subsequent to measurement date	$ 7,816	$ -	$ 2,458	$ -
Differences between actual and expected experience	459	3,213	1,742	-
Changes in assumptions	36,639	-	-	7,866
Net differences between projected and actual earnings on plan investments	7,137	-	-	6,517
Total	**$ 52,051**	**$ 3,213**	**$ 4,200**	**$ 14,383**

$7,816,000 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, 2024. 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):

Year	Deferred Outflows (Inflows) of Resources
June 30	
2024	$ 17,425
2025	18,513
2026	1,726
2027	3,358
Total	**$ 41,022**

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 $843,700 and $629,100, for the years ended June 30, 2023 and 2022, respectively. The District contributed to Inlandboatmen's plan 25.3% and 23.4%, of payroll for covered employees for the years ended June 30, 2023 and 2022, respectively and equaled 100% of the employer-required contributions. The District's covered payroll for employees participating in this plan was $3,337,000 and, $2,689,000, for the years ended June 30, 2023 and 2022, respectively. As of June 30, 2023, the number of employees covered by Inlandboatmen's plan was 74 active and 46 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 $407,900 and $313,400, for the years ended June 30, 2023, and June 30, 2022, respectively. The District contributed to MEBA 19.1% and 15.4%, of payroll for covered employees for the years ended June 30, 2023 and, 2022, respectively and equaled 100% of the employer-required contributions. The District's covered payroll for employees participating in this plan was $2,136,000 and $2,179,000, for the years ended June 30, 2023 and 2022, respectively. As of June 30, 2023, the number of employees covered by MEBA plan was 24 active and 16 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 536 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, 376 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, 2021 and July 1, 2019 valuation dates, the following employees were covered by the benefit terms for the OPEB Plan:

Valuation as of July 1,	**2021**	**2019**
Retired employees	860	869
Active employees	643	729
Total	**1,503**	**1,598**

Net OPEB Liability – The District's net OPEB liability was measured as of June 30, 2023 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation dated July 1, 2021 that was rolled forward to determine the June 30, 2023 total OPEB liability, based on the following actuarial methods and assumptions:

Fiscal year	**2023**	**2022**
Valuation Date	July 1, 2021	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 - 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%	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 1997-2015 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 $9,343,000 and $13,125,000 for fiscal years ended June 30, 2023 and June 30, 2022.

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:

Asset Class	**Target Allocation**
Growth	
Domestic Equity	36.00%
International Equity	19.00%
Private Equity	6.70%
Private Debt	6.70%
Real Assets	6.60%
Income	
Fixed Income	25.00%
	100.00%

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**
Balance at June 30, 2022	**$ 161,272**	**$ 107,247**	**$ 54,025**
Changes for the year:			
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)
Contribution - member	-	677	(677)
Net investment income	-	9,562	(9,562)
Benefit payments	(11,036)	(11,036)	-
Administrative expense	-	(292)	292
Net changes	**1,822**	**8,254**	**(6,432)**
Balance at June 30, 2023	**$ 163,094**	**$ 115,501**	**$ 47,593**

	Increase (Decrease)		
	Total OPEB Liability	**Plan Fiduciary Net Position**	**Net OPEB Liability**
Balance at June 30, 2021	**$ 171,620**	**$ 120,926**	**$ 50,694**
Changes for the year:			
Service cost	4,000	-	4,000
Interest	11,474	-	11,474
Differences between actual and expected experience	(5,329)	-	(5,329)
Changes in assumptions	(9,229)	-	(9,229)
Contribution - employer	-	13,125	(13,125)
Net investment income	-	(15,141)	15,141
Benefit payments	(11,264)	(11,264)	-
Administrative expense	-	(399)	399
Net changes	**(10,348)**	**(13,679)**	**3,331**
Balance at June 30, 2022	**$ 161,272**	**$ 107,247**	**$ 54,025**

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):

		2023		2022
Net OPEB Liability at 1% increase	$	31,903	$	38,403
Net OPEB Liability at current rate		47,593		54,025
Net OPEB Liability at 1% decrease		66,285		72,654

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):

		2023		2022
Net OPEB Liability at 1% increase	$	70,772	$	75,369
Net OPEB Liability at current rate		47,593		54,025
Net OPEB Liability at 1% decrease		31,055		36,364

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 4.5 years.

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB – For the fiscal years ended June 30, 2023 and June 30, 2022, the District recognized negative OPEB expense of $(1,440,000) and an expense of $1,393,000, respectively. As of fiscal years ended June 30, 2023 and June 30, 2022, the District reported deferred outflows of resources related to OPEB from the following sources:

	2023		2022	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between actual and expected experience	$ 6	$ 7,154	$ 156	$ 13,203
Changes in assumptions	1,621	5,173	2,633	7,319
Net differences between projected and actual earnings on plan investments	4,104	-	6,730	-
Total	**$ 5,731**	**$ 12,327**	**$ 9,519**	**$ 20,522**

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

Year	Deferred outflows (inflows) of resources	
2024	$	(5,462)
2025		(3,321)
2026		2,622
2027		(435)
Total	**$**	**(6,596)**

(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 $22.4 million in net position as of June 30, 2023 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 $5,000,000 Automobile Liability	$85,000,000
Workers' Compensation	$1,000,000 per claim	$25,000,000
Health Benefits	$1,000,000 per individual	$175,000 stop loss; unlimited lifetime
Property (earthquake, fire)	$250,000 (5% /$250,000 per unit Minimum Earthquake and Flood)	$76,000,000
Ferry Hull, Machinery	$200,000 any one accident or occurrence	Per Vessel Schedule
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
Crime and Dishonesty	$25,000 per occurrence	$1,000,000 employee theft
	$5,000 per occurrence	$500,000 forgery/alteration
	$5,000 all other	$500,000 robbery or safe Burglary
		$15,000 money orders /counterfeit paper currency
		$250,000 computer fraud and funds transfer
Public Officials Liability	$500,000 per claim D&O Liability	$2,000,000 per occurrence/ annual aggregate
	$500,000 per claim employment practices	
	$1,000,000 per claim class action suit/ Layoffs	
Cyber Liability	$50,000 per occurrence	$2,000,000 per claim Ransomware
Protection & Indemnity	$50,000 any one accident or occurrence / $350,000 annual aggregate deductible (AAD)	$1,000,000,000 any one accident or 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, 2023 and 2022 are as follows (in thousands):

	Balance July 1, 2022	Incurred Claims and Changes in Estimates	Claim Payments and Related Costs	Balance June 30, 2023	Current Portion	Noncurrent Portion
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	-
Combined self-insurance and other medical liability	**$ 38,426**	**$ (7,778)**	**$ 6,561**	**$ 37,209**	**$ 5,896**	**$ 31,313**

	Balance July 1, 2021	Incurred Claims and Changes in Estimates	Claim Payments and Related Costs	Balance June 30, 2022	Current Portion	Noncurrent Portion
Workers' compensation liability	$ 16,751	$ 9,689	$ (7,457)	$ 18,983	$ 4,490	$ 14,493
General and property insurance liability	3,643	224	(121)	3,746	1,649	2,097
Pollution remediation liability	15,043	-	-	15,043	-	15,043
Subtotal: Self-insurance liability	35,437	9,913	(7,578)	37,772	6,139	31,633
Other medical claims liability	3,661	(15,523)	12,516	654	654	-
Combined self-insurance and other medical liability	**$ 39,098**	**$ (5,610)**	**$ 4,938**	**$ 38,426**	**$ 6,793**	**$ 31,633**

(15) ALLOCATION OF DISTRICT DIVISION EXPENSE

For the years ended June 30, 2023 and 2022, 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):

	2023	2022
Bridge Division	$ 14,455	$ 15,072
Bus Division	14,023	14,958
Ferry Division	7,340	6,353
Total	**$ 35,818**	**$ 36,383**

(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 the draft RI/FS to DTSC and is currently discussing with DTSC 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 and supporting technical documents to DTSC for their review and comments. The District is continuing working with DTSC to determine an updated clean-up value which includes a revised estimated contamination remediation liability based on the work needed to be performed for the Phase II cleanup.

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 2023 and 2022 totaled $12 thousand and $37 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 anticipates receiving direction from the Water Board on finalizing case closure by the end of calendar year 2023. Future obligations by the District are conservatively estimated at $1 million for groundwater monitoring, removal of monitoring wells, and the site closure final report.

(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, 2023.

(18) RESTATEMENT DUE TO CHANGE IN ACCOUNTING PRINICPAL

As a result of the implementation of GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*, the District restated its net position as follows:

	As previously presented	Year End Restatement	As Restated
Intangible capital assets	$ -	$ 8,480	$ 8,480
Subscription payable	-	8,594	8,594
Net position	808,800	(115)	808,685

REQUIRED SUPPLEMENTARY INFORMATION, JUNE 30, 2023

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

CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

	Fiscal Year 2023	Fiscal Year 2022
TOTAL PENSION LIABILITY		
Service cost	$ 8,281	$ 8,114
Interest on Total Pension Liability	31,601	31,978
Changes of Assumptions	3,326	-
Difference Between Expected and Actual Experience	(6,081)	(1,085)
Benefit Payments, Including Refunds of Employee Contributions	(27,277)	(26,060)
Net Change in Total Pension Liability	9,850	12,947
Total Pension Liability - Beginning	470,251	457,304
Total Pension Liability - Ending (a)	$ 480,101	$ 470,251
PLAN FIDUCIARY NET POSITION		
Contributions - Employer	16,195	15,369
Contributions - Employee	3,397	3,320
Net Investment Income	(30,316)	75,347
Net Plan to Plan Resource Movement	-	-
Other Miscellaneous Income	-	-
Benefit Payments, Including Refunds of Employee Contributions	(27,277)	(26,060)
Administrative Expense	(249)	(337)
Net Change in Fiduciary Net Position	(38,250)	67,639
Plan Fiduciary Net Position - Beginning	402,571	334,932
Plan Fiduciary Net Position - Ending (b)	$ 364,321	$ 402,571
Plan Net Pension Liability/(Asset) - Ending (a) - (b)	**$ 115,780**	**$ 67,680**
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	75.88%	85.61%
Covered Payroll	$ 47,478	$ 45,327
Plan Net Pension Liability/(Asset) as a Percentage of Covered Payroll	243.86%	149.31%
Discount rate used	6.90%	7.15%
Measurement Date	6/30/2022	6/30/2021

CalPERS - Schedule of Pension Contributions (in Thousands):

	Fiscal Year 2023	Fiscal Year 2022
Actuarially Determined Contribution	$ 17,335	$ 15,876
Contributions in Relation to the Actuarially Determined Contribution	(17,335)	(15,876)
Contribution Deficiency (Excess)	$ -	$ -
Covered Payroll	$ 44,984	$ 47,478
Contributions as a Percentage of Covered Payroll	38.54%	33.44%

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

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
$ 457,304	$ 443,394	$ 426,677	$ 425,260	$ 392,034	$ 380,881	$ 375,987
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
$ 334,932	$ 325,844	$ 312,729	$ 296,362	$ 273,163	$ 279,794	$ 282,412
$ 122,372	**$ 117,550**	**$ 113,948**	**$ 128,898**	**$ 118,871**	**$ 101,087**	**$ 93,575**
73.24%	73.49%	73.29%	69.69%	69.68%	73.46%	75.11%
$ 44,949	$ 43,940	$ 43,531	$ 41,361	$ 37,619	$ 36,328	$ 37,044
272.25%	267.52%	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)
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ 45,327	$ 44,949	$ 43,940	$ 43,531	$ 41,361	$ 37,619	$ 36,328
35.03%	32.86%	32.08%	26.20%	27.69%	25.19%	21.74%

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

	Fiscal Year 2023	Fiscal Year 2022	Fiscal Year 2021
TOTAL PENSION LIABILITY			
Service cost	$ 1,994	$ 2,288	$ 3,855
Interest on Total Pension Liability	13,561	13,562	13,353
Changes of benefit terms	-	-	-
Changes of Assumptions	54,959	-	-
Difference Between Expected and Actual Experience	(4,820)	139	1,560
Benefit Payments, Including Refunds of Employee Contributions	(16,234)	(15,488)	(14,542)
Net Change in Total Pension Liability	49,460	501	4,226
Total Pension Liability - Beginning	200,734	200,233	196,007
Total Pension Liability - Ending (a)	$ 250,194	$ 200,734	$ 200,233
PLAN FIDUCIARY NET POSITION			
Contributions - Employer	$ 4,724	$ 4,892	$ 5,863
Contributions - Employee	995	1,027	1,385
Net Investment Income	(9,627)	15,030	6,832
Benefit Payments, Including Refunds of Employee Contributions	(16,234)	(15,488)	(14,542)
Administrative Expense	(662)	(703)	(797)
Net Change in Fiduciary Net Position	(20,804)	4,758	(1,259)
Plan Fiduciary Net Position - Beginning	107,884	103,126	104,385
Plan Fiduciary Net Position - Ending (b) [1]	$ 87,080	$ 107,884	$ 103,126
Plan Net Pension Liability/(Asset) - Ending (a) - (b)	**$ 163,114**	**$ 92,850**	**$ 97,107**
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	34.80%	53.74%	51.50%
Covered Payroll	$ 13,153	$ 15,085	$ 19,332
Plan Net Pension Liability/(Asset) as a Percentage of Covered Payroll	1240.13%	615.51%	502.31%
Discount rate used	6.75%	7.00%	7.00%
Measurement Date	12/31/2022	12/31/2021	12/31/2020

[1] 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 2023	Fiscal Year 2022	Fiscal Year 2021
Actuarially Determined Contribution	$ 9,263	$ 8,825	$ 6,961
Contributions in Relation to the Actuarially Determined Contribution	(10,151)	(4,646)	(5,408)
Contribution Deficiency (Excess)	$ (888)	$ 4,179	$ 1,553
Covered Payroll	$ 13,153	$ 15,085	$ 19,332
Contributions as a Percentage of Covered Payroll	77.18%	30.80%	27.97%

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

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

Fiscal Year 2020	Fiscal Year 2019	Fiscal Year 2018	Fiscal Year 2017	Fiscal Year 2016	Fiscal Year 2015*
$ 7,925	$ 7,771	$ 8,095	$ 6,666	$ 6,666	$ 6,351
(5,498)	(5,275)	(4,976)	(4,318)	(3,769)	(3,575)
$ 2,427	$ 2,496	$ 3,119	$ 2,348	$ 2,897	$ 2,776
$ 23,366	$ 22,781	$ 23,334	$ 22,442	$ 22,158	$ 22,189
23.53%	23.16%	21.33%	19.24%	17.01%	16.11%

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

OTHER POST-EMPLOYMENT EMPLOYEE BENEFITS

	Fiscal Year 2023	Fiscal Year 2022
TOTAL OPEB LIABILITY		
Service cost	$ 3,300	$ 4,000
Interest on Total OPEB Liability	11,419	11,474
Changes of benefit terms	(1,861)	-
Changes of Assumptions	-	(9,229)
Difference Between Expected and Actual Experience	-	(5,329)
Benefit Payments, Including Refunds of Employee Contributions	(11,036)	(11,264)
Net Change in Total OPEB Liability	1,822	(10,348)
Total OPEB Liability - Beginning	161,272	171,620
Total OPEB Liability - Ending (a)	$ 163,094	$ 161,272
PLAN FIDUCIARY NET POSITION		
Contributions - Employer	$ 9,343	$ 13,125
Contributions - Employee	677	-
Net Investment Income	9,562	(15,141)
Other Miscellaneous Income	-	-
Benefit Payments, Including Refunds of Employee Contributions	(11,036)	(11,264)
Administrative Expense	(292)	(399)
Net Change in Fiduciary Net Position	8,254	(13,679)
Plan Fiduciary Net Position - Beginning	107,247	120,926
Plan Fiduciary Net Position - Ending (b)	$ 115,501	$ 107,247
Plan Net OPEB Liability - Ending (a) - (b)	**$ 47,593**	**$ 54,025**
Plan Fiduciary Net Position as a Percentage of the Total OPEB Liability	70.82%	66.50%
Covered-Employee Payroll	$ 74,528	$ 67,833
Plan Net OPEB Liability as a Percentage of Covered-Employee Payroll	63.86%	79.64%
Discount rate used	6.75%	6.75%
Measurement Date	6/30/2023	6/30/2022

Schedule of OPEB Contributions (in Thousands)

	Fiscal Year 2023	Fiscal Year 2022
Actuarially Determined Contribution	$ 9,343	$ 13,125
Contributions in Relation to the Actuarially Determined Contribution	(9,343)	(13,125)
Contribution Deficiency (Excess)	$ -	$ -
Covered-Employee Payroll	$ 74,528	$ 67,833
Contributions as a Percentage of Covered-Employee Payroll	12.54%	19.35%
Average money weighted return	6.75%	6.75%

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

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

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

SCHEDULE OF MEBA AND IBU CONTRIBUTIONS

	Fiscal Year 2023	Fiscal Year 2022	Fiscal Year 2021
Actuarially Determined Contribution	$ 408	$ 313	$ 159
Contributions in Relation to Actuarially Determined Contribution	408	313	159
Contribution Deficiency (Excess)	$ -	$ -	$ -
Covered Payroll	$ 2,136	$ 2,179	$ 1,920
Contributions as a Percentage of Covered Payroll	19.10%	14.36%	8.28%

Schedule of IBU Contributions (In Thousands)

	Fiscal Year 2023	Fiscal Year 2022	Fiscal Year 2021
Actuarially Determined Contribution	$ 844	$ 629	$ 472
Contributions in Relation to Actuarially Determined Contribution	844	629	472
Contribution Deficiency (Excess)	$ -	$ -	$ -
Covered Payroll	$ 3,337	$ 2,689	$ 1,750
Contributions as a Percentage of Covered Payroll	25.29%	23.39%	26.97%

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

Fiscal Year 2020	Fiscal Year 2019	Fiscal Year 2018	Fiscal Year 2017	Fiscal Year 2016	Fiscal Year 2015*
$ 202	$ 424	$ 346	$ 322	$ 283	$ 253
202	424	346	322	283	253
$ -	$ -	$ -	$ -	$ -	$ -
$ 2,324	$ 2,199	$ 2,456	$ 2,283	$ 2,172	$ 1,888
8.69%	19.28%	14.09%	14.10%	13.03%	13.40%

Fiscal Year 2020	Fiscal Year 2019	Fiscal Year 2018	Fiscal Year 2017	Fiscal Year 2016	Fiscal Year 2015*
$ 740	$ 813	$ 935	$ 653	$ 597	$ 540
740	813	935	653	597	540
$ -	$ -	$ -	$ -	$ -	$ -
$ 3,100	$ 4,982	$ 3,596	$ 3,257	$ 2,844	$ 2,786
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, 2023 AND 2022 (In thousands)

	Total		Bridge Division	
	2023	2022	2023	2022
Operating Revenues				
Bridge tolls	$ 146,459	$ 132,449	$ 146,459	$ 132,449
Transit fares	17,616	12,106	-	-
Marin Transit revenues	12,148	11,303	-	-
Other operating revenues	4,171	5,494	796	4,692
Total operating revenues	180,394	161,352	147,255	137,141
Operations	97,010	74,636	18,561	17,343
Maintenance	45,588	41,062	25,038	23,312
General and administrative	44,707	36,252	10,317	7,879
Depreciation	47,359	47,722	15,808	14,914
Total operating expenses	234,664	199,672	69,724	63,448
Operating Income (Loss)	(54,270)	(38,320)	77,531	73,693
Non-operating Revenues (Expenses):				
Operating Grants:				
State operating grants	21,111	23,566	-	13
Federal operating grants	61,142	65,280	304	-
Local operating grants	4,250	2,355	-	-
Total operating grants	86,503	91,201	304	13
Investment income (expense)	5,340	(9,421)	5,330	(9,432)
Interest expense	(1,802)	(389)	(1,724)	(378)
Gain (Loss) on disposal of assets	(544)	(90)	48	(135)
Contribution to capital reserve	(21,000)	(21,000)	(21,000)	(21,000)
Contribution to bridge self-insurance reserve	(1,300)	(1,300)	(1,300)	(1,300)
Total non-operating revenues (expenses)	67,197	59,001	(18,342)	(32,232)
Net Income (Loss)	12,927	20,681	59,189	41,461
Depreciation and Gain/Loss on Capital Assets Acquired with Capital Grants	34,369	33,049	8,816	8,826
Excess Revenues (Loss)	**$ 47,296**	**$ 53,730**	**$ 68,005**	**$ 50,287**

Bus Division		Ferry Division	
2023	2022	2023	2022
$ -	$ -	$ -	$ -
7,106	5,412	10,510	6,694
12,148	11,303	-	-
1,632	646	1,743	156
20,886	17,361	12,253	6,850
57,279	40,920	21,170	16,373
14,288	13,856	6,262	3,894
23,378	20,091	11,012	8,282
13,221	15,542	18,330	17,266
108,166	90,409	56,774	45,815
(87,280)	(73,048)	(44,521)	(38,965)
17,925	19,238	3,186	4,315
37,908	43,743	22,930	21,537
4,250	2,355	-	-
60,083	65,336	26,116	25,852
10	11	-	-
(63)	(11)	(15)	-
(592)	44	-	1
-	-	-	-
-	-	-	-
59,438	65,380	26,101	25,853
(27,842)	(7,668)	(18,420)	(13,112)
12,155	11,983	13,398	12,240
$ (15,687)	**$ 4,315**	**$ (5,022)**	**$ (872)**

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, 2023 and 2022 (in thousands):

	2023	2022
Non-GAAP excess revenue (loss)	$ 47,296	$ 53,730
Contribution to capital reserve and Bridge self-insurance reserve	22,300	22,300
Depreciation and gain/(loss) on capital assets acquired with capital grants are not recorded within operating divisions	(34,369)	(33,049)
Passed through grants not expensed within operating	(1,631)	(1,363)
Capital grants not recognized within operating	28,330	22,943
Total Non-GAAP reconciling items	14,630	10,831
Net change in net position - GAAP	**$ 61,926**	**$ 64,561**

Statistical Section

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.

REVENUE CAPACITY

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

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.

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.

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.

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

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

	2014	2015	2016	2017	2018
OPERATING REVENUES:					
Bridge tolls	$ 112,668	$ 129,500	$ 137,619	$ 143,011	$ 146,596
Bus Transit fares	14,520	14,994	15,646	15,105	15,526
Bus concessions with Marin Transit	13,320	10,442	11,973	10,210	10,446
Ferry Transit fares	17,167	18,392	19,695	20,321	20,922
Other	2,483	2,981	3,341	3,149	3,037
OPERATING REVENUES	$ 160,158	$ 176,309	$ 188,274	$ 191,796	$ 196,527
OTHER REVENUES:					
State operating grants	16,001	18,368	16,317	18,737	16,510
Federal operating grants	94	8	211	232	35
Local operating grants	2,596	2,492	2,777	2,968	2,855
Investment income (expense)	3,039	2,408	3,822	1,831	2,084
Capital grants	36,030	48,742	33,298	13,213	24,906
TOTAL REVENUES	**$ 217,918**	**$ 248,327**	**$ 244,699**	**$ 228,777**	**$ 242,917**

2019	2020	2021	2022	2023
$ 146,404	$ 125,401	$ 108,591	$ 132,449	$ 146,459
15,526	2,947	2,947	5,412	7,106
10,904	10,707	10,121	11,303	12,148
20,213	23,567	848	6,694	10,510
3,339	4,063	1,182	5,494	4,171
$ 196,386	$ 166,685	$ 123,689	$ 161,352	$ 180,394
23,745	23,585	20,513	23,566	21,111
143	43,933	67,505	65,280	61,142
2,855	2,754	1,986	2,355	4,250
9,604	9,938	1,028	(9,421)	5,340
78,468	59,626	31,892	22,943	28,330
$ 311,201	**$ 306,521**	**$ 246,613**	**$ 266,075**	**$ 300,567**

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

Operating Expenses:	**2014**	**2015**	**2016**	**2017**	**2018**
Bridge					
Operations	$ 17,554	$ 17,057	$ 16,706	$ 17,961	$ 18,498
Maintenance	20,032	19,841	21,610	22,397	22,429
General & administrative	12,110	11,317	9,153	12,246	20,309
Depreciation	11,239	13,286	14,157	14,440	14,963
Bridge	60,935	61,501	61,626	67,044	76,199
Bus					
Operations	52,030	54,215	54,463	54,286	56,964
Maintenance	13,256	12,842	14,497	15,102	14,972
General & administrative	14,911	14,336	27,674	35,263	33,127
Depreciation	8,152	8,503	9,801	10,384	10,393
Bus	88,349	89,896	106,435	115,035	115,456
Ferry					
Operations	18,031	17,768	16,734	18,013	19,741
Maintenance	5,364	4,861	5,659	4,798	5,197
General & administrative	7,398	8,636	9,238	9,406	9,336
Depreciation	7,758	6,464	7,306	8,519	8,449
Ferry	38,551	37,729	38,937	40,736	42,723
Total Operating Expenses	187,835	189,126	206,998	222,815	234,378
Non Operating Expenses:					
Passed through to other agencies	2,337	783	76,123	2,217	3,790
Interest	60	45	81	426	717
Other	71	(21)	(1)	(8)	(734)
TOTAL EXPENSES	**$ 190,303**	**$ 189,933**	**$ 283,201**	**$ 225,450**	**$ 238,151**

2019	2020	2021	2022	2023
$ 18,976	$ 18,099	$ 14,255	$ 17,343	$ 18,561
23,752	24,043	21,629	23,312	25,038
14,791	21,340	10,660	7,879	10,317
14,356	14,340	14,788	14,914	15,808
71,875	77,822	61,332	63,448	69,724
59,108	57,606	42,708	40,920	57,279
16,702	15,221	14,120	13,856	14,288
37,972	21,403	14,444	20,091	23,378
10,143	14,261	14,978	15,542	13,221
123,925	108,491	86,250	90,409	108,166
20,421	19,043	13,095	16,373	21,170
5,691	5,897	5,353	3,894	6,262
10,263	9,573	9,457	8,282	11,012
9,128	8,268	11,790	17,266	18,330
45,503	42,781	39,695	45,815	56,774
241,303	229,094	187,277	199,672	234,664
551	683	1,119	1,363	1,631
1,016	692	109	389	1,802
(118)	104	1,828	90	544
$ 242,752	**$ 230,573**	**$ 190,333**	**$ 201,514**	**$ 238,641**

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

	2014	2015	2016	2017	2018
Operating revenues	$ 160,158	$ 176,309	$ 188,272	$ 191,796	$ 196,527
Operating expenses	(160,868)	(160,873)	(175,742)	(189,472)	(200,573)
Income before depreciation and other nonoperating revenues and expenses	(528)	15,436	12,531	2,324	(4,046)
Depreciation	(27,149)	(28,253)	(31,256)	(33,343)	(33,805)
Operating loss	(27,677)	(12,817)	(18,725)	(31,019)	(37,851)
Other nonoperating revenues and expenses, net	19,262	22,469	(53,076)	21,133	17,711
Income/(loss) before capital Grants and restatements	(8,415)	9,652	(71,801)	(9,886)	(20,140)
Capital grants	36,030	48,742	33,298	13,213	24,906
Change in net position	27,615	58,394	(38,503)	3,327	4,766
Net position, beginning	739,213	766,828	680,211	641,708	645,035
Restatements [1]	-	(145,011)	-	-	(106,356)
Net position, ending	$ 766,828	$ 680,211	$ 641,708	$ 645,035	$ 543,445

1 The restatement of the beginning net position is due to the changes in accounting principles related to GASB Statements 68 – Accounting Reporting for Pensions and GASB Statement No. 75 – Accounting and Reporting for Other Post-employment Benefits.

2019	2020	2021	2022	2023
$ 196,386	$ 166,685	$ 123,689	$ 161,352	$ 180,394
(207,676)	(192,225)	(145,721)	(151,950)	(187,305)
(11,290)	(25,540)	(22,030)	9,402	(6,911)
(33,627)	(36,869)	(41,556)	(47,722)	(47,359)
(44,917)	(62,409)	(63,586)	(38,320)	(54,270)
34,898	78,731	87,976	79,938	87,866
(10,019)	16,322	24,390	41,618	33,596
78,468	59,626	31,892	22,943	28,330
68,449	75,948	56,282	64,561	61,926
543,445	611,894	687,842	744,124	808,685
-	-	-	-	-
$ 611,894	$ 687,842	$ 744,124	$ 808,685	$ 870,611

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

	2014	2015	2016	2017
ASSETS				
Current assets and noncurrent assets	$ 269,603	$ 304,919	$ 266,412	$ 294,999
Capital assets	624,087	657,307	663,318	649,179
Total Assets	893,690	962,226	929,730	944,178
DEFERRED OUTFLOWS OF RESOURCES	-	10,830	39,168	66,179
LIABILITIES				
Current liabilities	32,267	40,176	38,499	33,108
Debt outstanding	61,000	61,000	61,000	61,000
Noncurrent, other liabilities	33,595	172,099	221,358	265,924
Total Liabilities	126,862	273,275	320,857	360,032
DEFERRED INFLOWS OF RESOURCES	-	19,570	6,333	5,290
NET POSITION				
Net investment in capital assets	563,087	596,307	602,318	588,179
Restricted				
Debt service requirements	12,791	12,791	12,791	12,791
Park Presidio Doyle Drive reconstruction project[1]	-	75,000	-	-
Unrestricted (deficit)[2,3,4]	190,950	(3,887)	26,599	44,065
TOTAL NET POSITION	**$ 766,828**	**$ 680,211**	**$ 641,708**	**$ 645,035**

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 and GASB Statement No. 75 – Accounting and Reporting for Other Post-employment Benefits.

	2018	2019	2020	2021	2022	2023
	$ 311,032	$ 340,280	$ 349,888	$ 376,801	$ 421,708	$ 469,994
	655,598	738,383	786,710	803,392	805,978	813,300
	966,630	1,078,663	1,136,598	1,180,193	1,227,686	1,283,294
	53,445	43,651	25,598	30,355	29,798	95,678
	33,172	57,189	39,165	41,909	45,230	47,636
	61,000	61,000	61,000	61,000	61,000	61,000
	368,696	375,875	328,142	313,446	267,081	377,980
	462,868	494,064	428,307	416,355	373,311	486,616
	13,762	16,356	46,047	50,069	75,488	21,742
	594,598	677,383	725,710	734,968	729,645	738,873
	12,791	12,791	12,791	12,791	12,791	12,791
	-	-	-	-	-	-
	(63,944)	(78,280)	(50,659)	(3,635)	66,249	118,950
	$ 543,445	**$ 611,894**	**$ 687,842**	**$ 744,124**	**$ 808,685**	**$ 870,614**

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

	2014	2015	2016	2017
TRAFFIC/PATRON COUNT:				
Bridge traffic (southbound)[1]	20,014	20,086	20,557	20,592
Bus passengers - regional[2]	-	3,613	3,499	3,137
Bus passengers - Local services under contract[2]	-	N/A	N/A	N/A
Bus passengers - combined	6,385	N/A	N/A	N/A
Ferry passengers	2,471	2,540	2,545	2,523
TOLL/FARE PER VEHICLE/PATRON[1]:				
Average toll	$ 5.63	$ 6.45	$ 6.69	$ 6.95
Average bus fare (regional services)	-	4.14	$ 4.49	$ 4.81
Average bus fare (local services under contract)[2]	-	N/A	N/A	N/A
Average bus fare (combined)	$ 2.69	N/A	N/A	N/A
Average ferry fare	$ 6.95	$ 7.24	$ 7.74	$ 8.05

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

2018	2019	2020	2021	2022	2023
20,469	20,002	16,235	13,417	15,925	16,346
3,159	3,110	2,280	652	1,038	1,308
N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A
2,578	2,470	1,713	90	690	1,155
$ 7.16	$ 7.32	$ 7.72	$ 7.98	$ 8.32	$ 8.95
$ 4.79	$ 4.99	$ 5.27	$ 4.52	$ 5.21	$ 5.43
N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A
$ 8.24	$ 8.18	$ 8.47	$ 9.44	$ 9.65	$ 9.32

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

	2014		2015		2016	
CATEGORY:	**COUNT**	**%**	**COUNT**	**%**	**COUNT**	**%**
Two-Axle Vehicles - Cash	19,454	97.2%				
Two-Axle Vehicles - Electronic/Tickets	103	0.5%	19,408	96.6%	19,805	96.6%
Three + Axle Vehicles			105	0.5%	107	0.5%
Discount - Other					459	1.9%
Discount - Carpools					29	0.1%
Other Revenue	269	1.3%	30	0.1%		
Carpool	30	0.1%	384	1.9%		
Non Revenue	158	0.8%	159	0.8%	157	0.8%
TOTAL VEHICLES[1]	**20,014**	**100%**	**20,086**	**100%**	**20,557**	**100%**

	2017		2018		2019	
CATEGORY:	**COUNT**	**%**	**COUNT**	**%**	**COUNT**	**%**
Two-Axle Vehicles - Cash						
Two-Axle Vehicles - Electronic/Tickets	19,798	96.1%	19,640	95.9%	19,179	95.9%
Three + Axle Vehicles	105	0.5%	114	0.6%	119	0.6%
Discount - Other	507	2.5%	533	2.6%	28	0.1%
Discount - Carpools	28	0.1%	27	0.1%	522	2.6%
Non Revenue	154	0.7%	155	0.7%	154	0.8%
TOTAL VEHICLES[1]	**20,592**	**100%**	**20,469**	**100%**	**20,002**	**100%**

	2020		2021		2022	
CATEGORY:	**COUNT**	**%**	**COUNT**	**%**	**COUNT**	**%**
Two-Axle Vehicles	15,545	95.7%	12,843	95.7%	15,257	95.7%
Three + Axle Vehicles	105	0.6%	58	0.4%	93	0.6%
Discount - Carpools	414	2.6%	383	2.9%	469	2.9%
Discount - Other	25	0.2%	24	0.2%	20	0.1%
Non Revenue	146	0.9%	112	0.8%	101	0.6%
TOTAL VEHICLES[1]	**16,235**	**100%**	**13,420**	**100%**	**15,940**	**100%**

	2023	
CATEGORY:	**COUNT**	**%**
Two-Axle Vehicles	15,629	95.6%
Three + Axle Vehicles	93	0.6%
Discount - Carpools	522	3.2%
Non Revenue	101	0.6%
TOTAL VEHICLES[1]	**16,345**	**100%**

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[1]

	2014	2015	2016	2017	2018
AVERAGE PASSENGER FARES [1]:					
Bus - regional services	-	$4.14	$4.49	$4.81	$4.81
Bus - local services under contract	-	N/A	N/A	N/A	N/A
Bus - combined	$2.69	N/A	N/A	N/A	N/A
Ferry	$6.95	$7.24	$7.74	$8.05	$8.24
PASSENGER COUNT*:					
Bus - regional services	-	3,613	3,499	3,137	3,159
Bus - local services under contract	-	N/A	N/A	N/A	N/A
Bus - combined	6,385	N/A	N/A	N/A	N/A
Ferry	2,471	2,540	2,545	2,523	2,578
OPERATING COSTS*					
Bus - combined	$80,197	$96,634	$104,651	$104,651	$105,063
Ferry	$30,793	$31,631	$32,217	$34,274	$34,274
PASSENGER MILES*:					
Bus - regional services	-	67,807	63,440	58,500	58,506
Bus - local services under contract	-	N/A	N/A	N/A	N/A
Bus - combined	70,265	N/A	N/A	N/A	N/A
Ferry	26,909	27,687	27,885	27,370	27,534
REVENUE VEHICLE MILES*:					
Bus - regional services	-	4,162	4,266	4,249	4,228
Bus - local services under contract	-	N/A	N/A	N/A	N/A
Bus - combined	5,033	N/A	N/A	N/A	N/A
Ferry	181	187	190	196	209
NUMBER OF ACTIVE BUSES/VESSELS:					
Bus - regional services	-	176	160	159	150
Bus - local services under contract	-	17	17	17	27
Bus - combined	180	193	177	176	177
Ferry	7	7	7	7	7

1. Effective with the renegotiated contract with Marin Transit in 2015, operating indicators are displayed by component. Prior to Fiscal Year 2014/2015, indicators are inclusive of the Marin Transit Routes.

*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.

2019	2020	2021	2022	2023
$4.99	$5.27	$4.52	$5.24	$5.42
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
$8.18	$8.47	$9.44	$9.70	$9.32
3,110	2,280	652	1,038	1,308
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
2,470	1,713	90	690	1,156
$123,925	$109,030	$86,221	$90,409	$108,166
$45,503	$42,781	$39,695	$45,815	$56,774
58,180	42,951	12,210	19,439	20,006
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
26,733	18,588	1,080	7,110	11,507
4,176	3,956	2,404	2,099	2,050
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
208	167	57	127	179
151	147	147	147	147
29	30	23	23	23
180	177	170	170	170
8	7	7	7	7

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

	2014	2015	2016	2017	2018
Total revenues (less capital contribution)	$ 181,888	$ 199,585	$ 211,400	$ 215,564	$ 218,011
Less:					
Total operating expenses (less depreciation)	(160,686)	(160,873)	(175,734)	(189,472)	(200,573)
Total Net Revenues	21,202	38,712	35,666	26,092	17,438
Plus:					
Operating reserve fund	7,320	7,320	7,320	7,320	7,320
Total net revenues and operating reserve fund	28,522	46,032	42,986	33,412	24,758
Actual Commercial Paper debt service	$ 60	$ 45	$ 81	$ 426	$ 717
Coverage (with operating reserve)	475.4	1022.9	530.7	78.4	34.5
Coverage (without operating reserve)	353.4	860.3	440.3	61.2	24.3

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, 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.

2019	2020	2021	2022	2023
$ 232,733	$ 246,895	$ 214,721	$ 243,132	$ 272,237
(207,676)	(192,225)	(145,721)	(151,950)	(187,305)
25,057	54,670	69,000	91,182	84,932
7,320	7,320	7,320	7,320	7,320
32,377	61,990	76,320	98,502	92,252
$ 1,016	$ 692	$ 98	$ 212	$ 1,521
31.9	89.6	778.8	464.6	60.6
24.7	79.0	704.1	430.1	55.8

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

	2014	2015	2016	2017	2018
COMMERCIAL PAPER DEBT:	$ 61,000	$ 61,000	$ 61,000	$ 61,000	$ 61,000
Percentage of Personal Income (Three County Region)[1]	0.0540%	0.0540%	0.0540%	0.0438%	0.0390%
Per Capita (Three County Region)[2]	$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.04
Total Outstanding Debt Per Traffic/Passenger Count	$ 2.11	$ 2.13	$ 2.12	$ 2.33	$ 2.33
DEBT SERVICE:	$ 60	$ 45	$ 81	$ 426	$ 717
Percentage of Personal Income (Three County Region)[1]	0.0001%	0.0000%	0.0001%	0.00031%	0.00138%
Per Capita (Three County Region)[2]	$ 0.00004	$ 0.00003	$ 0.00005	$ 0.00026	$ 0.00760
Total Outstanding Debt Service Per Traffic/Passenger Count [3]	$ 0.002	$ 0.002	$ 0.003	$ 0.0163	$ 0.027

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):

	2014	2015	2016	2017	2018
Traffic Vehicle Count	20,014	20,086	20,557	20,592	20,469
Number of Transit Passengers	8,856	6,153	6,044	5,660	5,737
Total Traffic/Regional Passenger Count	**28,870**	**26,239**	**26,601**	**26,252**	**26,206**

2019	2020	2021	2022	2023
$ 61,000	$ 61,000	$ 61,000	$ 61,000	$ 61,000
0.0377%	0.0337%	0.0315%	0.0335%	0.0346%
$ 0.04	$ 0.04	$ 0.04	$ 0.05	$ 0.05
$ 2.38	$ 3.02	$ 4.25	$ 3.46	$ 3.24
$ 1,016	$ 692	$ 98	$ 212	$ 1,521
0.00189%	0.00115%	0.00015%	0.00023%	0.00172%
$ 0.00184	$ 0.00126	$ 0.00018	$ 0.00032	$ 0.00236
$ 0.040	$ 0.034	$ 0.007	$ 0.012	$ 0.081

2019	2020	2021	2022	2023
20,002	16,235	13,604	15,925	16,346
5,580	3,993	742	1,728	2,463
25,582	**20,228**	**14,346**	**17,653**	**18,809**

TABLE 10: DEMOGRAPHIC AND ECONOMIC INFORMATION, LAST TEN YEARS

		Marin County[1]		
	Population	Personal Income (In Thousands)	Per Capita Personal Income	Average Unemployment Rate
2013	258,365	$ 25,093,401	$ 97,124	5.40%
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*	Unavailable	Unavailable	Unavailable	2.20%

		City/County of San Francisco[2]		
	Population	Personal Income (In Thousands)	Per Capita Personal Income	Average Unemployment Rate
2013	841,138	$ 72,858,445	$ 86,619	6.50%
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	870,014	125,499,720	144,250	4.80%
2021	915,201	136,122,330	166,980	6.90%
2022	804,534	137,159,159	170,483	3.30%

		Sonoma County[3]		
	Population	Personal Income (In Thousands)	Per Capita Personal Income	Average Unemployment Rate
2013	490,423	$ 22,126,957	$ 45,118	7.10%
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%

1. County of Marin June 30, 2022, ACFR
   a) Average unemployment rate for 2022 provided by California Employment Development Department.
2. City and County of San Francisco June 30, 2022, ACFR, with additional information as follows:
   a) Average unemployment rate for 2022 provided by California Employment Development Department.
3. County of Sonoma June 30, 2022, ACFR, with additional information as follows:
   a) Average unemployment rate for 2022 provided by California Employment Development Department.

*2022 data not available

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TABLE 11: PRINCIPAL EMPLOYERS, CURRENT AND PREVIOUS PERIOD COMPARISON

Marin County

Principal Employers[1,3]	Type of Entity	Employees in 2022	Rank	% of Total County Employment	Employees in 2014	Rank	% of Total County Employment
County of Marin	Government	2,436	1	1.92%	2,065	1	1.51%
Kaiser Permanente Medical Center	Hospital	2,339	2	1.84%	1,637	4	1.19%
BioMarin	Pharmaceutical	1,868	3	1.47%	850	6	0.62%
San Quentin State Prison	Government	1,547	4	1.22%	1,832	2	1.34%
Glassdoor	Technology	1,452	5	1.15%			
San Rafael City Schools	School	1,145	6	0.90%			
Marin General Hospital	Hospital	1,081	7	0.85%	1,654	3	1.21%
Novato Unified School District	School	800	8	0.63%	812	7	0.59%
Marin Community Clinics	Hospital	576	9	0.45%			
Marin County Office of Education	School	449	10	0.35%			
Autodesk, Inc.	Software				1,095	5	0.80%
State of California	Government						
Fireman's Fund	Insurance				750	8	0.55%
Lucasfilm Ltd	Movie Production				400	9	0.29%
Bradley Real Estate	Real Estate				385	10	0.28%
Total		**13,693**		**10.78%**	**11,480**		**8.38%**

City/County of San Francisco

Principal Employers[2,3]	Type of Entity	Employees in 2021	Rank	% of Total City County Employment	Employees in 2014	Rank	% of Total County Employment
City and County of San Francisco	Government	35,802	1	6.38%	26,207	1	5.15%
University of California, San Francisco	School	29,500	2	5.26%	20,600	2	4.04%
Salesforce	Software	10,603	3	1.89%	5,000	6	0.98%
San Francisco Unified School District	School	10,322	4	1.84%	8,497	3	1.67%
Sutter Health	Hospital	6,100	5	1.09%			
Wells Fargo & Co	Banking	5,899	6	1.05%	8,300	4	1.63%
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%	3,500	10	0.69%
First Republic Bank	Banking	3,042	10	0.54%			
PG&E Corporation	Utility				4,297	8	0.84%
United	Transportation						
California Pacific Medical Center	Hospital				5,837	5	1.15%
Gap Inc	Retail				4,438	7	0.87%
State of California	Government				4,078	9	0.80%
Total		**114,784**		**20.45%**	**90,754**		**17.82%**

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, 2022, ACFR.
2. Data Source: City and County of San Francisco, June 30, 2022, ACFR.
3. Date Source: Golden Gate Bridge, Highway & Transportation District, June 30, 2014, ACFR

Sonoma County

Principal Employers[1,2]	**Type of Entity**	**Employees in 2022**	**Rank**	**% of Total County Employment**	**Employees in 2014**	**Rank**	**% of Total County Employment**
County of Sonoma	Government	3,827	1	1.57%	4,130	1	1.55%
Kaiser Permanente	Hospital	3,130	2	1.29%	2,555	3	0.96%
Santa Rosa City Schools	School	1,607	3	0.66%			
Santa Rose Junior College	School	1,528	4	0.63%	3,423	2	1.29%
St. Joseph Health	Hospital	1,476	5	0.61%	1,740	6	0.65%
City of Santa Rosa	Government	1,247	6	0.51%	1,220	7	0.46%
Sonoma State University	School	1,210	7	0.50%	1,033	9	0.39%
Sutter Santa Rosa Regional Hospital	Hospital	1,200	8	0.49%			
Jackson Family Wines	Winery	1,082	9	0.44%			
Oliver's Market	Grocery	976	10	0.40%			
City of Santa Rosa	Government						
Keysight Technologies	Technology				1,200	8	0.45%
Petaluma School Districts	School				917	10	0.34%
Graton Resort and Casino	Casino				2,000	4	0.75%
Sutter Medical Center	Hospital				1,797	5	0.68%
Santa Rosa School District	School						
Agilent Technologies	Telecommunications						
Medtronic Cardio Vascular	Medical						
River Rock Casino	Casino						
Total		**17,283**		**7.10%**	**20,015**		**7.52%**

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, 2022, ACFR.
2. Data Source: Golden Gate Bridge, Highway & Transportation District, June 30, 2014, ACFR

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

	2014	2015	2016	2017
Function				
Traffic:				
Bridge structure	1	1	1	1
Maintenance buildings	1	1	1	1
Service vehicles	48	48	51	53
Total capital expenditures for Bridge, related buildings and equipment (not being depreciated)[1]	$580,506	$609,129	$637,731	$643,306
Bus Transit[2]:				
Number of active buses - regional services		176	160	159
Number of active buses - local services under contract		17	17	17
Number of active buses - combined	180	193	177	176
Service vehicles	26	30	30	29
Operating yards	3	3	3	3
Total capital expenditures for Bus Transit property and equipment (not being depreciated)	$150,409	$173,878	$175,621	$159,366
Ferry Transit:				
Number of active ferry vessels	7	7	7	7
Passenger stations	4	4	4	5
Service vehicles	10	10	9	10
Service crafts	2	2	2	2
Operating yards	1	1	1	1
Total capital expenditures for Ferry Transit property and equipment (not being depreciated)	$134,449	$135,451	$138,287	$148,755

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.

2018	2019	2020	2021	2022	2023
1	1	1	1	1	1
1	1	1	1	1	1
49	62	62	61	54	54
$643,276	$644,309	$648,050	$623,861	$625,399	$629,595
150	151	147	147	147	147
27	29	30	23	23	20
177	180	177	170	170	170
30	35	28	29	26	26
3	3	3	3	3	3
$158,764	$153,010	$210,039	$196,426	$196,116	$196,313
7	8	7	7	7	7
5	5	6	6	6	7
10	10	11	11	11	11
2	2	2	2	2	2
1	1	1	1	1	1
$176,398	$177,376	$179,345	$207,280	$213,729	$237,360

TABLE 13: MISCELLANEOUS OPERATING INFORMATION, LAST TEN YEARS

	2014	2015 [1]	2016
Annual traffic volume (Southbound only)*	20,014	20,086	20,557
Bridge employees - Operations	61	58	58
Bridge employees - Maintenance & Administration	111	113	114
Bridge employees - Total	172	171	172
Number of active buses (regional)	-	176	160
Number of active buses (local services under contract)	-	17	17
Number of active buses (combined)	180	193	177
Annual revenue vehicle miles (regional)*	-	4,162	4,266
Annual revenue vehicle miles (local services under contract)	-	N/A	N/A
Annual revenue vehicle miles (combined)*	4,946	N/A	N/A
Annual revenue vehicle hours (regional)*	-	242	249
Annual revenue vehicle hours (local services under contract)	-	N/A	N/A
Annual revenue vehicle hours (combined)*	315	N/A	N/A
Bus employees - Bus Operators (regional)	280	206	215
Bus employees - Bus Operators (local services under contract)	-	74	65
Bus employees - Bus Operators (combined)	-	280	280
Bus Employees - Maintenance & Administration	120	120	121
Bus employees - Total	400	400	401
Number of active vessels in fleet	7	7	7
Annual revenue vessel miles*	181	187	190
Annual revenue vessel hours*	13	14	14
Ferry employees - Operations[2]	63	63	76
Ferry Employees - Maintenance & Administration	17	17	17
Ferry employees - Total	80	80	93
Golden Gate Bridge Administrative Staff (including Finance, Information Systems, Human Resources, Planning, etc.)	134	133	136
Total number of Districtwide employees	786	784	802
Service Area Provided by Golden Gate Transit			
Square Miles	160	160	145
Population	869	869	869

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.

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

2017	2018	2019	2020	2021	2022	2023
20,592	20,469	20,002	16,235	13,417	15,925	16,323
66	66	66	66	66	66	66
113	113	113	117	117	117	117
179	179	179	183	183	183	183
159	150	151	147	147	147	147
17	27	29	30	23	23	23
176	177	180	177	170	170	170
4,249	4,228	4,176	3,956	2,404	2,099	2,050
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
248	249	242	232	136	121	121
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
228	221	221	221	154	124	114
52	59	59	59	64	66	63
280	280	280	280	218	190	117
121	121	120	122	122	122	122
401	401	400	402	340	312	299
7	7	8	7	7	7	7
196	209	208	167	57	127	179
14	15	15	12	4	11	15
76	78	79	79	81	81	81
21	20	22	22	23	23	23
97	98	101	101	104	104	104
143	143	143	150	150	151	150
820	821	826	836	839	840	840
145	145	145	145	118	124	124
887	896	904	910	826	834	834