

**TRANSPORTATION AUTHORITY
OF MARIN**

ANNUAL FINANCIAL REPORT

**FOR THE YEAR ENDED
JUNE 30, 2013**

TRANSPORTATION AUTHORITY OF MARIN

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JUNE 30, 2013

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TRANSPORTATION AUTHORITY OF MARIN

BOARD OF COMMISSIONERS

JUNE 30, 2013

SUSAN ADAMS

JUDY ARNOLD

SANDRA DONNELL

ALICE FREDERICKS

DIANE FURST

FORD GREENE

DAN HILLMER

R. SCOT HUNTER

MIKE KELLY

STEVE KINSEY

ERIC LUCAN

STEPHANIE MOULTON-PETERS

GARY PHILLIPS

JOHN REED

KATIE RICE

KATHRIN SEARS

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INDEPENDENT AUDITOR'S REPORT

Board of Commissioners of
Transportation Authority of Marin
San Rafael, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Transportation Authority of Marin (the Authority) as of and for the year ended June 30, 2013, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the Authority, as of June 30, 2013, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

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

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The budgetary comparison information for all funds is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subject to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the 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 budgetary comparison information for all funds is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated October 24, 2013, on our consideration of the Authority'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 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 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 of the Authority's internal control over financial reporting and compliance.

Vavrinek, Trine, Day & Co. LLP

Palo Alto, California
October 24, 2013

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2013

This section of the Transportation Authority of Marin's (the Authority) financial statements presents management's overview and analysis of the financial activities of the Authority for the fiscal year ended June 30, 2013. We encourage the reader to consider the information presented here in conjunction with the financial statements as a whole.

FINANCIAL HIGHLIGHTS

The Authority collected a total of \$31.0 million revenues in fiscal year (FY) 2012-13, of which \$23.6 million, or 76.1% is Measure A sales tax revenue. We have seen steady recovery of the sales tax revenue in Marin County for the last two years. The Authority's \$23.6 million Measure A collection in FY2012-13 is \$2.3 million, or 11.1% higher than the \$21.3 million collected in FY2011-12. This revenue improvement will help the financial picture of all the transportation projects and programs in Marin County. With the successful passage of Measure B, the \$10 Vehicle Registration Fee (VRF) increase dedicated to transportation projects and programs, a total of \$2.3 million was collected under this new funding source in FY2012-13. The Measure A Sale Tax and Measure B VRF revenues are the two dedicated local transportation funding sources and are vital to the successful implementation of all transportation projects and programs in Marin County.

Besides the Measure A sales tax revenues and the Measure B VRF revenue collection for carrying various transportation-related projects and programs in the County, the Authority also received about \$5.1 million for all its Congestion Management Agency (CMA) related activities. As the CMA for Marin County, the Authority collected about \$0.7 million from the Metropolitan Transportation Commission (MTC) in Congestion Management Planning and Programming funds. Cities, towns, and the County of Marin also contributed \$0.4 million for the various services/support the Authority provides as the CMA. About \$0.1 million was received from the State Transportation Improvement Program (STIP) for Planning, Programming and Monitoring activities for all state projects. A total of \$1.4 million Regional Measure 2 (RM2) and \$1.0 million Congestion Management Air Quality (CMAQ) federal funds were received for various RM2 capital projects in Marin County. The Authority collected about \$0.3 million in Transportation Funds for Clean Air (TFCA) funds, a program funded by a \$4 surcharge on motor vehicles registered in the Bay Area. A total of \$0.9 million of Traffic Congestion Relief Program (TCRP), STIP Regional Improvement Program (RIP), Corridor Mobility Improvement Account (CMIA), and federal earmark funds were received from the State and Federal Highway Administration (FHWA) for the various Marin Sonoma Narrows projects. The Authority also received about \$0.2 million in other federal grant for its Dynamic Rideshare Pilot project.

Investment return of the Marin County Investment Pool has been decreasing over the past few fiscal years. The Authority collected only \$47,466 in interest revenue from the pool in FY2012-13. The return for FY2011-12 was \$77,333 while the cash balance at the end of FY2011-12 was \$3.0 million lower than the cash balance at the end of FY2012-13. The Authority staff conducted an investment option study early in 2013. As a result of the study, the TAM Board authorized staff to invest up to two-third of TAM's cash balance in CalTRUST, a program established by public agencies in California for the purpose of pooling and investing local agency funds. Based on the cash flow needs of various projects and programs, staff will invest a portion of TAM's fund balance into the Short-Term and Medium Term funds of CalTRUST, with hopes to enhance the interest revenue return. TAM's daily operating fund will continue to be invested in the Marin County Investment pool. Total FY2012-13 expenditures for the Authority were \$28.1 million, of which \$21.5 million was in the Measure A Sales Tax Fund, and consisted of \$1.4 million for administration, \$0.1 million for professional services, \$1.9 million for debt services, which is for the payback of the MTC loan secured to meet the cash flow needs of the Highway 101 Gap Closure Project, with the remaining \$18.1 million for Measure A projects and programs. Expenditures for all the new Measure B VRF programs were a little over \$0.9 million. The other \$5.6 million expenditures are for various CMA planning/ programming activities and major capital projects.

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2013

OVERVIEW OF THE BASIC FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the Authority's audited financial statements, which are comprised of the basic financial statements.

The required financial statements include the Government-wide and Fund Financial Statements, Statement of Net Position and Statement of Activities, Governmental Funds Balance Sheet, and the Governmental Fund Statement of Revenues, Expenditures and Changes in the Fund Balances. These statements are supported by notes to the financial statements. All sections must be considered together to obtain a complete understanding of the financial picture of the Authority.

THE BASIC FINANCIAL STATEMENTS

The Basic Financial Statements contain the Governmental-wide Financial Statements and the Fund Financial Statements; these two sets of financial statements provide two different views of the Authority's financial activities and financial position.

The Government-wide Financial Statements provide a long-term view of the Authority's activities as a whole, and include the Statements of Net Position and Statement of Activities. The Statement of Net Position provides information about the financial position of the Authority as a whole, including all of its capital assets and long-term liabilities on the full accrual basis of accounting, similar to that used by corporations. The Statement of Activities provides information about all the Authority's revenues and expenses, also on the full accrual basis of accounting, with the emphasis on meeting net revenues or expenditures of the Authority's programs. The Statement of Activities explains in detail the change in Net Position for the fiscal year.

All of the Authority's activities are grouped into Governmental Activities, as explained below.

The Fund Financial Statements report the Authority's operation in more detail than the Governmental-wide Financial Statements and focus primarily on the short-term activities of the Authority's Major Funds. The Fund Financial Statements measure only current revenues and expenditures and fund balances and exclude capital assets, long-term debt and other long-term amounts.

Major Funds account for the major financial activities of the Authority and are presented individually. All funds of the Authority qualify or have been selected to be Major Funds and are explained below.

THE GOVERNMENT-WIDE FINANCIAL STATEMENTS

Government-wide Financial Statements are prepared on the full accrual basis of accounting, which means they measure the flow of all economic resources of the Authority as a whole. The Statement of Net Position and the Statement of Activities present information about the following:

Government Activities

The Authority's basic services are considered to be governmental activities. These services are supported by various transportation funding sources from various federal, state and local funding agencies.

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2013

FUND FINANCIAL STATEMENTS

The Fund Financial Statements provide detailed information about each of the Authority's most significant funds, called Major Funds. The concept of Major Funds, and the determination of which are Major Funds, was established by Governmental Accounting Standards Board (GASB) Statement No. 34 and replaces the concept of combining like funds and presenting them in total. Instead, each Major Fund is presented individually, with all Non-major Funds summarized and presented only in a single column. Major Funds present the major activities of the Authority for the fiscal year, and may change from year to year as a result of changes in the pattern of the Authority's activities.

The Authority currently has five active governmental funds. Following is a discussion of the results of operations of each fund during FY2012-13.

CMA General Fund

This Fund accounts for the revenues and expenditures of the Authority's congestion management activities, primarily congestion management planning and programming work elements, and the management of various capital projects. The fund spent a total of \$4.6 million for various transportation planning and programming activities, and capital projects management, and received a total of \$4.7 million in revenue in FY2012-13.

The fund's fiscal year-end balance is \$1.2 million. The fund balance represents funds that have not yet been expended but are restricted for various congestion management activities.

BAAQMD/ TFCA Fund

This Fund accounts for the revenues and expenditures for the Transportation for Clean Air (TFCA) capital grant that the Authority receives from the Bay Area Air Quality Management District (BAAQMD). The purpose of the TFCA grant is to fund studies related to the monitoring of air quality control, and any capital improvements that can contribute to the improvement of air quality. Revenue received in FY2012-13 is \$349,002. The fund spent \$913,788 on such activities in FY2012-13.

The fund's fiscal year-end balance is \$1.1 million, representing funds that have not yet been expended but are restricted for air quality control and improvement projects.

Measure A Sales Tax Fund

This fund accounts for the revenues and expenditures for the projects and programs set forth by the voters in the Authority's Measure A Transportation Sales tax Expenditure Plan, approved by Marin voters in November 2004. \$23.6 million in revenue was collected in FY2012-13. The fund spent \$21.5 million on various Measure A related activities, including about \$1.6 million on administration and professional services and \$1.9 million for debt service.

The fund's fiscal year-end balance is \$34.1 million, representing funds that have not yet been expended but are restricted for various projects and programs according to the Measure A Expenditure Plan.

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2013

Corte Madera Creek Bridge Fund

This fund accounts for a portion of the revenue and expenditures for the Central Marin Ferry Connection Project. As part of the Highway 101 Gap Closure Project implementation, the project sponsor, the Department of Transportation (Caltrans), needed to obtain a permit from the Bay Conservation and Development Commission (BCDC) to conduct some work within BCDC's jurisdiction. BCDC determined the projects had unavoidable impacts to resources under its purview and required certain mitigation as a condition to the issuance of a permit. A contribution in the amount of \$400,000 was made by Caltrans and deposited in this special fund as required by BCDC. This funding is reserved for the Central Marin Ferry Connection Project, which is expected to enhance public access to the San Francisco shoreline. This fund was transferred from the Marin County Department of Public Works to the Authority in FY2006-07. FY2012-13 expenditures for this fund was \$100,862 and fund balance as of June 30, 2013 is \$224,527.

Measure B Vehicle Registration Fee

Under Senate Bill 83, the CMA may place an initiative on the County ballot to obtain up to \$10 in additional revenue from vehicle registration payments. In 2009, the Authority began evaluating the viability for obtaining revenues and the possibility of supporting a variety of underfunded transportation efforts. The process resulted in a ballot measure, Measure B, for simple majority approval to fund various exciting transportation projects and programs through the vehicle registration fee increases in the November 2010 election. With the strong support for the much needed transportation projects/programs around the County, Measure B, the \$10 vehicle registration fee increase, was passed successfully with a 63.5% approval rate.

Revenue collected from the Measure B program will help reduce traffic congestion, maintain roads, improve safety, and reduce air pollution by maintaining local and residential streets and pathways; funding transportation options for seniors and disabled persons; funding local pothole repair; providing school crossing guards and safe access to schools; and reducing commute trip congestion and supporting a cleaner environment. The fund collected \$2.3 million in FY2012-13 and spent over \$0.9 million on various Measure B programs. Fund balance as of June 30, 2013 is \$3.3 million.

Governmental Fund Financial Statements are prepared on the modified accrual basis, which means they measure only current financial resources and uses. Capital assets and other long-lived assets, along with long-term liabilities, are not presented in the Governmental Statements.

Comparisons of Budget and Actual financial information are presented for all Funds.

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2013

ANALYSES OF GOVERNMENTAL FUNDS BUDGET

Governmental Funds

Actual revenues from various sources for FY2012-13 were \$31.0 million, about \$1.2 million more than the budgeted amount. Both the Measure A sales tax Measure B VRF revenues came in significantly higher than budget with the recovery of economy, while reimbursement-based revenues for the most of the major capital projects were lower than budgeted due to project schedule changes. Total Measure A revenue collection was \$23.6 million, \$2.6 million higher than expected. Total Measure B revenue collection was \$2.3 million, \$0.2 million higher than expected. TAM received all the local CMA fee contributions from all the cities, towns and County. Revenue levels for all reimbursement based fund sources were determined by the actual expenditures of various programs/projects.

Total expenditures for FY2012-13 were \$28.1 million, \$11.0 million lower than the budget amount, which is mainly due to the slower than expected progress of various capital projects. Spending level for the Administration Category was at \$2.4 million, \$0.4 million lower than the \$2.8 million budgeted. The Authority spent \$3.7 million under the Professional Service Category, \$1.3 million lower than budgeted, mostly due to the slower than expected projects made for various Marin Sonoma Narrows (MSN) and RM2 capital projects, and the less Project Management Oversight support needed. Expenditures for Measure A Projects/Programs were at \$20.0 million, which is \$8.3 million less than budget, mostly due to the fact that both Strategy 2 Gap Closure, and Strategy 3 Streets & Roads, expended much less than the budgeted amount. Expenditures for all Measure B Programs were at \$0.8 million, \$0.4 million less than budgeted, due to the delay of the launch and implementation of the various programs. Only \$0.2 million of the \$0.9 million budgeted for the Interagency Agreements Category was spent since most of the work was delayed. Expenditure for all TFCA projects/programs was at \$0.9 million.

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2013

Table 1
Statement of Net Position

	June 30, 2013	June 30, 2012	June 30, 2011
Assets			
Cash and investments	\$ 39,300,427	\$ 36,934,674	\$ 33,978,980
Sales tax receivable	3,803,313	3,562,065	3,431,459
Accounts receivable	2,820,334	2,958,433	-
Prepaid expenses	-	2,000	2,031,490
Capital assets net of accumulated Depreciation	-	-	4,908
Total Assets	<u>45,924,074</u>	<u>43,457,172</u>	<u>39,446,837</u>
Liabilities			
Current liabilities			
Accounts payable	5,222,286	5,640,926	6,757,147
Deferred revenue	810,739	902,722	-
Noncurrent liabilities			
Due within one year	1,810,894	1,757,765	20,765
Due in more than one year	2,819,483	4,630,378	8,094,338
Total Liabilities	<u>10,663,402</u>	<u>12,931,791</u>	<u>14,872,250</u>
Net Position			
Net investments in capital asset	-	-	4,908
Restricted	35,260,672	30,525,381	24,569,679
Total Net Position	<u>\$ 35,260,672</u>	<u>\$ 30,525,381</u>	<u>\$ 24,574,587</u>

The Statement of Net Position summarizes the Authority's assets and liabilities with the difference of the two reported as net position. Table 1 summarizes the net position of governmental activities for the fiscal year ended June 30, 2013, June 30, 2012 and June 30, 2011.

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2013

The Authority's governmental net position was \$35.3 million as of June 30, 2013, and comprised of the following:

- Cash and investments of \$39.3 million in the County of Marin Treasury.
- Receivables of \$6.6 million in sales tax and other accounts receivables.
- Liabilities, including all accounts payables, deferred revenue and long term debt, totaling \$10.7 million.
- Unrestricted net position was the part of net position that can be used to finance day-to-day operations without constraints established by debt covenants or other legal requirements or restrictions. Total net position for the Authority was \$35.3 million as of June 30, 2013, which were all restricted for various transportation projects and programs.

Table 2
Statement of Activities

	FY 2013	FY 2012	Change
Revenues			
Programming revenue:			
Operating grants and contributions	\$ 1,235,024	\$ 1,129,291	\$ 105,733
Capital grants	3,857,622	5,250,818	(1,393,196)
Total Program Revenues	5,092,646	6,380,109	(1,287,463)
General revenue:			
Sales tax	23,619,507	21,265,462	2,354,045
Vehicle registration fee	2,280,255	2,347,924	(67,669)
Interest	47,466	77,333	(29,867)
Total General Revenues	25,947,228	23,690,719	2,256,509
Expenses			
Administration	784,633	645,834	138,799
Project management	568,777	470,120	98,657
Transportation planning	931,626	1,141,395	(209,769)
Transportation projects	4,242,172	4,825,823	(583,651)
Measure A projects and programs	18,691,883	14,895,507	3,796,376
Measure B programs	906,933	511,228	395,705
Interest on long-term debt	178,559	230,127	(51,568)
Total Expenses	26,304,583	22,720,034	3,584,549
Changes in Net Position	4,735,291	7,350,794	(2,615,503)
Net Position - Beginning, restated	30,525,381	23,174,587	7,350,794
Net Position - Ending	\$ 35,260,672	\$ 30,525,381	\$ 4,735,291

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2013

The Statements of Activities present program revenues and expenses and general revenues in detail. All of these elements in the Changes in Governmental Net Position are summarized below.

As Table 2 shows, \$5.1 million or 16.4 % of the Authority's FY2012-13 governmental revenues, came from programming revenues and \$25.9, or 83.6%, came from general revenues such as Measure A sales taxes, Measure B vehicle registration fee (VRF) and interest revenue. Program revenues were composed of operating grants and contributions of \$1.2 million, and capital grants of \$3.9 million.

Measure A Sales tax revenues are the largest revenue for the Authority, and represent about 76.1% of the Authority's FY2012-13 revenues. Sales tax revenues are general revenues that are spent under the guidelines of the Expenditure Plan approved by Marin County voters in November 2004. Measure B VRF revenue is another voter approved dedicated transportation fund source for Marin County. \$2.3 million was collected in FY2012-13 under this funding source. Interest earnings are also part of the general revenues.

Programming revenues include both Operating Grants and Contributions and Capital Grants. Cities and County Contributions are part of the Operating Grants and contributions revenues. Other Operating Grants and Contributions include STP/ CMAQ/ T-Plus planning funds, the block administration grant from MTC, the STIP/PPM funds from the California Transportation Commission (CTC). Total Operating Grants and Contribution for FY2012-13 is \$1.2 million

Capital Grants include the Transportation for Clean Air (TFCA) funding from the Bay Area Air Quality Management District (BAAQMD), Regional Measure 2 (RM2) from MTC, the MSN earmark funding from the Federal Highway Administration, the CMIA bond funding, STIP-RIP, and TCRP funding from CTC, in the amount of \$3.9 million.

Capital Assets

For the fiscal year ended June 30, 2013, the total capital assets value for the Authority is \$0. The depreciation cycle for the Authority's capital assets, which are the Information Technology (IT) equipment that costs over \$5,000, is five years and June 30, 2012 was the end of depreciation cycle for those capital assets. The Authority is planning to upgrade most of its IT equipment by the end of 2013.

Debt Administration

To meet the cash flow needs of the 101 Gap Closure project, the Authority entered into a \$12.5 million CMAQ/ Measure A Fund Exchange Agreement with MTC on November 2007. The first payment to MTC was made in June 2009. It is the Authority's intent to fully repay this loan by December 31, 2015 with its Measure A debt reserve funds.

Date of exchange agreement:	November 28, 2007
Original amount of exchange agreement:	\$12,500,000
Unpaid principal balance:	\$4,630,377
Maturity date:	December 31, 2015
Interest rate:	3% until 12/31/15, and 10% thereafter on any unpaid balance
Date to which interest has been paid:	June 30, 2013

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS

JUNE 30, 2013

Economic Outlook and Future Projections

The Authority will continue to maintain a watchful eye over expenditures and remain committed to sound fiscal management practices to deliver the highest quality services to the residents of Marin County.

With the steady recovery of the Measure A sales tax revenues collection and revenue stream from the Measure B VRF, the Authority will be able to continue many of the vital transportation projects/ programs in Marin. The Authority expects the funding level from various federal and state resources, such as STP/CMAQ/T-Plus planning funds, STIP/PPM, TCRP and CMIA bond funding, will be stabilized and improved in the upcoming fiscal year. These revenue improvements will help the financial picture of all the transportation projects and programs in Marin County.

On the expenditure side, The Authority was able to find adequate cash for the needs of various capital projects in FY2012-13 and expects this to remain the same in the upcoming fiscal year.

Request for Information

This Financial Report is intended to provide citizens, taxpayers and creditors with a general overview of the Authority's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be directed to the Transportation Authority of Marin, 781 Lincoln Avenue, Suite 160, San Rafael, CA 94901; (415) 226-0815.

FINANCIAL SECTION

TRANSPORTATION AUTHORITY OF MARIN

STATEMENT OF NET POSITION

JUNE 30, 2013

	Governmental Activities
ASSETS	
Cash and investments	\$ 39,300,427
Sales tax receivable	3,803,313
Accounts receivable	2,820,334
Total Assets	<u>45,924,074</u>
LIABILITIES	
Accounts payable	5,222,286
Unearned revenue	810,739
Noncurrent liabilities:	
Due in one year	1,810,894
Due in more than one year	2,819,483
Total Liabilities	<u>10,663,402</u>
NET POSITION	
Restricted for:	
BAAQD-TFCA project	1,095,396
Measure A sales tax project	29,449,205
Corte Madera Creek Bridge project	224,527
Measure B VRF projects	3,321,096
Congestion management projects	1,170,448
Total Net Position	<u>\$ 35,260,672</u>

The accompanying notes are an integral part of the financial statements

TRANSPORTATION AUTHORITY OF MARIN

**STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2013**

Functions/Programs	Expenses	Program Revenues		Net (Expense) Revenue and Changes in Net Position
		Operating Grants and Contributions	Capital Grants and Contributions	
Governmental Activities:				
Administration	\$ 784,633	\$ -	\$ -	\$ (784,633)
Project management	568,777	-	-	(568,777)
Transportation planning and programming	931,626	1,235,024	-	303,398
Transportation projects	4,242,172	-	3,857,622	(384,550)
Measure A projects and programs	18,691,883	-	-	(18,691,883)
Measure B programs	906,933	-	-	(906,933)
Interest on long-term debt	178,559	-	-	(178,559)
Total Governmental Activities	\$ 26,304,583	\$ 1,235,024	\$ 3,857,622	(21,211,937)
General revenues:				
				23,619,507
				2,280,255
				47,466
				<u>25,947,228</u>
				4,735,291
				<u>30,525,381</u>
				<u>\$ 35,260,672</u>

The accompanying notes are an integral part of the financial statements

TRANSPORTATION AUTHORITY OF MARIN

**BALANCE SHEET- GOVERNMENTAL FUNDS
JUNE 30, 2013**

	General Fund	BAAQMD/ TFCA Fund	Measure A Sales Tax Fund	Corte Madera Creek Bridge Fund	Measure B VRF Fund	Total
ASSETS						
Cash and investments	\$ 951,803	\$ 1,367,224	\$ 33,555,406	\$ 296,368	\$ 3,129,626	\$ 39,300,427
Sales tax receivable	-	-	3,803,313	-	-	3,803,313
Accounts receivable	2,421,988	-	-	-	398,346	2,820,334
Total Assets	\$ 3,373,791	\$ 1,367,224	\$ 37,358,719	\$ 296,368	\$ 3,527,972	\$ 45,924,074
LIABILITIES AND FUND BALANCES						
Liabilities:						
Accounts payable	\$ 1,392,604	\$ 271,828	\$ 3,279,137	\$ 71,841	\$ 206,876	\$ 5,222,286
Deferred revenue	810,739	-	-	-	-	810,739
Total Liabilities	2,203,343	271,828	3,279,137	71,841	206,876	6,033,025
Fund Balances:						
Nonspendable						
Restricted for:						
BAAQD/TFCA	-	1,095,396	-	-	-	1,095,396
Measure A sales tax	-	-	34,079,582	-	-	34,079,582
Corte Madera Creek Bridge	-	-	-	224,527	-	224,527
Measure B VRF	-	-	-	-	3,321,096	3,321,096
Congestion management	1,170,448	-	-	-	-	1,170,448
Total Fund Balances	1,170,448	1,095,396	34,079,582	224,527	3,321,096	39,891,049
Total Liabilities and Fund Balances	\$ 3,373,791	\$ 1,367,224	\$ 37,358,719	\$ 296,368	\$ 3,527,972	\$ 45,924,074

The accompanying notes are an integral part of the financial statements

TRANSPORTATION AUTHORITY OF MARIN

**RECONCILIATION OF THE GOVERNMENTAL FUND
BALANCE SHEET TO THE STATEMENT OF NET POSITION
JUNE 30, 2013**

Fund Balance of Governmental Funds \$ 39,891,049

**Amounts Reported for Governmental Activities in the Statement of Net
Position are Different From Those Reported in the Governmental Fund Because of
the Following:**

In the Governmental Funds Balance Sheet, only current liabilities are reported. In the Statement of Net Position, all liabilities, including long-term liabilities, are reported. Long-term liabilities consist of:

Funding exchange agreement payable	<u>(4,630,377)</u>
Total Net Position - Governmental Activities	<u>\$ 35,260,672</u>

The accompanying notes are an integral part of the financial statements

TRANSPORTATION AUTHORITY OF MARIN

**STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN
FUND BALANCES - GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2013**

	General Fund	BAAQMD/TFCA Fund	Measure A Sales Tax Fund	Corte Madera Creek Bridge Fund	Measure B VRF Fund	Total
REVENUES						
Measure A	\$ -	\$ -	\$ 23,619,507	\$ -	\$ -	\$ 23,619,507
Measure B	-	-	-	-	2,280,255	2,280,255
Cities/towns and county contribution	430,043	-	-	-	-	430,043
Interest	1,301	1,897	40,778	412	3,078	47,466
STP/CMAQ	700,444	-	-	-	-	700,444
MTC regional measure 2 fund	1,442,889	-	-	-	-	1,442,889
State STIP/PPM Fund	103,993	-	-	-	-	103,993
TFCA/BAAQMD	-	349,002	-	-	-	349,002
MSN federal earmark	100,457	-	-	-	-	100,457
CMIA bond revenue	94,603	-	-	-	-	94,603
TCRP Fund	265,318	-	-	-	-	265,318
STIP-RIP Fund	400,576	-	-	-	-	400,576
Dynamic rideshare grant	248,541	-	-	-	-	248,541
Federal CMAQ	956,236	-	-	-	-	956,236
Other Agency Contributions	-	-	544	-	-	544
Total Revenues	4,744,401	350,899	23,660,829	412	2,283,333	31,039,874

EXPENDITURES

Administration:

Salaries & benefits	873,563	17,450	940,801	-	67,539	1,899,353
Office lease	-	-	161,239	-	-	161,239
Office relocation cost	-	-	88,328	-	-	88,328
Equipment (IT & computers)	-	-	16,734	-	-	16,734
Equipment purchase/lease	-	-	33,449	-	-	33,449
Telephone/internet services	-	-	20,670	-	-	20,670
Office supplies	225	-	27,998	-	-	28,223

The accompanying notes are an integral part of the financial statements

TRANSPORTATION AUTHORITY OF MARIN

**STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN
FUND BALANCES - GOVERNMENTAL FUNDS - continued
FOR THE YEAR ENDED JUNE 30, 2013**

	General Fund	BAAQMD/TFCA Fund	Measure A Sales Tax Fund	Corte Madera Creek Bridge Fund	Measure B VRF Fund	Total
EXPENDITURES - continued						
Insurance	-	-	5,427	-	-	5,427
Audit	-	-	17,736	-	-	17,736
Legal	5,331	-	26,232	-	1,005	32,568
Document reproduction	1,096	-	14,573	-	2,593	18,262
Memberships	3,793	-	3,490	-	-	7,283
Travel/meetings/conferences	14,216	-	8,045	-	2,035	24,296
Professional development	160	-	300	-	-	460
Human resources/Board support	-	-	12,591	-	-	12,591
Information technology support	-	-	48,713	-	-	48,713
Miscellaneous expenditures	258	-	613	-	1,031	1,902
Professional services:						
Traffic model maintenance	34,549	-	-	-	-	34,549
CMP update/traffic monitoring	82,520	-	-	-	-	82,520
Dynamic rideshare pilot program support	217,335	-	-	-	-	217,335
Project management oversight	71,359	-	68,082	-	-	139,441
MSN Redwood landfill interchange design	281,134	-	-	-	-	281,134
MSN San Antonio curve design	464,839	-	-	-	-	464,839
MSN A3 Novato carpool lane extension	22,764	-	-	-	-	22,764
MSN project management	153,099	-	-	-	-	153,099
State legislative assistance	35,000	-	-	-	-	35,000
Financial advisor	3,600	-	22,163	-	-	25,763
Public outreach services	22,114	-	-	-	-	22,114
Consulting pool	20,892	-	58,226	-	-	79,118
Hwy 101 Greenbrae/Twin Cities	772,870	-	-	-	-	772,870
Central Marin ferry connection PS&E	1,404,217	-	-	-	-	1,404,217

The accompanying notes are an integral part of the financial statements

TRANSPORTATION AUTHORITY OF MARIN

**STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN
FUND BALANCES - GOVERNMENTAL FUNDS - continued
FOR THE YEAR ENDED JUNE 30, 2013**

	General Fund	BAAQMD/TFCA Fund	Measure A Sales Tax Fund	Corte Madera Creek Bridge Fund	Measure B VRF Fund	Total
EXPENDITURES - continued						
Measure A:						
Measure A compliance audits	-	-	20,000	-	-	20,000
Bike/Ped path maintenance	-	-	202,000	-	-	202,000
Strategy 1 - transit	-	-	9,910,839	-	-	9,910,839
Strategy 2 - gap closure	-	-	565,554	-	-	565,554
Strategy 3 - local transportation infrastructure	-	-	5,171,732	-	-	5,171,732
Strategy 4 - safe access to schools	-	-	2,147,711	-	-	2,147,711
Measure B:						
Element 2 - seniors and disabled mobility	-	-	-	-	534,025	534,025
Element 3 - reduce congestion and pollution	-	-	-	-	305,370	305,370
Interagency Agreements:						
City of Larkspur station area study match fund	60,400	-	-	-	-	60,400
CMFC County Agreement	29,200	-	-	-	-	29,200
CMFC Larkspur agreement	29,997	-	-	100,862	-	130,859
Other capital expenditures:						
TFCA-TDM projects	-	37,784	-	-	-	37,784
TFCA-EV projects	-	24,888	-	-	-	24,888
TFCA-Central Marin ferry connection	-	833,666	-	-	-	833,666
Debt service:						
Principal	-	-	1,757,765	-	-	1,757,765
Interest	-	-	178,559	-	-	178,559
Total Expenditures	4,604,531	913,788	21,529,570	100,862	913,598	28,062,349
Excess (Deficiency) of						
Revenues Over Expenditures	139,870	(562,889)	2,131,259	(100,450)	1,369,735	2,977,525
Fund Balance - Beginning	1,030,578	1,658,285	31,948,323	324,977	1,951,361	36,913,524
Fund Balance - Ending	\$ 1,170,448	\$ 1,095,396	\$ 34,079,582	\$ 224,527	\$ 3,321,096	\$ 39,891,049

The accompanying notes are an integral part of the financial statements

TRANSPORTATION AUTHORITY OF MARIN

RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES OF THE GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES FOR THE YEAR ENDED JUNE 30, 2013

The schedule below reconciles the Net Changes in Fund Balance reported in the Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balances, which measure only changes in current assets and current liabilities on the modified accrual basis, with the Change in Net Position of Governmental Activities reported in the Statement of Activities, which is prepared using the full accrual basis of accounting.

NET CHANGE IN FUND BALANCES **\$ 2,977,525**

**Amounts Reported for Governmental Activities in the Statement of Activities are
Different Because:**

Debt proceeds provide current financial resources to governmental funds, but issuing debt increases long-term liabilities in the Statement of Net Position. Repayment of long-term debt principal is an expenditure in the governmental funds, but in the Statement of Net Position the repayment reduces long-term liabilities. Repayment of debt principal is added back to fund balances.

	<u>1,757,765</u>
Change in Net Position of Governmental Activities	<u>\$ 4,735,291</u>

The accompanying notes are an integral part of the financial statements

***NOTES TO BASIC
FINANCIAL STATEMENTS***

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2013

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

On March 2, 2004, the Marin County Board of Supervisors created the Transportation Authority of Marin (the Authority) by Resolution NO. 2004-21, pursuant to Section 180050 of the California Public Utilities Code (“PUC”). As required by California PUC Section 180051(a) and California Government Code Section 65089(a), a majority of City and Town Councils of Marin County, representing a majority of the incorporated population of Marin, have concurred on the membership of the Authority and designated the Authority as the Congestion Management Agency for Marin County.

The Authority’s responsibilities include the development and administration of the Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2004. With the passage of Measure A, the Authority now manages the implementation of the transportation projects and programs financed by the ½-cent, 20 years sales tax. The Authority also serves as the designated Congestion Management Agency (CMA) for Marin County, providing countywide planning and programming for transportation related needs. As both the sales tax authority and the CMA for Marin County, The Authority plays a leading role in planning, financing, and implementation of transportation projects and programs in Marin County.

The Authority’s sixteen member governing board is comprised of representatives from each of the cities and towns in Marin County, and all five members of the County Board of Supervisors. A Technical Advisory Committee (TAC), made up of Public Works staff, other local government staff, and representatives of diverse interest groups prioritizes infrastructure improvements and makes recommendations to the Authority. A twelve member Citizens’ Oversight Committee, made up of five representatives from the five planning areas and seven representatives from diverse interest groups in Marin County, reports directly to the public on issues related to the Measure A sales tax and Measure B VRF revenues and expenditures.

Basis of Presentation

Government-wide Statements - The Statement of Net Position and the Statement of Activities include the financial activities of the overall Authority. Eliminations have been made to minimize the double counting of internal activities.

The government-wide statement of activities presents a comparison between direct expenses and program revenues for each function of the Authority’s activities. Direct expenses are those specifically associated with a program or function and, therefore, are clearly identifiable to a particular function. Program revenues include (a) charges paid by the recipients of goods or services offered by the programs and (b) funds and contributions that are restricted to meeting the operations or capital requirements of a particular program. Revenues not classified as program revenues are presented as general revenues.

Fund Financial Statements - The fund financial statements provide information about the Authority’s funds. Separate statements for each governmental fund are presented. The emphasis of fund financial statements is on major individual funds, each of which is displayed on a separate column.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2013

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – continued

Major Funds

GASB Statement No. 34 defines major funds and requires that the Authority's major governmental type funds be identified and presented separately in the fund financial statements. The Authority has determined that all of its funds are major funds.

The Authority reported the following major governmental funds in the accompanying financial statements:

CMA General Fund - This fund accounts for revenues and expenditures for the Authority's congestion management activities, primarily congestion management planning and programming work elements, and the management of various capital projects. Major revenues sources for this fund are all programming revenues with the exception of Transportation for Clean Air (TFCA) funds.

BAAQMD/TFCA Fund - This fund accounts for revenues and expenditures for the TFCA capital grant the Authority receives from the Bay Area Air Quality Management District (BAAQMD). The purpose of the TFCA grant is to fund studies related to the monitoring of air quality control, and any capital improvements that can contribute to the improvement of air quality.

Measure A Sales Tax Fund - This fund accounts for revenues and expenditures for the projects and programs set forth by the voters in the Authority's Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2004.

Corte Madera Creek Bridge Fund - This fund accounts for a portion of the revenues and expenditures for the Central Marin Ferry Connection Project. As part of the Highway 101 Gap Closure Project implementation, the project sponsor, the Department of Transportation (Caltrans), needed to obtain a permit from the Bay Conservation and development Commission (BCDC) to conduct some work within BCDC's jurisdiction. BCDC determined the project had unavoidable impact to resources under its purview and required certain mitigations as a condition to the issuance of a permit. A contribution in the amount of \$400,000 was made by Caltrans and deposited in this special fund as required by BCDC. This funding is reserved for the Central Marin Ferry Connection Project, which is expected to enhance public access to the San Francisco shoreline. This fund was transferred from the Marin Department of Public Works to the Authority in FY 2006-07.

Measure B VRF Fund - This fund accounts for revenues and expenditures for the projects and programs set forth by the voters in the Authority's \$10 Vehicle Registration Fee Expenditure Plan, approved by the Marin voters in November 2010.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2013

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - *continued*

Basis of Accounting

The governmental-wide financial statements are reported using the economic resources measurement focus and the full accrual basis of accounting. Revenues are recorded when *earned* and expenses are recorded at the time liabilities are *incurred*, regardless of when the related cash flows take place.

Governmental funds are reported using the *current financial resources* measurements focus and the modified accrual basis of accounting. Under this method, revenues are recognized when *measurable and available*. The Authority considers all revenues reported in the governmental funds to be available if the revenues are collected within sixty days after fiscal year-end. Expenditures are recorded when the related fund liability is incurred, except for principal and interest on long-term debt, claims and judgments, and compensated absences, which are recognized as expenditures to the extent they have matured. Capital assets acquisitions are reported as *expenditures* in governmental funds. Proceeds of long-term debt and acquisition under capital leases are reported as *other financing sources*.

Non-exchange transactions, in which the Authority gives or receives value without directly receiving or giving equal value in exchange, includes entitlements, and donations. Revenues from entitlements and donations are recognized in the fiscal year in which all eligibility requirements have been satisfied.

The Authority funds certain programs by a combination of specific cost-reimbursement funds, categorical block funds, and general revenues. Thus, when program expenses are incurred, there are both restricted and unrestricted net positions available to finance the program. The Authority's policy is to first apply cost-reimbursement resources to such programs, followed by general revenues.

Budget and Budgetary Accounting

The budget for expenditures is adopted on the budgetary basis, which is not consistent with accounting principles generally accepted in the United States of America. The budget for revenues and expenditures is adopted by the Board annually in total for all funds, therefore the Schedule of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual is presented in a combined format for all governmental funds and not presented separately for each major fund.

Estimates

The preparation of financial statements in conformity with accounting principles generally accepted 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.

Capital Assets

Purchased capital assets are stated at historic cost or estimated historical cost when original cost is not available. Donated capital assets are recorded at their estimated fair value on the date of donation. The Authority's policy is to capitalize all capital assets with costs exceeding a minimum threshold of \$5,000. Depreciation is recorded using the straight-line method over the estimated useful lives of the capital assets which range from 15 to 20 years for field equipment, 5 to 10 years for office equipment, and 8 to 10 years for vehicles.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2013

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Net Position and Fund Balances

Government-wide Financial Statements

Net Investments in Capital Assets - This amount consists of capital assets net of accumulated depreciation and reduced by outstanding debt that contributed to the acquisition, construction, or improvement of the capital assets.

Restricted Net Position - This amount consists of amounts restricted from external creditors, grantors, contributors, and laws or regulations of other governments.

Unrestricted Net Position - This amount consists of all net assets that do not meet the definition of “net investments in capital assets” or “restricted net position”.

Fund Financial Statements

Fund Balances - Restrictions of fund balances of governmental funds are amounts that can be spent only for the specific purpose stipulated by constitution, external resource providers, or through enabling legislation. The non-spendable fund balance classification includes amounts that cannot be spent because they are either not in spendable form such as prepaid items or inventories, or are legally or contractually required to be maintained intact. The committed fund balance classification includes amounts that can be used only for the specific purposes determined by a formal action of the government’s highest level of decision-making authority. Amounts in the assigned fund balance classification are intended to be used by the government for specific purposes but do not meet the criteria to be classified as restricted or committed. In governmental funds other than the general fund, assigned fund balance represents the remaining amount that is not restricted or committed.

Unassigned fund balance is the residual classification for the government’s general fund and includes all spendable amounts not contained in the other classifications.

Spending Order Policy

When expenditures are incurred for both restricted and unrestricted fund balances available, the Authority considers restricted funds to have been spent first. When expenditures are incurred for which committed, assigned, or unassigned fund balances are available, the Authority considers amounts to have been spent first out of committed funds then assigned funds, and finally unassigned funds, as needed, unless the governing board has provided otherwise in its commitment or assignment actions.

Deferred Revenue

Under both the accrual and modified accrual basis of accounting, revenues are recognized only when earned. Thus, the government-wide statement of net assets and governmental funds defer revenue recognition for resources that have been received at fiscal year-end, but not yet earned.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS JUNE 30, 2013

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES - continued

Risk Management

The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; and natural disasters for which the Authority carries commercial insurance through Alliant Insurance Services, Inc.

NOTE 2 – CASH AND INVESTMENTS

Classification

Cash and investments are classified in the financial statements as shown below:

Cash and investments, Statement of Net Position \$ 39,300,427

Cash and investments as of June 30, 2013 consist of the following:

Deposits with County of Marin	<u>39,300,427</u>
Total cash and investments	<u>\$ 39,300,427</u>

Investment Authority by the California Government Code and the Authority's Investment Policy

The table below identifies the investment types that are authorized for the Authority by the California Government Code. The table also identifies certain provisions of the California Government Code that address interest rate risk and concentration of credit risk. The Authority has adopted a formal investment policy. The allowable investments, according to the Authority's investment policy, are listed below:

Authorized Investment Type	Maximum Remaining Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
Local Agency Investment Fund (LAIF)	N/A	None	\$50 million
Certificates of Deposit	None	30%	None
U.S. Treasury Obligations	None	None	None
U.S. Agency Obligations	None	None	None
U.S. Government Securities	None	None	None
State of California and Local Agency Bonds	None	None	None
Bankers Acceptances	180 days	30%	None
Medium-Term Notes	2 years	30%	None
Commercial Paper	270 days	25%	None
Marin County Cash Pool	None	None	None
Repurchase Agreements	1 year	None	None

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS JUNE 30, 2013

NOTE 2 – CASH AND INVESTMENTS - continued

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates.

Information about the sensitivity of the fair values of the Authority's investments to market interest rate fluctuations is provided by the following table that shows the distribution of the Authority's investments by maturity:

Investment Type	Totals	Remaining maturity 12 Months or Less
Deposits with County of Marin	\$ 39,300,427	\$ 39,300,427

Disclosures Relating to Credit Risks

The Marin County Investment Pool is rated AAA/V1 by Fitch as of June 30, 2013.

Custodial Credit Risk

Custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for *investments* is the risk, in the event of the failure of the counterparty (e.g. broker-dealer) to a transaction; a government will not be able to recover the value of its investments or collateral securities that are in the possession of another party. The California Government Code does not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investments, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local government units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the government unit). The fair value of the pledge securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institution to secure Authority deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

As of June 30, 2013, there were no Authority's deposits with financial institutions in excess of federal depository insurance limits.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2013

NOTE 3 – OPERATING LEASE

Operating Lease

On November 28, 2007, the Authority entered into a 5-year lease with SR Corporate Center Phase One, LLC (Landlord) to rent 9,098 square feet of office space at 750 Lindaro Street in the City of San Rafael with about 60% of the space subleased to Marin Transit and Sonoma Marin Area Rail Transit (sub-tenants). With the relocation of both sub-tenants, the Authority renegotiated and entered into a 5-year fully serviced lease with the Landlord to rent 5,202 square feet of office space at 781 Lincoln Avenue, Suite 160 in the City of San Rafael on October 11, 2012. The 60-month lease commenced on December 1, 2012 and will end on November 30, 2017. The base rent commences at \$15,866 per month and ends at \$18,727 per month. The Authority is entitled to a monthly credit against base rent in the amount of \$1,717 per month and an abatement of base rent for the months of December 2012 and November 2017.

NOTE 4 – EMPLOYMENT AGREEMENT

The Authority has no employees of its own. The Authority has entered into an employment agreement with a joint powers authority, Local Government Services (LGS) for all its eleven employees. LGS provides staffing, payroll, and related administrative services to small governmental agencies. The Authority pays LGS hourly rates for each employee. The hourly rates for each employee include salary, fringe benefits, and a flat administration fee. The Authority prepays the expected monthly fee prior to the service month.

Because the Authority has no employees of its own, there are no accrued payroll or compensated absence liabilities on the books of the Authority. Any benefits or accrued compensation due to the employees are the responsibility of LGS.

NOTE 5 – LONG-TERM DEBT

Metropolitan Transportation Commission Funding Exchange Agreement

In November 2007 the Transportation Authority of Marin entered into an agreement with the Metropolitan Transportation Commission (Commission), the regional transportation planning agency for the San Francisco Bay Area. The Authority has requested the assistance of the Commission to avoid certain debt financing costs by providing Congestion Mitigation and Air Quality Improvement (CMAQ) program funds available now in exchange for Measure A funds available in future years. Under the terms of this agreement the Commission has loaned the Authority \$12,500,000, payable over 8 years, with repayments commencing on June 30, 2009. Interest is 0% through December 31, 2010, and then is charged at 3% on the outstanding principal balance until December 31, 2015. If there is any outstanding principal balance after December 31, 2015, interest will be charged at 10%. As of June 30, 2013, the outstanding balance was \$4,630,377.

TRANSPORTATION AUTHORITY OF MARIN

**NOTES TO BASIC FINANCIAL STATEMENTS
JUNE 30, 2013**

NOTE 5 – LONG-TERM DEBT

Future debt service requirements for the agreement are as follows:

<u>Fiscal Year</u>	<u>Principal</u>	<u>Interest to Maturity</u>	<u>Total</u>
2014	\$ 1,810,894	\$ 125,431	\$ 1,936,325
2015	1,865,628	70,696	1,936,324
2016	953,855	14,308	968,164
Total	<u>\$ 4,630,377</u>	<u>\$ 210,435</u>	<u>\$ 4,840,813</u>

Long-term debt activity for the fiscal year ended June 30, 2013, was as follows:

	<u>Balance July 1, 2012</u>	<u>Additions</u>	<u>Deductions</u>	<u>Balance June 30, 2013</u>	<u>Due in One Year</u>
MTC Funding Exchange Agreement	\$ 6,388,142	\$ -	\$ 1,757,765	\$ 4,630,377	\$ 1,810,894
Governmental activities					
Long-term liabilities	<u>\$ 6,388,142</u>	<u>\$ -</u>	<u>\$ 1,757,765</u>	<u>\$ 4,630,377</u>	<u>\$ 1,810,894</u>

NOTE 6 – COMMITMENTS AND CONTINGENCIES

The Authority is subject to litigation arising in the normal course of business. In the opinion of the Authority’s attorney, there is no pending litigation which is likely to have a material adverse effect on the financial position of the Authority. The Authority has received state and federal funds for specific purposes that are subject to review and audit by the grantor agencies. Although such audits could result in expenditure disallowances under the terms of the grants, it is believed that any required reimbursements will not be material.

The Authority has various cooperative agreements with governmental entities and contracts with vendors. As of June 30, 2013, the Authority’s total outstanding commitments were approximately \$66.4 million, with \$20.1 million expended and \$46.3 million still outstanding.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS JUNE 30, 2013

NOTE 7 – RISK MANAGEMENT

The Authority is exposed to various risks of losses related to torts; theft of; damage to, and destruction of assets; errors and omissions; and natural disasters. The Authority carries commercial insurance through Alliant Insurance Services, Inc. for general liability, automobile, property coverage, and public officials' errors and omissions.

Coverage is as follows:

- a) General liability - \$ 1,000,000 each occurrence
- b) Damage to rented premises - \$1,000,000 each occurrence
- c) Automobile liability - \$1,000,000 each accident
- d) Public officials errors and omissions - \$1,000,000 each occurrence and annual aggregate.

All deductibles are \$2,500

Crime coverage for LGS employees is provided by Alteris Insurance and is limited to \$1,000,000, with a \$50,000 deductible.

SUPPLEMENTARY INFORMATION

TRANSPORTATION AUTHORITY OF MARIN

SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES, BUDGET AND ACTUAL – ALL FUNDS FOR THE YEAR ENDED JUNE 30, 2013

	Original	Final	Actual	Variances - Positive (Negative) Final to Actual
REVENUES				
Measure A	\$ 21,000,000	\$ 21,000,000	\$ 23,619,507	\$ 2,619,507
Measure B	2,100,000	2,100,000	2,280,255	180,255
Cities/towns and county contribution	430,000	430,000	430,043	43
Interest	100,000	100,000	47,466	(52,534)
STP/CMAQ	900,000	900,000	700,444	(199,556)
MTC block grant administration	1,728,000	1,728,000	1,442,889	(285,111)
STIP/PPM	239,000	239,000	103,993	(135,007)
TFCA/BAAQMD	346,000	346,000	349,002	3,002
MSN federal earmark	20,546	20,546	100,457	79,911
CMIA bond revenue	268,182	268,182	94,603	(173,579)
TCRP/STIP-RIP	1,182,683	1,182,683	665,894	(516,789)
Dynamic rideshare grant	330,000	330,000	248,541	(81,459)
Federal CMAQ	1,180,000	1,180,000	956,236	(223,764)
Other agency contributions	6,000	6,000	544	(5,456)
Total Revenues	29,830,411	29,830,411	31,039,874	1,209,463
EXPENDITURES				
Administration				
Salaries & benefits	2,095,930	2,095,930	1,899,353	196,577
Office lease	175,000	175,000	161,239	13,761
Office relocation costs	80,000	80,000	88,328	(8,328)
Equipment (IT & computers)	65,000	65,000	16,734	48,266
Equipment	30,000	30,000	33,449	(3,449)
Telephone/internet services	30,000	30,000	20,670	9,330
Office supplies	25,000	25,000	28,223	(3,223)
Insurance	8,000	8,000	5,427	2,573
Audit	25,000	25,000	17,736	7,264
Legal	70,000	70,000	32,568	37,432
Accounting/payroll	10,000	10,000	-	10,000
Staff benefits comparison study	25,000	25,000	-	25,000
Document reproduction	35,000	35,000	18,262	16,738
Memberships	25,000	25,000	7,283	17,717
Travel/meetings/conferences	22,000	22,000	24,296	(2,296)
Professional development	5,000	5,000	460	4,540
Human resources/Board support	40,000	40,000	12,591	27,409
Information technology support	40,000	40,000	48,713	(8,713)
Miscellaneous expenditures	5,000	5,000	1,902	3,098
Professional services				
CMP update/traffic monitoring	90,000	90,000	82,520	7,480
Traffic model maintenance	65,000	65,000	34,549	30,451
Community based transportation plan update	50,000	50,000	-	50,000
Dynamic rideshare pilot program	265,000	265,000	217,335	47,665
PMO consultant	270,000	270,000	139,441	130,559
Public outreach services	50,000	50,000	22,114	27,886

TRANSPORTATION AUTHORITY OF MARIN

**SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND
BALANCES, BUDGET AND ACTUAL – ALL FUNDS - continued
FOR THE YEAR ENDED JUNE 30, 2013**

	Original	Final	Actual	Variances - Positive (Negative) Final to Actual
EXPENDITURES - continued				
MSN Redwood landfill interchange design	216,318	216,318	281,134	(64,816)
MSN San Antonio curve design	1,000,000	1,000,000	464,839	535,161
MSN A3 Novato carpool lane extension	168,681	168,681	22,764	145,917
MSN project management	100,000	100,000	153,099	(53,099)
Federal legislative assistance	25,000	25,000	-	25,000
State legislative assistance	35,000	35,000	35,000	-
Financial advisor	25,000	25,000	25,763	(763)
Consulting pool	80,000	80,000	79,118	882
Hwy 101 Greenbrae/Twin Cities	1,310,000	1,310,000	772,870	537,130
Central Marin ferry connection	1,250,000	1,250,000	1,404,217	(154,217)
Measure A				
Measure A compliance audit	20,000	20,000	20,000	-
Bike/ped path maintenance	145,000	145,000	202,000	(57,000)
Gap closure interest funded design/construction	525,000	525,000	-	525,000
Strategy 1 - transit	12,708,000	12,708,000	9,910,839	2,797,161
Strategy 2 - gap closure	3,792,700	3,792,700	565,554	3,227,146
Strategy 3 - local transportation infrastructure	6,692,000	6,692,000	5,171,732	1,520,268
Strategy 4 - safe access to schools	2,467,000	2,467,000	2,147,711	319,289
Measure B				
Element 1 - maintain local streets & pathways	100,000	100,001	-	100,001
Element 2 - seniors and disabled mobility	707,000	707,000	534,025	172,975
Element 3 - reduce congestion and pollution	435,000	435,000	305,370	129,630
Interagency agreements				
City of Larkspur station area study match fund	100,000	100,000	60,400	39,600
Old Redwood highway roadway improvement - Larkspur	400,000	400,000	-	400,000
CMFC County agreement	110,000	110,000	29,200	80,800
CMFC SMART agreement	20,000	20,000	-	20,000
CMFC Larkspur agreement	28,000	28,000	130,859	(102,859)
Caltrans MSN carpool lane extension design support	375,000	75,000	-	75,000
Novato Redwood bus transit facility improvement	100,000	-	-	-
Marin County MSN project support	50,000	50,000	-	50,000
City of San Rafael gap closure project support	80,000	80,000	-	80,000
Other capital expenditures				
TFCA - TDM projects	17,000	17,000	37,784	(20,784)
TFCA - EV projects	106,000	106,000	24,888	81,112
TFCA - Central Marin ferry connection	350,000	750,000	833,666	(83,666)
Debt service				
Principal	1,757,765	1,757,765	1,757,765	-
Interest	178,560	178,560	178,559	1
Total Expenditures	39,074,954	39,074,955	28,062,349	11,012,606
Excess (Deficiency) of Revenues	(9,244,543)	(9,244,544)	2,977,525	12,222,069
Fund Balance - Beginning	36,913,524	36,913,524	36,913,524	-
Fund Balance - Ending	\$ 27,668,981	\$ 27,668,980	\$ 39,891,049	\$ 12,222,069

INDEPENDENT AUDITOR'S REPORTS



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

Board of Commissioners of
Transportation Authority of Marin
San Rafael, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, each major fund and the aggregate remaining fund information of the Transportation Authority of Marin (The Authority) as of and for the year ended June 30, 2013, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated October 24, 2013.

Internal Control Over Financial Reporting

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

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

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

Compliance and Other Matters

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

Purpose of This Report

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

Vavrinek, Trine, Day & Co. LLP

Palo Alto, California
October 24, 2013



**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE
WITH THE 5% ADMINISTRATION CAP**

Board of Commissioners of
Transportation Authority of Marin
San Rafael, California

Report on Compliance

We have audited the Transportation Authority of Marin's compliance with the 5% administration cost cap limit (the Limit) contained in the Marin County Transportation Sales Tax Expenditure Plan for the fiscal year ended June 30, 2013.

Management's Responsibility

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

Auditor's Responsibility

Our responsibility is to express an opinion on the Authority's compliance with the Limit based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination on the Authority's compliance with regulations referred to above.

Opinion

In our opinion, the Authority complied, in all material respects, with the requirements referred to above for the fiscal year ended June 30, 2013.

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

Vavrinek, Trine, Day & Co. LLP

Palo Alto, California
October 24, 2013

TRANSPORTATION AUTHORITY OF MARIN

Single Audit Report on
Federal Awards

Year Ended June 30, 2013

TRANSPORTATION AUTHORITY OF MARIN

Year Ended June 30, 2013

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

Board of Commissioners of
Transportation Authority of Marin
San Rafael, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, each major fund and the aggregate remaining fund information of the Transportation Authority of Marin (The Authority) as of and for the year ended June 30, 2013, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated October 24, 2013.

Internal Control Over Financial Reporting

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

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

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

Compliance and Other Matters

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

Purpose of This Report

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

Vavrinch, Trine, Day & Co. LLP

Palo Alto, California
October 24, 2013



INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH REQUIREMENTS THAT COULD HAVE A DIRECT AND MATERIAL EFFECT ON EACH MAJOR PROGRAM, INTERNAL CONTROL OVER COMPLIANCE AND THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS IN ACCORDANCE WITH OMB CIRCULAR A-133

Board of Commissioners of
Transportation Authority of Marin
San Rafael, California

We have audited the Transportation Authority of Marin's (the Authority) compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended June 30, 2013. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Authority's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

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

Opinion on Each Major Federal Program

In our opinion, the Authority, complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2013.

Report on Internal Control Over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

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

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by OMB Circular A-133

We have audited the financial statements of the Authority as of and for the year ended June 30, 2013, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements. We issued our report thereon dated October 24, 2013, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by OMB Circular A-133 and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the 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 schedule of expenditure of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

Vavrinck, Trine, Day & Co. LLP

Palo Alto, California
October 24, 2013

TRANSPORTATION AUTHORITY OF MARIN

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2013**

Federal Grantor/Pass-through Grantor/Program or Cluster Title	CFDA Number	Pass-through Identifying Number	Federal Expenditures
U.S. DEPARTMENT OF TRANSPORTATION			
Highway Planning and Construction			
Passed through Metropolitan Transportation Commission STP/CMAQ Planning	20.205	N/A	\$ 798,423
Passed through California Department of Transportation CMFC	20.205	N/A	1,380,762
Dynamic Rideshare Grant	20.205	N/A	248,629
MSN Earmark	20.205	Demo06L- 6406(005)	110,466
Total U.S. Department of Transportation			<u>2,537,338</u>
Total Expenditures of Federal Awards			<u>\$ 2,538,280</u>

TRANSPORTATION AUTHORITY OF MARIN

NOTE TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS YEAR ENDED JUNE 30, 2013

1. REPORTING ENTITY

The financial reporting entity consists of the primary government, Transportation Authority of Marin (Authority).

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Accounting

Funds received under the various grant programs have been recorded within the general fund, special revenue funds, and capital project funds of the Authority. The Authority utilizes the modified accrual method of accounting for the general, special revenue, and capital project funds. The accompanying Schedule of Expenditures of Federal Awards (Schedule) has been prepared accordingly.

Schedule of Expenditures of Federal Awards

The accompanying schedule presents the activity of all federal financial assistance programs of the Authority. Federal financial assistance received directly from federal agencies as well as federal financial assistance passed through the MTC and the State of California are also included in the schedule. The schedule was prepared from only the accounts of various grant programs and, therefore, does not present the financial position or results of operations of the Authority.

3. PROGRAM DESCRIPTIONS

U. S. Department of Transportation Highway Planning and Construction

The Highway Planning and Construction program assists State transportation agencies in the planning and development of an integrated, interconnected transportation system important to interstate commerce and travel by constructing and rehabilitating the National Highway System (NHS), including the Eisenhower Interstate System (EIS); and for transportation improvements to most other public roads; to provide aid for the repair of Federal-aid highways following disasters; to foster safe highway design; to replace or rehabilitate deficient or obsolete bridges; and to provide for other special purposes.

TRANSPORTATION AUTHORITY OF MARIN

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2013**

I. SUMMARY OF AUDITOR’S RESULTS

FINANCIAL STATEMENTS

Type of auditor's report issued:	<u>Unmodified</u>
Internal control over financial reporting:	
Material weakness identified?	<u>None</u>
Significant deficiency identified?	<u>None reported</u>
Noncompliance material to financial statements noted?	<u>No</u>

FEDERAL AWARDS

Internal control over major programs:	
Material weakness identified?	<u>No</u>
Significant deficiency identified?	<u>None reported</u>
Type of auditor's report issued on compliance for major programs:	<u>Unmodified</u>
Any audit findings disclosed that are required to be reported in accordance with Section .510(a) of OMB Circular A-133?	<u>No</u>

Identification of major programs:

<u>CFDA Number(s)</u>	<u>Name of Federal Program or Cluster</u>
<u>20.205</u>	<u>Highway Planning and Construction</u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

Dollar threshold used to distinguish between Type A and Type B programs:	<u>\$ 300,000</u>
Auditee qualified as low-risk auditee?	<u>No</u>

TRANSPORTATION AUTHORITY OF MARIN

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2013**

II. FINANCIAL STATEMENT FINDINGS

None reported.

TRANSPORTATION AUTHORITY OF MARIN

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2013**

III. FEDERAL AWARDS FINDINGS AND QUESTIONED COSTS

None reported.

TRANSPORTATION AUTHORITY OF MARIN

**SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
YEAR ENDED JUNE 30, 2013**

None reported.

TRANSPORTATION AUTHORITY OF MARIN

Management Letter

June 30, 2013



Board of Commissioners of
Transportation Authority of Marin
San Rafael, California

In planning and performing our audit of the financial statements of the Transportation Authority of Marin (Authority) as of and for the year ended June 30, 2013, in accordance with auditing standards generally accepted in the United States of America, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

During our audit we noted certain matter involving internal controls and their operations, and are submitting for you considerations, the related recommendation designed to help the Authority make improvements and achieve operational efficiencies. The memorandum that accompanies this letter summarizes our observation and recommendation regarding those matters. We previously reported on the Authority's internal control in our report dated October 24, 2013. This letter does not affect our report dated October 24, 2013, on the financial statements of the Authority.

We will review the status of the FY 2012-13 comments during our next audit engagement. We have already discussed the comment and recommendation with Authority personnel, and we will be pleased to discuss it in further detail at your convenience, to perform any additional study of the matter, or to assist you in implementing the recommendation.

CURRENT YEAR OBSERVATION AND RECOMMENDATION

EXECUTIVE DIRECTOR AGENCY CREDIT CARD EXPENSES REVIEW:

We observed the Authority's review procedures of the credit card expenses and noted that all expenses charged to the Authority's credit cards were properly reviewed. However, due to the size of the Authority, it was noted that expenses for the Executive Director were reviewed by the Chief Financial Officer.

RECOMMENDATION:

It is recommended that the Authority implement procedures for a review of these expenses by an individual of a higher ranking than the Executive Director (i.e. a Commissioner) on a monthly basis.

MANAGEMENT RESPONSE:

TAM staff has reviewed this recommendation with the Chairperson. Even though there is no concern regarding TAM's current business credit expenditures, both staff and the Chairperson agree that this recommendation will further enhance TAM's financial accountability and creditably to the public. Staff is happy to start the implementation of this recommendation once the audit result is formally accepted by the TAM Board.

Our audit procedures are designed primarily to enable us to form an opinion on the financial statements, and therefore may not bring to light all weaknesses in policies or procedures that may exist. We aim, however, to use our knowledge of the Authority gained during our work to make comments and suggestions that we hope will be useful to you.

This report is intended solely for the information and use of the Authority's Board, management, and others within the organization, and is not intended to be and should not be used by anyone other than these specified parties.

Vavrinck, Trine, Day & Co. LLP

Palo Alto, California
October 24, 2013