



TRANSPORTATION AUTHORITY OF MARIN
CITIZENS' OVERSIGHT COMMITTEE MEETING

DECEMBER 4, 2023
5:00 P.M.

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

This meeting will be held in-person and via Zoom webinar.

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415-226-0815
Fax: 415-226-0816

www.tam.ca.gov

Belvedere
Nancy Kemnitzer

Corte Madera
Pat Ravasio

Fairfax
Chance Cutrano

Larkspur
Kevin Carroll

Mill Valley
Urban Carmel

Novato
Rachel Farac

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

County of Marin
Mary Sackett
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Eric Lucan

How to watch the live meeting using the Zoom link:

<https://us02web.zoom.us/j/82045532119?pwd=dnRaUG5VSXNlb0tqVEQ5bW1SWVZ3UT09>

Webinar ID: 820 4553 2119
Passcode: 071723

Teleconference: Members of the public wishing to participate via teleconference, can do so by dialing in to the following number at 5:00 p.m. on the day of the meeting: **+1 669 900 6833**; Access Code: 820 4553 2119; Password: 071723

How to provide public comment (limited to 3 minutes or less):

Before the meeting: Email your comments to info@tam.ca.gov. Please email your comments no later than 1:00 p.m. Monday, December 4, 2023 to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

During the meeting: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click the "raise hand" feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, "raise hand" by pressing *9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.

Meeting-related comments may also be sent to info@tam.ca.gov, and will be read (up to 3-minute limit per comment) when the specific agenda item is considered by the Committee and will become part of the public record.



Late agenda material can be inspected in TAM's office between the hours of 9:00 a.m. and 4:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette, 415-226-0820 or email: jdoucette@tam.ca.gov no later than 5 days before the meeting date.

AGENDA

1. Call to Order (2 minutes)
2. Open time for public expression, up to three minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction (public is welcome to address the Committee, but according to the Brown Act, the Committee may not deliberate or take action on items not on the agenda)
3. [Review and Approval of September 18, 2023 Meeting Minutes](#) (Action) (5 minutes)
4. TAM Staff Report (Discussion) (20 minutes)
5. [Review of the FY2022-23 TAM Annual Comprehensive Financial Report](#) (Action) (30 minutes)

Break – 15 Minutes

6. [Highway 101 Interchange and Approaching Roadway Study Update](#) (Discussion) (30 minutes)
7. [Formation of the FY2022-2023 COC/2023 TAM Annual Report Development Subcommittee and Approval of the Draft Development Schedule](#) (Action) (10 minutes)
8. Committee Member Hot Items Report (Discussion) (10 minutes)
9. Discussion of Next Meeting Date and Recommended Items for the Agenda (5 minutes)



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
CITIZENS' OVERSIGHT COMMITTEE

SEPTEMBER 18, 2023
5:00 PM

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Kevin Hagerty, League of Women Voters (Vice-Chairperson)
Charley Vogt, Northern Marin Planning Area
Debbie Alley, Southern Marin Planning Area
Paul Royce, Ross Valley Planning Area
Scott Tye, West Marin Planning Area
Allan Bortel, Marin County Paratransit Coordinating Council
Vince O'Brien, Bicyclist and Pedestrian Groups
Kingston Cole, Taxpayer Groups
Kate Powers, Environmental Organizations

Alternates Present: Heather McPhail Sridharan, School Districts

Members/Alternates Attending Remotely as Public: James Schmidt, Nancy Okada

Staff Members Present: Anne Richman, Executive Director
Li Zhang, Deputy Executive Director/Chief Financial Officer
Dan Cherrier, Director of Project Delivery
Derek McGill, Derek McGill, Director of Planning
Emily Tong, Senior Accountant
Grace Zhuang, Accounting and Payroll Specialist
Joanne O'Hehir, Administrative Assistant
Mikaela Hiatt, Associate Transportation Planner
Scott McDonald, Principal Transportation Planner

Vice-Chairperson Kevin Hagerty called the Citizens' Oversight Committee (COC) meeting to order at 5:00 p.m.

1. Introductions and Welcome

Vice-Chairperson Hagerty asked Accounting and Payroll Specialist Grace Zhuang to conduct a roll call to ensure a quorum. A quorum of the COC was confirmed and detailed information about how the public may participate was provided.

2. Open Time for Public Expression

No public expression was received.

3. Review and Approval of July 17, 2023 Meeting Minutes (Action)

Member Charley Vogt moved to approve the July 17, 2023 Meeting Minutes with the amendment that Member Kate Powers will be added to the list of members present. Member Scott Tye seconded the motion and the Minutes were approved unanimously.

4. TAM Staff Report (Information)

Executive Director (ED) Anne Richman reported that the California Transportation Commission (CTC) allocated \$155 million from the federal Infrastructure Investment and Jobs Act (IIJA) to the California Department of Transportation (Caltrans) for a State Route (SR) 37 Flood Protection Project in Marin County; and that members of the SR 37 Policy Committee and agency staff recently participated in a field tour of the SR 37 Corridor.

ED Richman also reported that Caltrans released the Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA) for the SR 37 Flood Reduction Project (between Highway 101 and Atherton Avenue) for public review and comment, and will host a hybrid public meeting on September 21, 2023, from 6:00 p.m. to 7:30 p.m., at the Margaret Todd Senior Center in Novato.

ED Richman reported that TAM hosted the inaugural Clean Fleet Expo at the Marin County Fairgrounds on September 12. The Expo offered an immersive electric vehicle (EV) and alternative fuels education experience for public agencies and organizations that manage fleets in Northern California. ED Richman noted that emergency responders and partners from other counties attended the Expo, in addition to beneficiaries of the TAM EV programs.

ED Richman reported that the Safe Routes to Schools (SR2S) program hosted a parent volunteer luncheon at TAM's office on September 5 that acknowledged the support of all volunteers and provided an overview of activities for the year; that October 4 has been named International Walk & Roll to School Day; and that staff and the team from All Cities Management Services (ACMS) have expanded efforts to hire crossing guards throughout Marin.

Lastly, ED Richman reported that a consultant team has been hired to develop the Countywide Transportation Plan (CTP). ED Richman stated that regular updates will be provided to the TAM Board and the COC; and that the CTP is expected to be adopted by the end of 2024.

In response to Member Allan Bortel, ED Richman stated that the CTP will address the needs of all users of the transportation network.

Member Vogt expressed his support for the SR 37 Project that will ameliorate flooding of Novato Creek. He also thanked staff for working with the Novato Unified School District to ensure the presence of a crossing guard at the intersection of Novato Blvd. and Sunset.

Member Tye expressed his concern that data from TAM's Sea Level Rise (SLR) Study would not be incorporated into the SR 37 Flood Protection Project. In response, ED Richman stated that Caltrans has obtained studies specifically for the SR 37 Plan.

In response to Member Debbie Alley, Director of Planning Derek McGill stated that the Housing Elements and Capital Improvement Plans (CIP) for Marin jurisdictions will be reviewed to ensure the policies are aligned with the policies in the CTP. ED Richman added that updates for the CTP will potentially occur every 4 or 6 years.

In response to Alternate Heather McPhail Sridharan, ED Richman stated that the Marin County Bicycle Coalition (MCBC) operates an electric bike (e-bike) education program for teens; SR2S provides information to parents; and some of the towns and cities have been working with law enforcement agencies to develop standards for e-bike users.

Member Alley provided background on the e-bike course that has been developed by MCBC.

In response to Member Powers, Mr. McGill confirmed that staff contacted Marin Climate & Energy Partnership (MCEP) to ensure sustainability coordinators in Marin County were invited to the Clean Fleet Expo.

Vice-Chairperson Hagerty asked if any members of the public wished to speak or had submitted a comment by e-mail and hearing none, closed this item.

5. Alternative Fuels Program Updates & Outreach Activities (Discussion)

Associate Transportation Planner Mikaela Hiatt presented this item, which included an overview of TAM's Alternative Fuels Program (AFP); EV rebates; public outreach; increased EV sales; EV charging station installations; program expenditures for FY2022-23; updates on regional, state and federal grant applications; MCEP's EV Acceleration Strategy; upcoming activities and the FY2023-24 program Budget.

In response to Member Bortel, Ms. Hiatt stated that TAM staff is not aware of instances of EV charging station vandalism. Ms. Hiatt confirmed that information on inoperable charging stations is not available but added that rebates have been processed to replace inoperable EV charging stations.

In response to Vice-Chair Hagerty, Ms. Hiatt stated that MCEP's Acceleration Strategy provides information on public EV charging stations in Marin and strategies to address the lack of EV charging stations in places such as apartment complexes, to encourage more EV drivers. Mr. McGill added that Plugshare.com provides a map of public EV charging stations in Marin.

In response to Member Powers, Mr. McGill stated that Marin Clean Energy (MCE) monitors EV charging station usage and that TAM staff does not have access to the data. Mr. McGill added that higher levels of installations in some years were the result of more capital investment. He noted that rebate programs from TAM and MCE together fund up to \$6,500 towards the installation of an EV charging station.

In response to Member Tye, Ms. Hiatt stated that staff would be able to provide a comparison of TAM funded EV charging station installations at schools and partner agencies. Mr. McGill noted that San Rafael City Schools funded additional EV charging stations as part of a major capital project. He added that schools are key sites to receive TAM funding, and Ms. Hiatt stated that TAM staff will host a school electrification webinar.

In response to Member Vince O'Brien, Ms. Hiatt stated that usage data is not tracked for EV charging stations that receive TAM funds.

Member Powers thanked staff for the informative report and Ms. Hiatt clarified the funding levels for EVs from the EV Fleet Rebate Program. In further response to Member Powers, Mr. McGill stated that TAM funded MCEP's Marin Countywide EV Acceleration Strategy to advance the electrification goals and climate action plans of local cities and towns.

Member Vogt commented on the need for signage to indicate the location of EV charging stations at the College of Marin - Indian Valley Campus; and discussed his support of the LIME Foundation, which he suggested could be considered in the COC's subcommittee's discussions on a mentorship program for high school students.

In response to Member Vogt, Ms. Hiatt clarified the National Electric Vehicle Infrastructure (NEVI) Formula Program, which provides federal funds to jurisdictions that commit to installing one DC fast charger (DCFC) every 50 miles along state and federal highways.

Vice-Chairperson Hagerty asked if any members of the public wished to speak or had submitted a comment by e-mail and hearing none, closed this item.

The Committee recessed for a dinner break and reconvened with all members present as indicated.

6. North-South Greenway & Cross Marin Bikeway Status Report (Discussion)

Principal Transportation Planner Scott McDonald presented the North-South Greenway & Cross Marin Bikeway Status Report, which was completed in June 2023. Mr. McDonald provided an overview of the Report, noting that 62% of the North-South Greenway (NSGW), and 89% of the Cross Marin Bikeway (CMB) have been completed. He addressed key completed improvement projects, including the Rowland Boulevard Improvement Project that was completed in 2023; provided a summary of current projects for the NSGW and feedback from the Administration, Projects & Planning (AP&P) Executive Committee; and next steps, including funding opportunities.

In response to Member Alley, ED Richman discussed the feedback from the AP&P Executive Committee. ED Richman referred to a 2017 study by the County of Marin, which discussed the engineering challenges and significant cost of opening the Alto Tunnel for cyclists; and noted that some Board Members had mentioned potential opportunities for low-cost improvements to Horse Hill Path as an alternate.

In response to Member Paul Roye, ED Richman confirmed that the bikeway improvements related to the segment between San Rafael and Fairfax; improvements that would enable cyclists to access the Richmond-San Rafael Bridge from Andersen Drive without cycling on Sir Francis Drake Boulevard (Blvd.) were not included in the CMB plans; and that the County has received federal funds to study improvements for bicycle and pedestrian access on East Francisco Blvd. and Sir Francis Drake Blvd.

Member Powers commented on the opportunity to use information from the report and from other studies, including SLR studies, in the design of the NSGW to protect the path from the effects of SLR where it parallels marshland.

Vice-Chairperson Hagerty asked if any members of the public wished to speak or had submitted a comment by e-mail and hearing none, closed public comment.

Member Vogt discussed the need to increase signage from the Golden Gate Bridge to Alexander Avenue to improve safety for tourists who cycle across the Golden Gate Bridge. In response, Mr. McDonald noted that MCBC has raised the issue with Golden Gate Bridge, Highway and Transportation District (GGBHTD) and TAM staff will monitor any response. ED Richman confirmed that Alexander Avenue is part of GGBHTD's jurisdiction, and Member Alley stated that MCBC is working with GGBHTD on future improvements.

7. Committee Member Hot Items Report (Discussion)

Vice-Chairperson Hagerty provided an update from the first meeting of the COC Membership Structure Review Subcommittee, which convened to discuss the addition of member(s) to the COC who would represent underserved communities in Marin; a pilot mentorship program for high school students; and he stated that the Committee hopes to bring recommendations to discuss with the COC after the first meeting in 2024.

In response to Member Tye, ED Richman stated that TAM's programs should not be affected by a short-term federal shutdown.

Member Alley stated that the City of Mill Valley is the only jurisdiction in Marin that has been recognized as a Bicycle Friendly Community by the League of American Bicyclists (LAB); that Mill Valley received silver-level recognition in 2018 and has recently reapplied for recognition.

Member Vogt noted that the replacement streetlamp project on Sir Francis Drake Blvd. in Greenbrae has been completed. Member Tye commented on nighttime street paving as part of the San Rafael Third Street Rehabilitation Project.

8. Discussion of Next Meeting Date and Recommended Items for the Agenda

The next meeting was tentatively scheduled for Monday, October 16, 2023, to review the annual financial audit/statement.

The meeting was adjourned at 6:53 p.m.

DRAFT

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: December 4, 2023

TO: Transportation Authority of Marin Citizens' Oversight Committee

FROM: Anne Richman, Executive Director
Li Zhang, Deputy Executive Director/Chief Financial Officer

SUBJECT: Review of the FY2022-23 TAM Annual Comprehensive Financial Report (Action),
Agenda Item No. 5

RECOMMENDATION

The Citizens' Oversight Committee (COC) reviews the Draft FY2022-23 TAM Annual Comprehensive Financial Report (ACFR) and refers it to the TAM Board for acceptance.

BACKGROUND

TAM is required by the Measure A/AA ½-Cent Transportation Sales Tax Expenditure Plans and PUC Code 180105(c) to conduct an annual financial audit. TAM staff, along with its audit team from Maze & Associates, started work on the FY2022-23 financial audit in June of this year. As required by the Measure A/AA ½-Cent Transportation Sales Tax Expenditure Plans, the COC is asked to review and accept the Draft FY2022-23 ACFR, refer it to the TAM Board for review and acceptance, and report the results to Marin residents in its FY2022-23 COC/2023 TAM Annual Report.

DISCUSSION/ANALYSIS

Overview of the FY2022-23 ACFR:

TAM's ACFR includes the following key components to ensure that users of the financial statements have the information and context needed to assess the financial health of TAM.

- **Introductory Section:** A letter of transmittal is included in this section. The letter discusses the profile of the agency and the general economy of Marin County, in which it operates. It also highlights accomplishments and discusses major initiatives of TAM.
- **Financial Section:** This section contains what is required for basic financial statements.
- **Statistical Section:** This section consists of the following operational, economic, and historical data, which provides a context for assessing a government's economic condition:
 - ✓ Information on financial trends
 - ✓ Information on revenue capacity
 - ✓ Information on debt capacity
 - ✓ Demographic and economic information
 - ✓ Operating information
- **Compliance Section:** This section includes all the compliance audits that TAM is subject to in the fiscal year audited as well as the Single Audit Report required by the federal awards.

TAM's first ACFR, developed for FY2017-18, received the Certificate of Achievement for Excellence in Financial Reporting Award from the Government Finance Officers Association of the United States and

Canada (GFOA). To apply and receive this award, the agency needs to publish an easily readable and efficiently organized ACFR that satisfies both the generally accepted accounting principles and applicable program requirements. Staff appreciates the confirmation of quality work by the GFOA and is committed to continuing to improve the ACFR over the years.

Results of the FY2022-23 Financial and Single Audits:

The auditor has certified that all of TAM's financial statements are presented fairly in all material respects, the respective financial position of the governmental activities and each major fund of TAM, as of June 30, 2023, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

The auditor also conducted an audit under the Single Audit process and confirmed TAM is in compliance with requirements of the major federal programs.

Confirmation of Compliance with the 5% Administration Cost Cap Requirement in Measure A/AA and Transportation Development Act (TDA) Funds

The Expenditure Plan allows TAM to use up to 5% of the Measure A/AA revenue for administration and project/program management related expenditures, of which 1% can be used for salaries and benefits for administrative staff and 4% can be used for overall project/program support. The Measure A/AA compliance audit conducted for FY2022-23 confirmed that TAM is in compliance with the 5% overall administration cost ceiling and is below the 1% administrative staff cost cap mandated by Measure A/AA.

TAM also spent and received reimbursement in the amount of \$91,362 of TDA funds. As required, a compliance audit was conducted, and the results of the auditor's testing disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards.

FISCAL CONSIDERATION

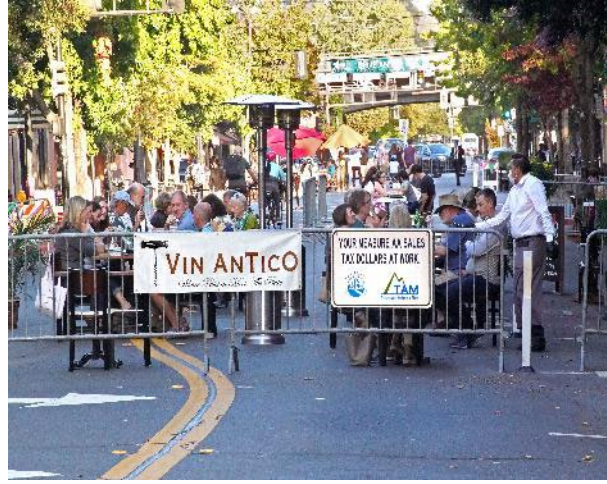
The audit is being conducted within budget and on schedule.

NEXT STEPS

After the acceptance by the TAM Board, the COC will report the final audit results to Marin County residents in the FY2022-23 COC/2023 TAM Annual Report. Staff will also submit the report to various agencies to meet regulatory and grantor reporting requirements.

ATTACHMENTS

Attachment A: Staff/Auditor Presentation
Attachment B: Draft FY2022-23 ACFR



Item 5 - Attachment A

Review of the FY2022-23 TAM Annual Comprehensive Financial Report

Citizens' Oversight Committee

December 4, 2023

A Glance at the Economy

- Gloomy outlook with uncertainties, significant economic and social impacts from the pandemic, along with ongoing geopolitical risks
- Sales tax growth slowed to 1% after two years of more than 12% annual increase
- Potential sales tax revenue decrease in the upcoming few years weighs on the agency's financial picture
- Over the long-term, the strong sales tax drivers, including Marin's per capita personal income and unemployment rate, will continue to support stable taxable sales growth in Marin.
- TAM's long-term prudent fiscal practices will also help the agency weather the next recession if it becomes unavoidable.



A Glance at TAM's Upcoming Work Priorities



- Marin-Sonoma Narrows HOV Lane and Multi-Use Path
- North/South Greenway Multi-Use Path
- Downtown San Rafael Bettini Transit Center Permanent Relocation
- State Route (SR) 37 Improvements
- US 101/I-580 Multi-modal and Local Access Improvement Project
- Improve Highway 101 Interchanges and Approaching Roadways
- Bellam Boulevard Off-Ramp Improvements
- Safe Routes to School (SR2S) Program
- Crossing Guard Program
- Alternative Fuel/Electric Vehicle Program
- Mobility for Seniors and Disabled Persons
- Local Streets & Roads Rehab/Maintenance
- Transit Services
- Transportation Demand Management (TDM) Program
- Sea Level Rise Planning
- Active Transportation Improvements
- Innovation Programs
- Countywide Transportation Plan

Introduction to the ACFR

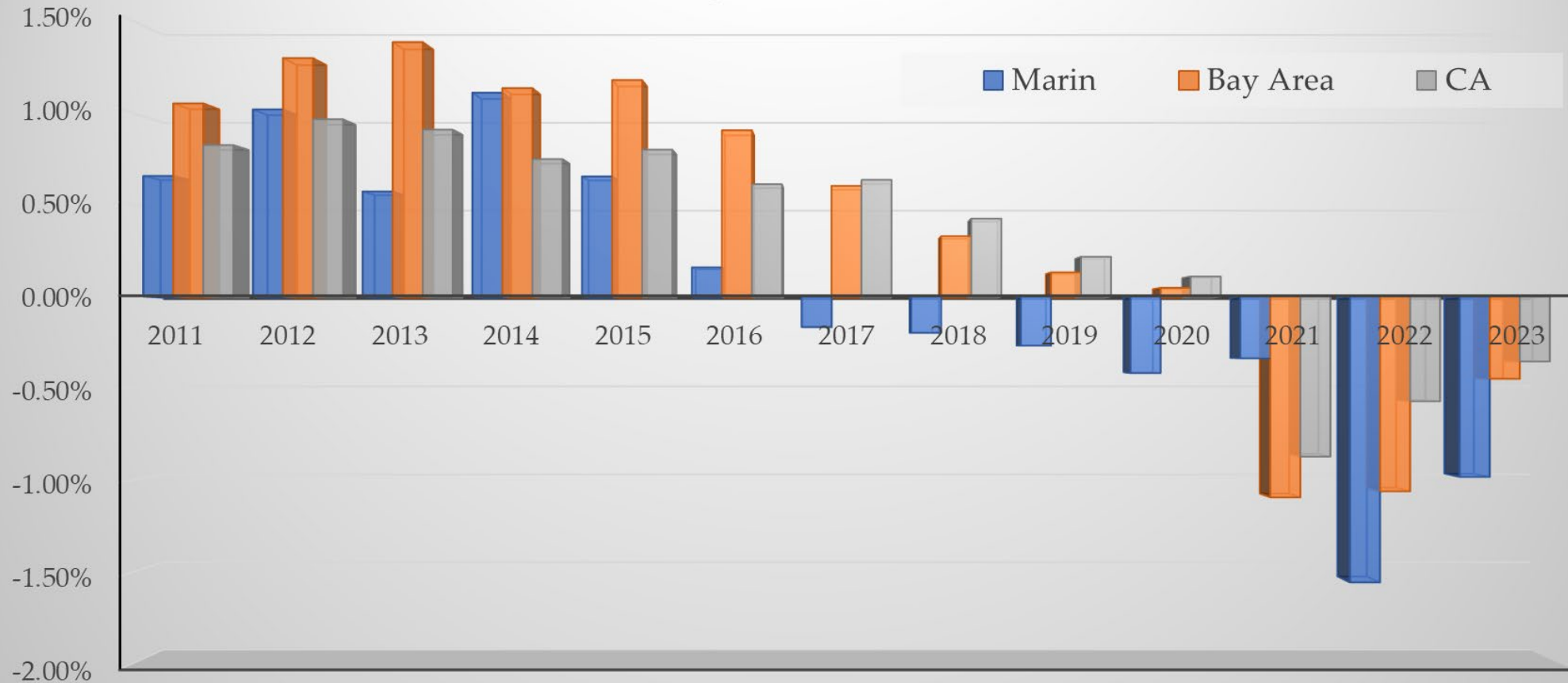
- ACFR includes the following components:
 - Introductory Section
 - Financial Section
 - Statistical Section
 - Compliance Section
- First TAM Annual Comprehensive Financial Report (ACFR) was produced for FY2017-18, providing the residents of Marin with a more complete and meaningful picture of TAM's financial condition and performance.
- First ACFR won the Certificate of Achievement for Excellence in Financial Reporting Award from the Government Finance Officers Association (GFOA) of the United States and Canada.

Introductory Section

- Profile of TAM
 - Congestion Management Agency and Measures A/AA & B Administrator
- The fundamentals of Marin's economy
 - Driven by various industries including financial services, healthcare, biotech, high technology and tourism.
 - One of the wealthiest, healthiest and most highly educated in the nation, though disparities exist.
 - Good school districts, easy access to a multitude of recreational activities, and breathtaking natural beauty.
 - Marin's unparalleled quality of life continues to attract new residents and reinforces residential property values.

Population Trend

Chart 1: Annual Population Growth from 2010 to 2023
Marin, Bay Area and California

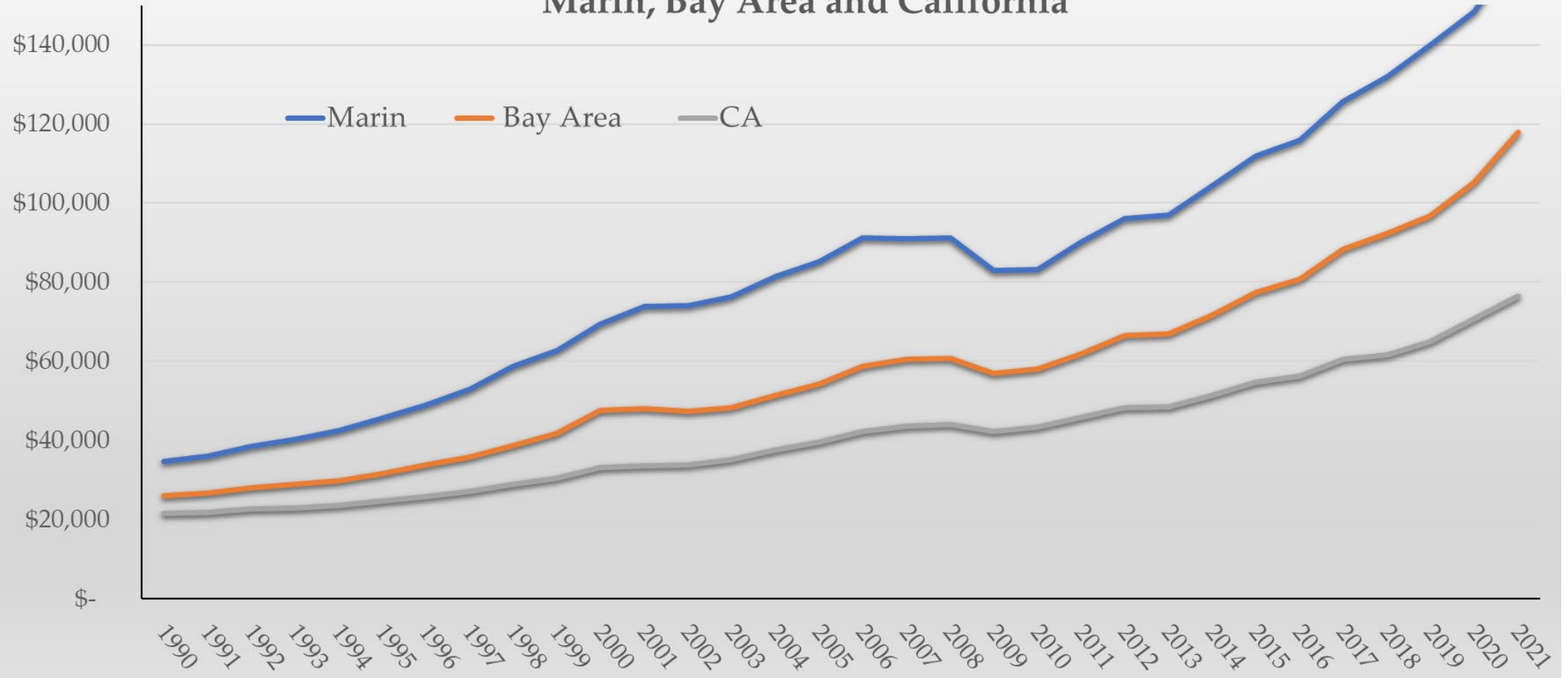


Marin/North Bay Population Trend

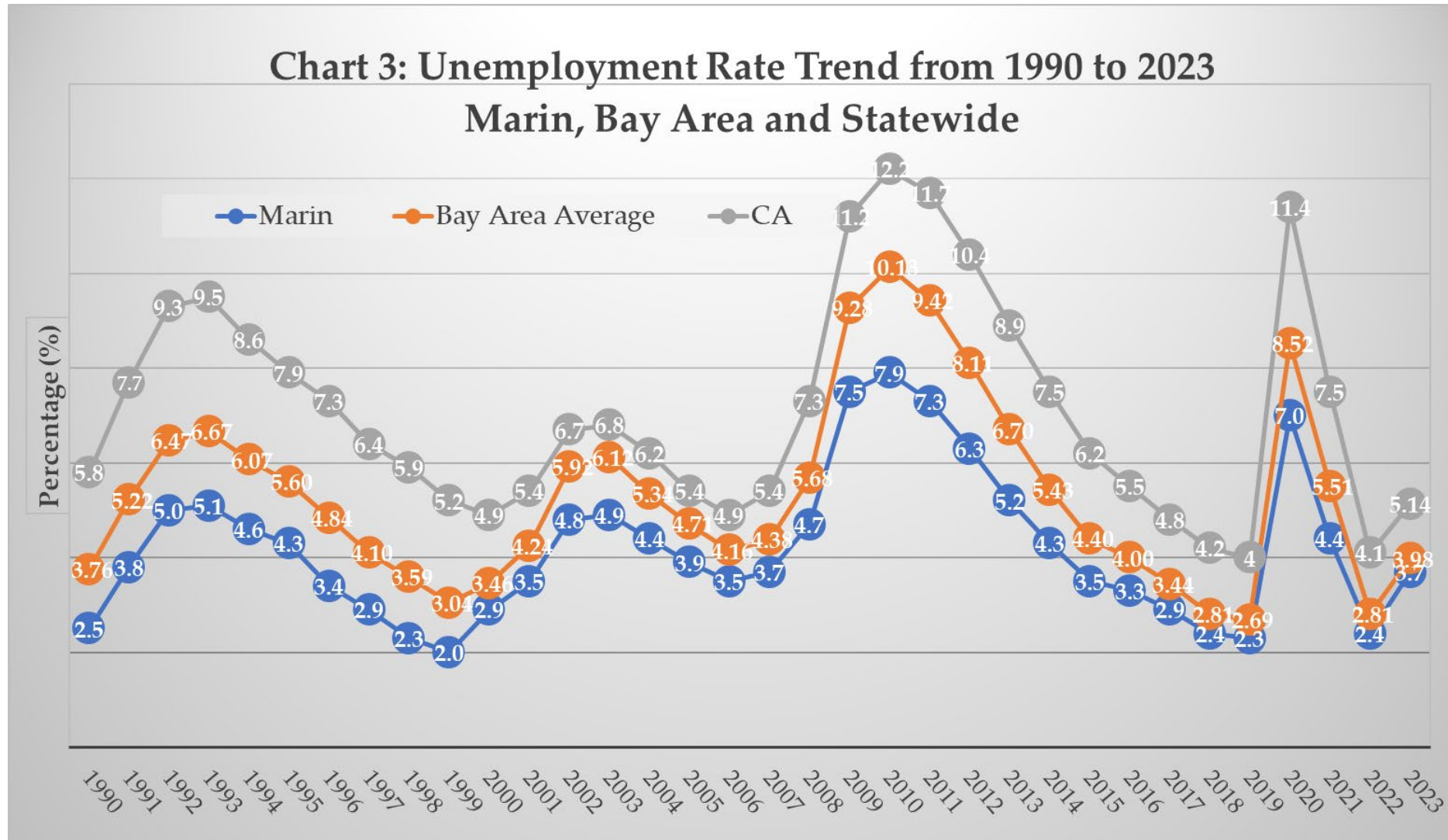
- California and all the nine Bay Area counties experienced population loss from 2021 to 2023.
 - CA – 0.92%,
 - Bay Area -1.5%
- Out of the four Northern Bay Area counties, Marin, Napa and Sonoma are experiencing population loss since 2017 with Napa and Sonoma population below and Marin population almost back to 2010 level.
- Possible Reasons for the decline of population in North Bay:
 - Aging population staying in housing units longer than expected with fewer people per household
 - The high cost of living and extreme shortage of housing leads to fewer people coming to live in these counties
 - Less diverse populations with lower birth rates
 - Possible unaccounted population using housing units with more people per household

Per Capita Personal Income Trend

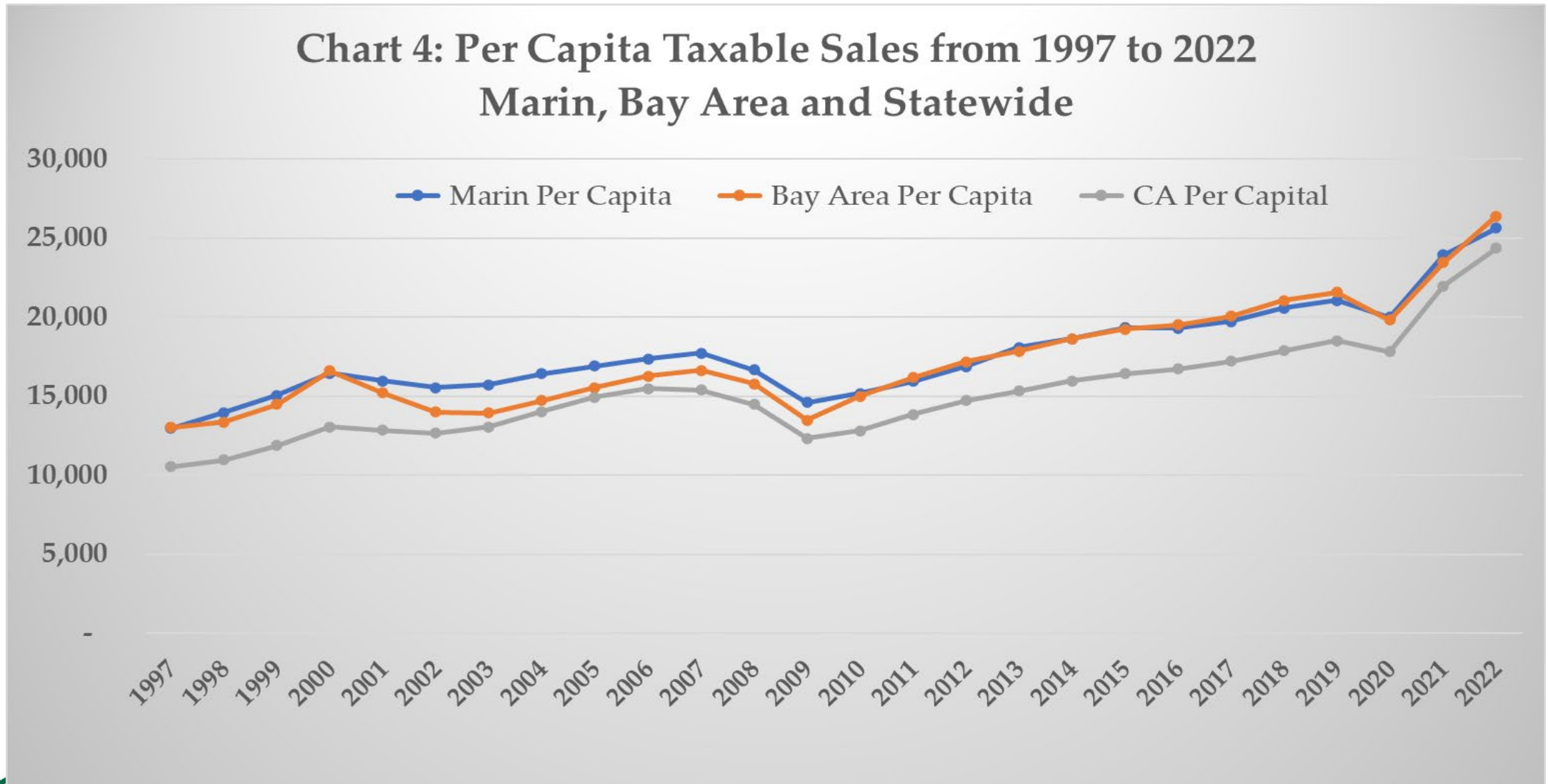
Chart 2: Per Capita Personal Income Trend from 1990 to 2021
Marin, Bay Area and California



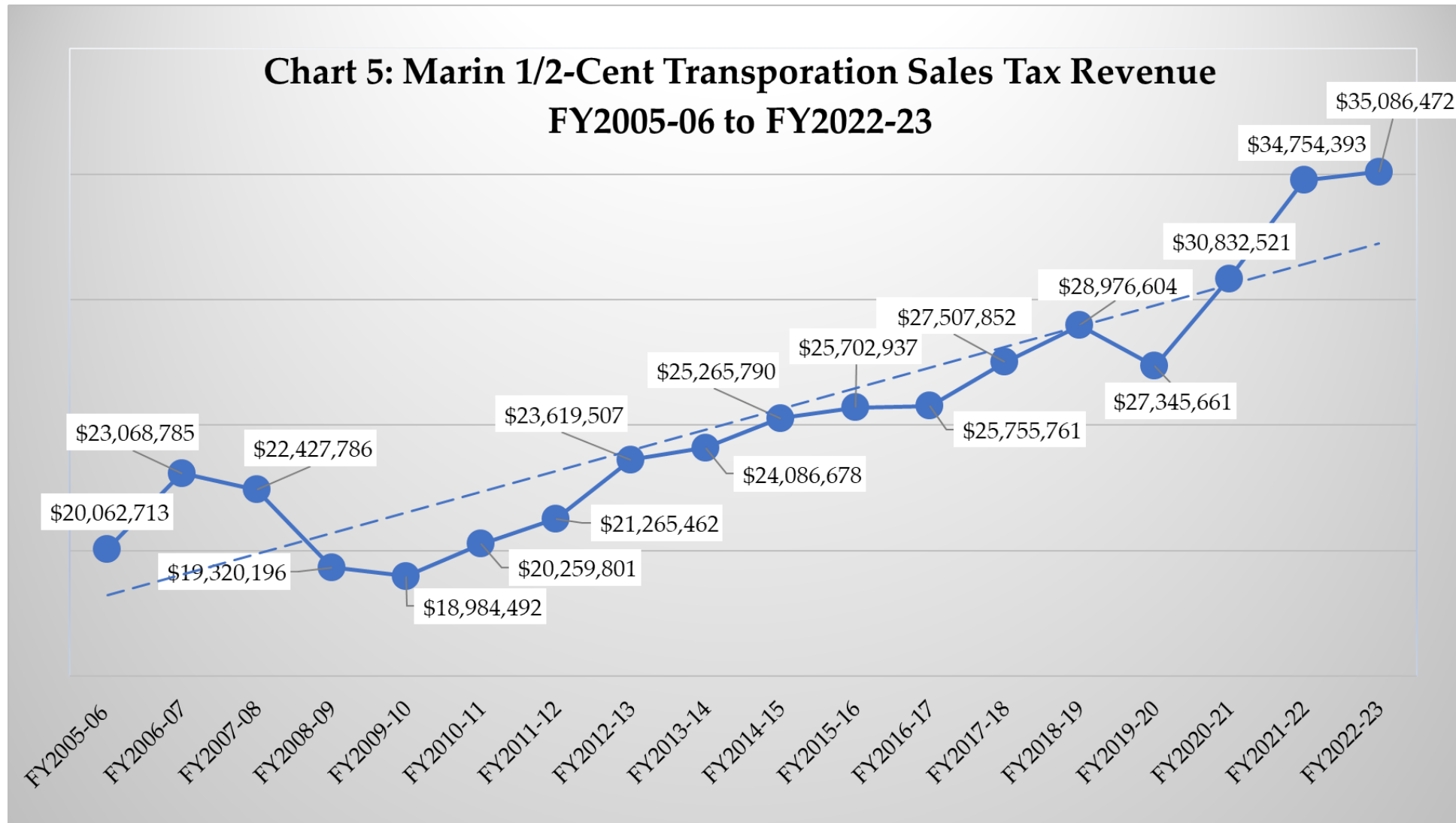
Unemployment Rate Trend



Taxable Sales Per Capita Trend



TAM's Sales Tax Revenue Collection Trend



Financial Section

The Auditor has rendered an opinion that TAM's financial statements present fairly in all material respects, the respective financial position of the governmental activities and each major fund of the Authority as of June 30, 2023, 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.

Financial Section

- Government-Wide Financial Statements
 - Prepared on the full accrual basis of accounting, which means they measure the flow of all economic resources of TAM as a whole.
 - Include Statement of Net Position and the Statement of Activities.
- Fund Financial Statements
 - Provide detailed information about each of TAM's most significant funds and are prepared on the modified accrual basis.
 - TAM currently has five major governmental funds, including General Fund, BAAQMD TFCA Fund, Measure A and Measure AA ½-Cent Transportation Sales Tax Funds, and Measure B \$10 Vehicle Registration Fee.
 - Include Balance Sheet and Statement of Revenues, Expenditures, and Changes in Fund Balances.

Financial Section

- Government-Wide Financial Analysis
 - The Statement of Net Position summarizes TAM's assets, deferred outflows of resources, liabilities and deferred inflows of resources with the difference reported as net position.
 - TAM's governmental net position was \$40.54 million as of June 30, 2023, and comprised the following:
 - Cash and Investments of \$54.90 million in the CalTRUST and deposits with Bank of Marin
 - Receivables and Prepaid Items of \$38.47 million in sales tax and other accounts receivable and advance grant payments
 - Liabilities, including all accounts payables, unearned revenues and net pension liability, totaling \$54.10 million

Financial Section

- Government-Wide Financial Analysis
 - The Statement of Activities presents expenses and related program revenues as well as the general revenues in detail.
 - \$3.37 million of TAM's FY2022-23 governmental revenues, came from program revenues and \$37.97 million from Measure A/AA ½-Cent Transportation Sales Taxes, Measure B \$ 10 VRF and investment earnings/loss.
 - Total expense for FY2022-23 is \$45.17 million, with \$4.70 million for Administration, \$0.55 million for Professional Services, \$39.70 million for Measure A/AA, B and TFCA Programs/Projects and \$0.22 million for Interagency Agreements.
 - Total net position of \$40.54 million as of June 30, 2023 was restricted for various transportation projects and programs.

Financial Section

TAM Governmental Funds, FY2022-23 Activities and Fund Balances:

	Fund Balance 6/30/2022	FY2022-23 Revenue	FY2022-23 Expenditure	Fund Balance 6/30/2023
General Fund*	\$ 759,523	\$ 3,068,419	\$ 1,661,572	\$ 2,166,370
BAAQMD/TFCA*	\$ 633,606	\$ 382,281	\$ 46,895	\$ 968,992
Measure A Fund	\$ 9,933,252	\$ 224,978	\$ 3,035,713	\$ 7,122,517
Measure AA Fund	\$ 29,175,575	\$ 35,436,864	\$ 35,435,046	\$ 29,177,393
Measure B Fund	\$ 3,113,345	\$ 2,361,481	\$ 4,001,349	\$ 1,473,477
Total	\$ 43,615,301	\$ 41,474,023	\$ 44,180,575	\$ 40,908,749

* Expenditures adjusted for inter-fund transfer.

Statistical Section

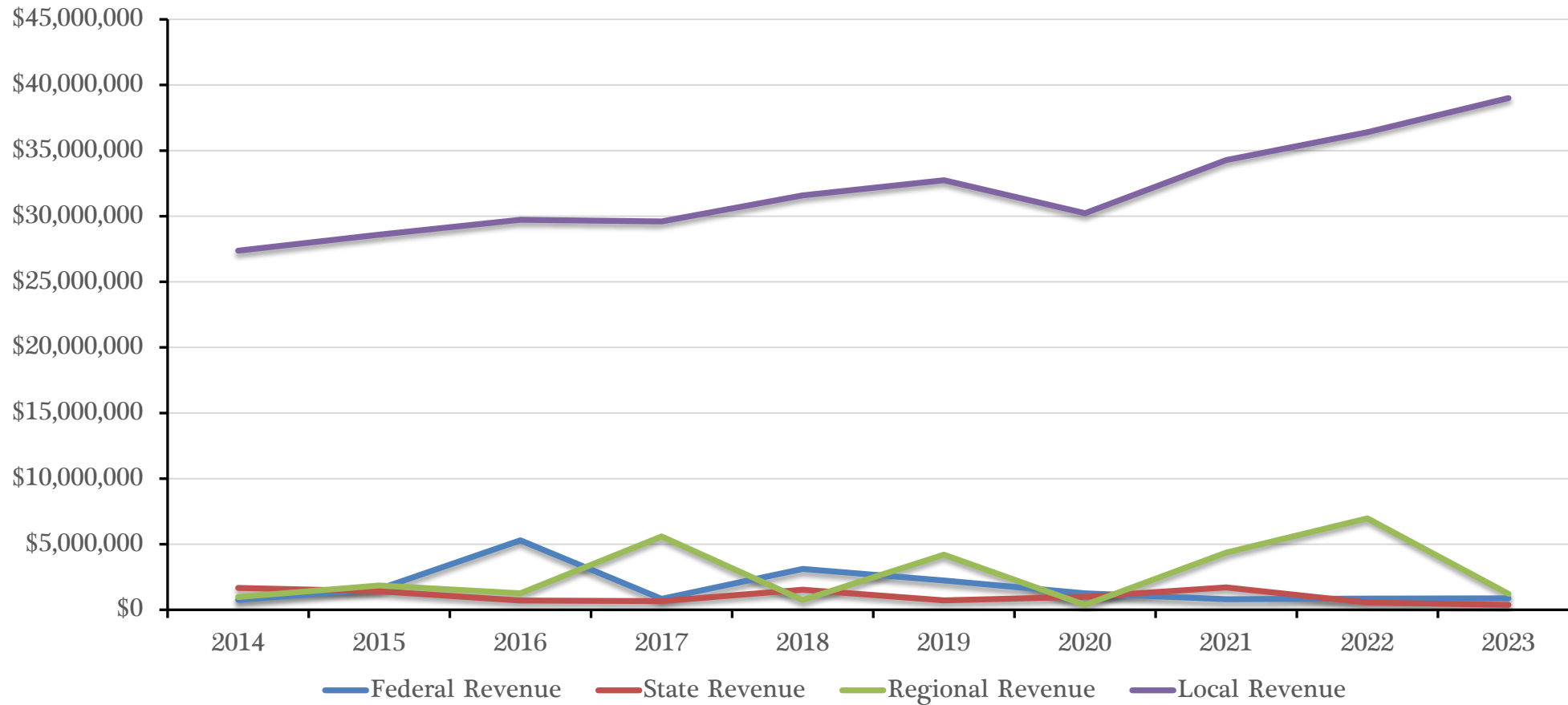
- Statistical Section includes operational, economic, and historical data and provides a context for assessing a government's economic condition.
- The statistical section is made up of the following:
 - Information on financial trends
 - Information on revenue capacity
 - Information on debt capacity
 - Demographic and economic information
 - Operating information

Statistical Section - TAM Historic Governmental Fund Balance

	Fiscal Years Ending June 30									
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
REVENUES										
Sales Tax	\$ 35,086,472	\$ 34,754,393	\$ 30,832,521	\$ 27,345,662	\$ 28,976,082	\$ 27,507,852	\$ 25,755,762	\$ 25,702,937	\$ 25,265,790	\$ 24,086,678
Vehicle Registration Fee	\$ 2,320,048	\$ 2,311,091	\$ 2,404,319	\$ 2,327,292	\$ 2,417,118	\$ 2,386,486	\$ 2,399,640	\$ 2,376,492	\$ 2,333,642	\$ 2,347,339
Investment Earnings	\$ 688,449	\$ (1,514,891)	\$ 180,746	\$ 2,007,743	\$ 1,914,194	\$ 139,632	\$ 122,475	\$ 682,270	\$ 164,964	\$ 203,298
Project and Program Revenues	\$ 3,379,053	\$ 9,242,310	\$ 7,744,826	\$ 3,194,508	\$ 8,081,927	\$ 6,329,413	\$ 8,024,309	\$ 8,535,259	\$ 5,657,885	\$ 4,225,369
Total Revenues	\$ 41,474,022	\$ 44,792,903	\$ 41,162,412	\$ 34,875,205	\$ 41,389,321	\$ 36,363,383	\$ 36,302,186	\$ 37,296,958	\$ 33,422,281	\$ 30,862,684
EXPENDITURES										
Congestion management - Current										
Administration	\$ 3,711,737	\$ 3,069,428	\$ 3,051,243	\$ 3,154,148	\$ 3,378,703	\$ 3,058,896	\$ 3,013,630	\$ 2,857,963	\$ 2,342,920	\$ 2,221,074
Professional Services	\$ 550,799	\$ 685,578	\$ 1,178,698	\$ 2,629,748	\$ 4,216,373	\$ 2,803,406	\$ 2,965,064	\$ 1,717,395	\$ 2,979,268	\$ 2,511,401
Measure A	\$ 2,957,868	\$ 1,143,839	\$ 12,144,379	\$ 9,737,500	\$ 21,849,187	\$ 28,668,609	\$ 25,351,395	\$ 18,357,291	\$ 16,753,135	\$ 23,592,718
Measure B	\$ 33,301,841	\$ 22,108,424	\$ 22,768,626	\$ 16,896,486	\$ 182,971	\$ -	\$ -	\$ -	\$ -	\$ -
Interagency Agreements	\$ 3,442,412	\$ 1,531,554	\$ 1,718,579	\$ 4,098,404	\$ 1,790,363	\$ 1,556,536	\$ 3,632,620	\$ 1,290,574	\$ 1,547,808	\$ 3,285,753
Other Capital Expenditures	\$ 215,918	\$ 7,924,784	\$ 6,644,955	\$ 535,629	\$ 3,992,151	\$ 5,855,948	\$ 4,526,973	\$ 4,902,359	\$ 1,541,444	\$ 596,806
Debt Service										
Principal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 953,854	\$ 1,865,628	\$ 1,810,894
Interest and Fiscal Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,308	\$ 70,696	\$ 125,431
Total Expenditures	\$ 44,180,575	\$ 36,826,234	\$ 48,817,213	\$ 37,418,589	\$ 35,476,136	\$ 42,119,787	\$ 39,766,538	\$ 30,859,402	\$ 27,144,095	\$ 34,315,089
Excess (Deficiency) of Revenues										
Over (Under) Expenditures	\$ (2,706,552)	\$ 7,966,669	\$ (7,654,801)	\$ (2,543,384)	\$ 5,913,185	\$ (5,756,404)	\$ (3,464,352)	\$ 6,437,556	\$ 6,278,186	\$ (3,452,405)
NET CHANGE IN FUND BALANCES	\$ (2,706,552)	\$ 7,966,669	\$ (7,654,801)	\$ (2,543,384)	\$ 5,913,185	\$ (5,756,404)	\$ (3,464,352)	\$ 6,437,556	\$ 6,278,186	\$ (3,452,405)
Fund Balances - Beginning	\$ 43,615,300	\$ 35,648,631	\$ 43,303,432	\$ 45,846,816	\$ 39,933,631	\$ 45,690,035	\$ 49,154,387	\$ 42,716,831	\$ 36,438,645	\$ 39,891,050
Fund Balances - Ending	\$ 40,908,748	\$ 43,615,300	\$ 35,648,631	\$ 43,303,432	\$ 45,846,816	\$ 39,933,631	\$ 45,690,035	\$ 49,154,387	\$ 42,716,831	\$ 36,438,645

Statistical Section - Revenue by Funding Source

TAM Revenue by Funding Source- Last Ten Fiscal Year



Statistical Section - Top Ten Principal Employers in Marin

Employer	2022			Employer	2013		
	Rank	Number of Employees	Percentage of Total County Employment		Rank	Number of Employees	Percentage of Total County Employment
County of Marin	1	2,436	1.92%	County of Marin	1	2,037	1.51%
Kaiser Permanente	2	2,339	1.84%	Kaiser Permanente	2	1,756	1.30%
BioMarin Parmaceutical	3	1,868	1.47%	San Quentin State Prison	3	1,690	1.25%
San Quentin State Prison	4	1,547	1.22%	Marin General Hospital	4	1,300	0.96%
Glassdoor	5	1,452	1.15%	Autodesk, Inc.	5	1,000	0.74%
San Rafael City Schools	6	1,145	0.90%	BioMarin Parmaceutical	6	850	0.63%
Marin General Hospital	7	1,081	0.85%	Novato Unified School District	7	805	0.60%
Novato Unified School District	8	800	0.63%	Fireman's Fund Insurance Co.	8	750	0.55%
Marin Community Clinics	9	576	0.45%	Lucasfilm Ltd.	9	400	0.30%
Marin County Office of Education	10	449	0.35%	Macys	10	380	0.28%
Total		13,693	10.80%	Total		10,968	8.11%
Total County Employment		126,800		Total County Employment		135,200	

Statistical Section - Principal Sales Taxpayers (#s in 000's)

Principal Revenue Payers	Rank	2022*		Principal Revenue Payers	Rank	2015	
		Total Taxable Sales in Marin County	Percentage of Total County Taxes			Total Taxable Sales in Marin County	Percentage of Taxable Sales
All Other Outlets	1	\$ 1,649,124	25.18%	All Other Outlets	1	\$ 1,210,162	23.82%
Motor Vehicle and Parts Dealers	2	944,771	14.42%	Motor Vehicle and Parts Dealers	2	798,160	15.71%
Other Retail Group	3	887,367	13.55%	Other Retail Group	3	606,555	11.94%
Food Services and Drinking Places	4	756,093	11.54%	Food Services and Drinking Places	4	601,279	11.84%
Building Material and Garden Equipment and Supplies Dealers	5	549,624	8.39%	Building Material and Garden Equipment and Supplies Dealers	5	359,379	7.07%
Gasoline Stations	6	460,184	7.03%	Clothing and Clothing Accessories Stores	6	344,228	6.78%
Food and Beverage Stores	7	365,335	5.58%	Gasoline Stations	7	325,560	6.41%
Clothing and Clothing Accessories Store	8	346,119	5.28%	Food and Beverage Stores	8	309,365	6.09%
General Merchandise Stores	9	296,615	4.53%	General Merchandise Stores	9	289,609	5.70%
Home Furnishings and Appliance Stores	10	294,834	4.50%	Home Furnishings and Appliance Stores	10	235,961	4.64%
		<u>\$ 6,550,066</u>	<u>100.00%</u>			<u>\$ 5,080,258</u>	<u>100.00%</u>

* 2022 is the latest information available. 2015 information is the most historical year available

Data Source: California Department of Tax and Fee Administration.

Compliance Section

- Measure A/AA 5% Administration/Programming Management Cost Cap
 - The Measure A/AA compliance audit conducted for FY2022-23 confirmed that TAM is in compliance with the 5% overall administration/program management cost ceiling and under the 1% administrative staff cost cap mandated by Measure A/AA.
- Single Audit Required for Expenditures related to Federal Grants Awarded
 - In the auditor's opinion, TAM complied, in all material respects, with the types of compliance requirements that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2023.
- Transportation Development Act (TDA) Sales Tax Compliance Audit Required
 - TAM also spent and received reimbursement in the amount of \$91,362 of TDA funds. As required, a compliance audit was conducted, and the results of the auditor's testing disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards.

Q & A



Li Zhang, TAM, Deputy Executive Director/CFO

David Alvey, Maze & Associates, Audit Partner

THIS PAGE LEFT BLANK INTENTIONALLY

TRANSPORTATION AUTHORITY OF MARIN

Annual Comprehensive Financial Report *Fiscal Year Ended June 30, 2023*



This page left blank intentionally

TRANSPORTATION AUTHORITY OF MARIN

TABLE OF CONTENTS

JUNE 30, 2023

INTRODUCTORY SECTION

Letter of Transmittal..... i
Organization Chart.....x
Board of Commissioners..... xi

FINANCIAL SECTION

Independent Auditor’s Report.....1
Management’s Discussion and Analysis.....5

Basic Financial Statements

Government-wide Financial Statements:

Statement of Net Position.....13
Statement of Net Activities14

Fund Financial Statements:

Governmental Funds - Balance Sheet.....15
Reconciliation of the Governmental Funds Balance Sheet
to the Statement of Net Position16
Governmental Funds - Statement of Revenues, Expenditures,
and Changes in Fund Balances.....17
Reconciliation of the Governmental Funds Statement of Revenues, Expenditures, and
Changes in Fund Balances to the Statement of Activities18
Notes to Basic Financial Statements19

Required Supplementary Information

Statement of Revenues, Expenditures, and Changes in Fund Balance -
Budget and Actual - General Fund.....44
Statement of Revenues, Expenditures, and Changes in Fund Balance -
Budget and Actual - TFCA Fund45
Statement of Revenues, Expenditures, and Changes in Fund Balance -
Budget and Actual - Measure A Sales Tax Fund46
Statement of Revenues, Expenditures, and Changes in Fund Balance -
Budget and Actual - Measure AA Sales Tax Fund47
Statement of Revenues, Expenditures, and Changes in Fund Balance -
Budget and Actual - Measure B VRF Fund49
Schedule of Proportionate Share of Net Pension Liability/Pension Contributions50
Schedule of changes in Total OPEB Liabilities and Related Ratios.....51
Notes to Required Supplementary Information53

TRANSPORTATION AUTHORITY OF MARIN

TABLE OF CONTENTS

JUNE 30, 2023

STATISTICAL SECTION

Financial Trends:

Net Position by Component57
Changes in Net Position58
Fund Balances of Governmental Funds59
Changes in Fund Balances of Governmental Funds60

Revenue Capacity

Sales Tax Revenue Collection61
Sales Tax Rates by Jurisdiction62
Vehicle Registration Fee Revenue Collection63
Marin Principal Sales Taxpayers by Segment64

Debt Capacity:

Ratios of Outstanding Debt65

Demographic and Economic Information:

Demographic and Economic Statistics66
Principal Employers67

Operating Information:

Full – Time Equivalent Employees by Function68
Measure A/AA Annual Revenue and Expenditures69
Measure B Annual Revenue and Expenditure70
Revenue by Funding Source71

COMPLIANCE SECTION

Independent Auditor’s Report on Internal Control Over Financial Reporting,
on Compliance with the Transportation Development Act and Other Matters
Based on an Audit of Financial Statements Performed in Accordance with
Government Auditing Standards74
Independent Auditor’s Report on Compliance with the 5% Administration Cap76
Independent Auditor’s Report on Compliance for Each Major Federal Program;
Report on Internal Control Over Compliance; and Report on the Schedule of
Expenditures of Federal Awards Required by the Uniform Guidance80
Schedule of Expenditures of Federal Awards84
Notes to Schedule of Expenditures of Federal Awards85
Schedule of Findings and Questioned Costs86
Schedule of Prior Audit Findings89

INTRODUCTORY SECTION

This page left blank intentionally



December 14, 2023

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415-226-0815
Fax: 415-226-0816

www.tam.ca.gov

Belvedere
Nancy Kemnitzer

Corte Madera
Pat Ravasio

Fairfax
Chance Cutrano

Larkspur
Kevin Carroll

Mill Valley
Urban Carmel

Novato
Rachel Farac

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

County of Marin
Mary Sackett
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Eric Lucan

The Board of Commissioners
Transportation Authority of Marin

We are pleased to present the Annual Comprehensive Financial Report (ACFR) of the Transportation Authority of Marin (TAM) for the fiscal year ended June 30, 2023. The financial statements are presented in conformity with generally accepted accounting principles and audited in accordance with generally accepted auditing standards by a firm of licensed certified public accountants.

Both the Measure A/Measure AA ½-Cent Transportation Sales Tax and the Measure B \$10 Vehicle Registration Fee Expenditure Plans require an annual audit of TAM's financial statements. This report is published to fulfill the requirement for the fiscal year ended June 30, 2023.

TAM's management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal control that was established for this purpose. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements. We believe the controls and procedures in place are adequate to ensure the accuracy of reported data in all material respects, and TAM's financial position is presented fairly.

Maze & Associates, an independent audit firm, has issued an unmodified ("clean") opinion on TAM's financial statements for the year ended June 30, 2023. The independent auditor's report is located at the front of the financial section of this report.

Generally accepted accounting principles require that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. TAM's MD&A can be found immediately following the report of the independent auditors. Responsibility for the accuracy, completeness and fairness of the presented data and the clarity of presentation, including all disclosures, rests with the management of TAM.

PROFILE OF THE AGENCY

TAM supports the economic vitality of Marin County and the region by funding transportation projects and programs that improve mobility, reduce congestion, and provide a transportation system with more options and better quality of life for those living, working, and visiting Marin County.

TAM administers the Expenditure Plan for Measure A, the ½-Cent Transportation Sales Tax measure passed in 2004, and the Expenditure Plan for Measure AA, the 30-year extension of Measure A, approved by the voters in 2018, with an overwhelming 76.7% approval rate. The ½-Cent Transportation Sales Tax is the most essential local funding source for addressing Marin County's transportation priorities. Revenues from the original Measure A have funded many critical transportation projects and programs in the County, such as the carpool lane on Highway 101; local transit; major and local street and road projects; the Safe Routes to School (SR2S) Program; and school crossing guards. Revenues from the extended Measure AA continue to support those voter-set priorities while also providing funding for additional projects and programs, such as the Marin Sonoma Narrows (MSN) Project, US 101/I-580 Multi-Modal and Local Access Improvement Project, Highway 101 Interchange & Approaching Roadway Study, innovative technology and sea level rise resiliency.

TAM also administers the revenues and expenditures of Measure B, the \$10 Vehicle Registration Fee (VRF), per the Expenditure Plan, first approved by the voters in 2010 and amended in February 2023 by the TAM Board as directed by the original Expenditure Plan. Revenues collected from Measure B help maintain local roads and pathway networks, now with a focus on capital improvements of safety, bike and pedestrian elements; fund transportation options for seniors and disabled persons; provide school crossing guards; reduce commute trip congestion; and support a cleaner environment by providing an alternative fuel/electric vehicle program.

As Marin County's Congestion Management Agency (CMA), TAM is responsible for coordinating the funding for many of the transportation projects and programs in the County under various regional, state, and federal funding programs. Through its CMA activities, TAM leverages regional, state, and federal transportation dollars to complement the Measure A/AA and Measure B revenues and performs project delivery monitoring to assist with project/program implementation. TAM also prepares a long-range strategic plan to guide future investment decisions.

TAM also serves as Marin's program manager for the Transportation Fund for Clean Air (TFCA) funds from the Bay Area Air Quality Management District (BAAQMD). In such role, TAM approves funding for transportation projects that directly benefit air quality, through reduced motor vehicle emissions.

TAM's 16-member Board of Commissioners includes the five members of the County Board of Supervisors and one elected official from each city and town. Board members elect a chairperson and vice-chairperson every January. The chairperson recommends and the Board appoints members and chairpersons of standing committees.

ECONOMIC CONDITION

Marin's economy is driven by various industries including financial services, healthcare, biotech, high technology, and tourism. Its population is one of the wealthiest, healthiest, and most highly educated in the nation, though significant disparities exist within the County. Marin's unparalleled quality of life continues to attract new residents and reinforces residential property values. Residents enjoy exceptional school districts, easy access to a multitude of recreational activities, and breathtaking natural beauty.

COVID-19 Pandemic and Its Lingering Impacts

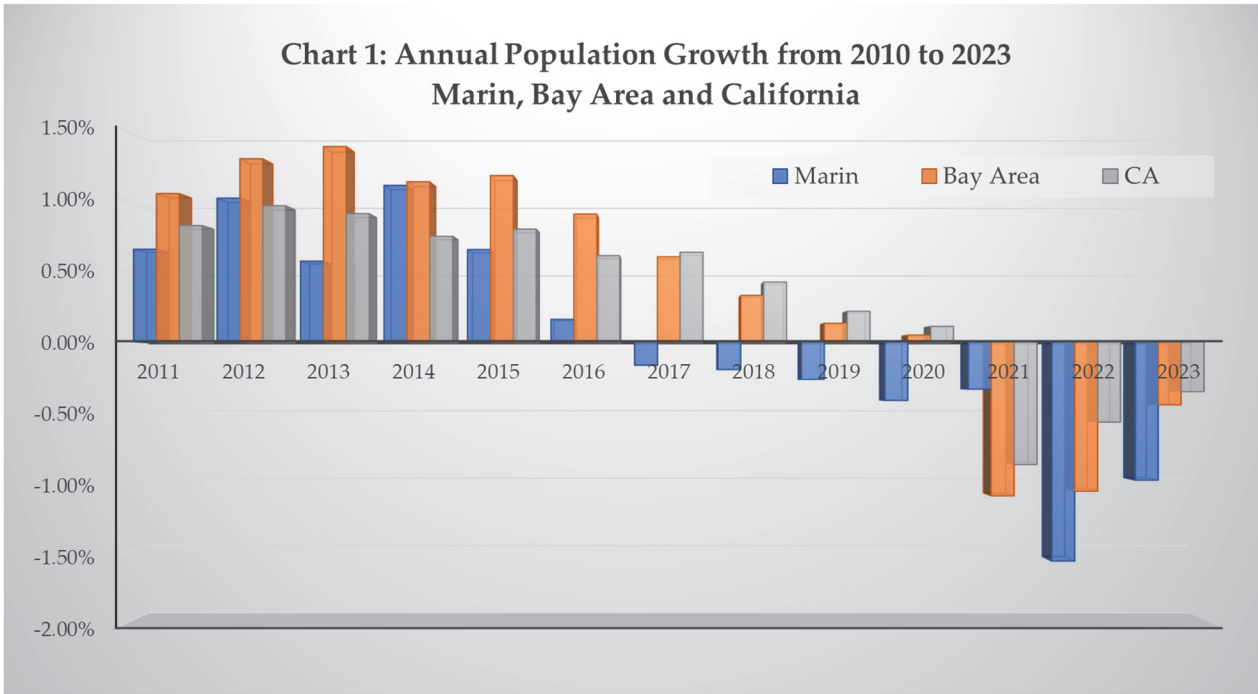
Even though the COVID-19 pandemic officially ended in late 2022, the extent of the time and effort needed to recover from the social, economic, and fiscal shock of the pandemic is still hard to grasp. While the short-term impacts are obvious and being addressed, it will take time to adapt and adjust to the long-term effects of the pandemic in the US and worldwide.

Due to the nature of its operation and revenue sources, TAM has experienced less disruption to its daily operations and stayed in a healthy, stable financial position throughout the pandemic, with the sales tax revenue benefiting significantly from the work from home and new hybrid working arrangements. On the other hand, many of our partner agencies experienced major interruptions and negative impacts on their operations and projects/programs, especially transit operators such as Marin Transit, Golden Gate Bridge Highway & Transportation District (GGBHTD) and Sonoma-Marín Area Rail Transit (SMART). TAM, along with all our partner agencies, is closely monitoring and mitigating the financial and service impacts of COVID-19, as well as constantly rethinking and adjusting our transportation project/program priorities and implementation strategies during a time with many ongoing challenges, including economic uncertainty, geopolitical instability, climate change, social equity issues, etc.

Major Economic and Sales Tax Revenue Trend Indicators

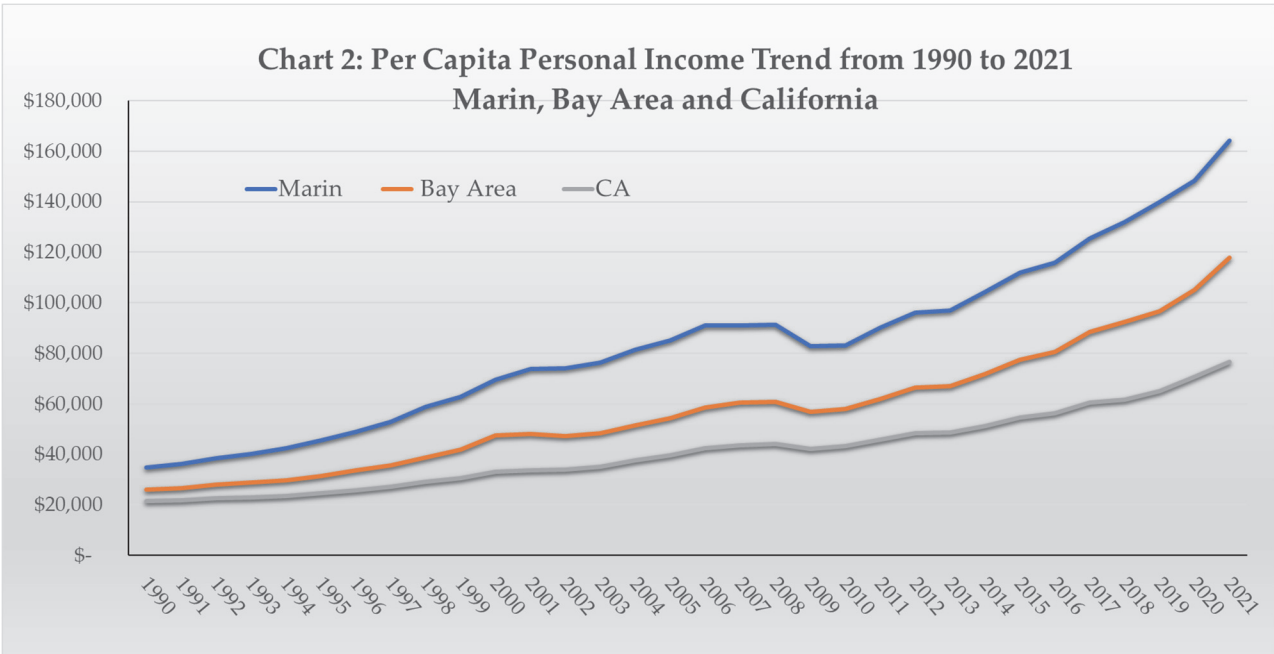
Major factors affecting the economy and sales tax revenues include population, personal income, and unemployment rate.

According to the data provided by the California Department of Finance (DOF), between 2010 and 2023, Marin County experienced population increases until 2016 and since then the population has declined annually year over year. DOF's population estimate for Marin as of January 2023 is at 252,959, only 550 more than the population level of 2010 (252,409). Between 2016 and 2023, Marin has lost a total of 10,171 people. As shown in "Chart 1: Annual Population Growth from 2010 to 2023, Marin, Bay Area and California", Marin's population grew slower than the Bay Area and the State overall and experienced much faster decline in the recent years.



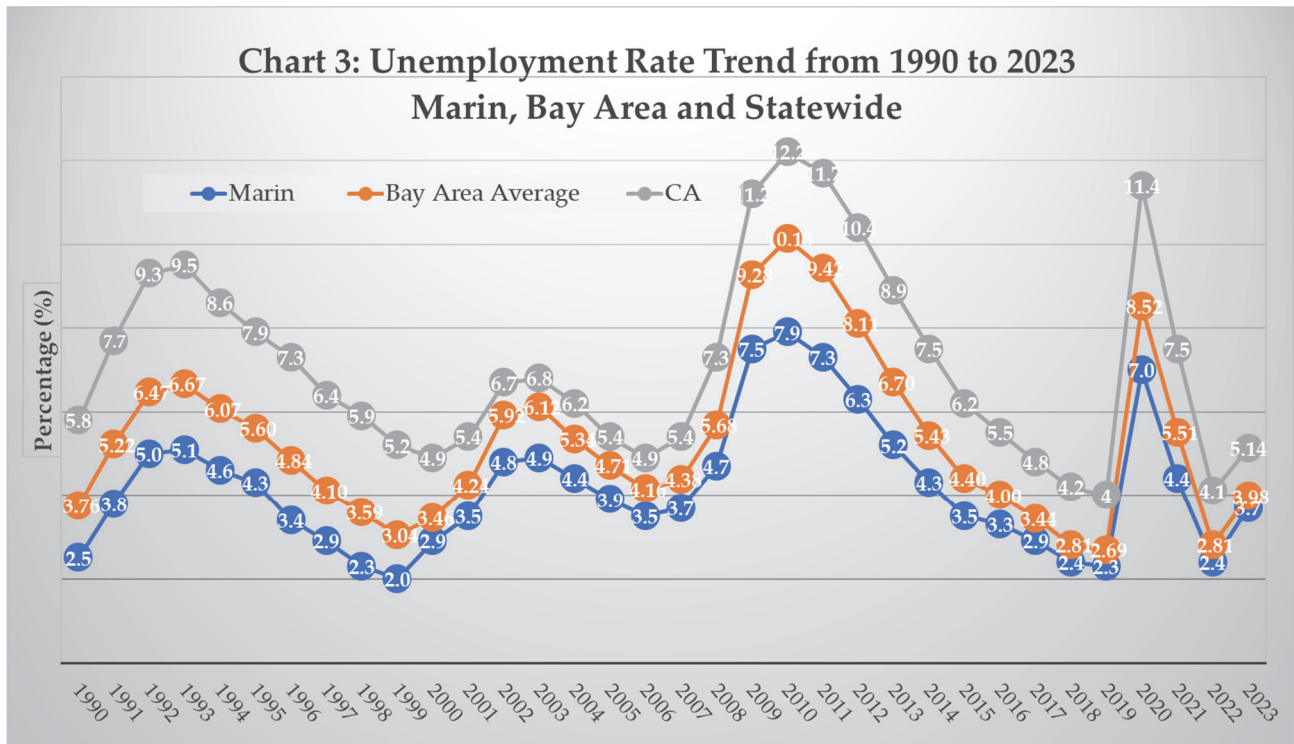
Data Source: State of California Department of Finance

As one of the wealthiest counties in the US, Marin’s per capita personal income is the highest in the State, as shown in “Chart 2: Per Capita Personal Income Trend from 1990 to 2021 – Marin, Bay Area and California”. As of 2021, Marin’s average per capita personal income (\$164,118) is more than double the national average (\$64,413) and the state average (\$76,614) and is also almost 40% higher than the Bay Area average (\$117,800). Marin County’s 2021 per capita income went up more than 10% compared to 2020, mostly due to the demographic/wealthy nature of the County and likely the unanticipated gain in the housing and stock markets during that time.



Data Source: U.S. Department of Commerce Bureau of Economic Analysis

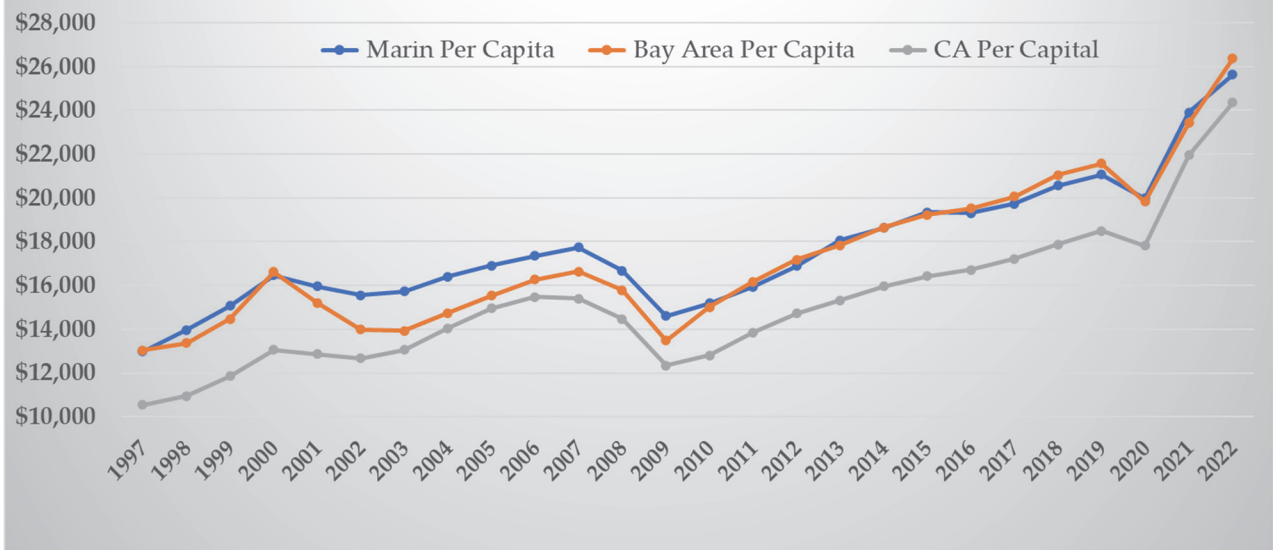
As shown in “Chart 3: Unemployment Rate Trend from 1990 to 2023 – Marin, Bay Area and Statewide”, the unemployment rate in Marin continues to be lower than the State and the Bay Area average. The nation enjoyed historically low unemployment for years and has also fully recovered from the record spike in the unemployment rate due to the COVID-19 and shelter-in-place (SIP) order. The national and California unemployment rate was 8.4% and 11.4% in August 2020, and 3.8% and 5.1% in August 2023, respectively. The unemployment rate for the Bay Area was 8.5% in August 2020 and 3.98% in August 2023. Marin’s unemployment rate was 3.7% in August 2023, just slightly higher than Napa (3.6%), San Mateo (3.3%) and San Francisco (3.6%).



Data Source: State of California Employment Development Department

Since per capita personal income and unemployment rate are two main drivers of taxable sales, the combined effects in general indicate more household income generated and more overall spending by the local economy over the past years. Looking ahead, even though we have seen an obvious slowing down of sales tax revenue growth since last year, the strong fundamentals in Marin’s economy are expected to result in a relatively lower reduction in taxable sales even if another economic slowdown or recession occurs. “Chart 4: Per Capita Taxable Sales from 1997 to 2022, Marin, Bay Area and California” shows the historical taxable sales per capita for Marin, the Bay Area and Statewide since 1997. As you can see, between 2000 and 2009, Marin’s per capita taxable sales was higher than the Bay Area average. However, since 2010, Marin’s per capita taxable sales have been pretty in line and slightly below the Bay Area average in 2022, which is most likely due to the much higher and continuing increase of the aging population in the County.

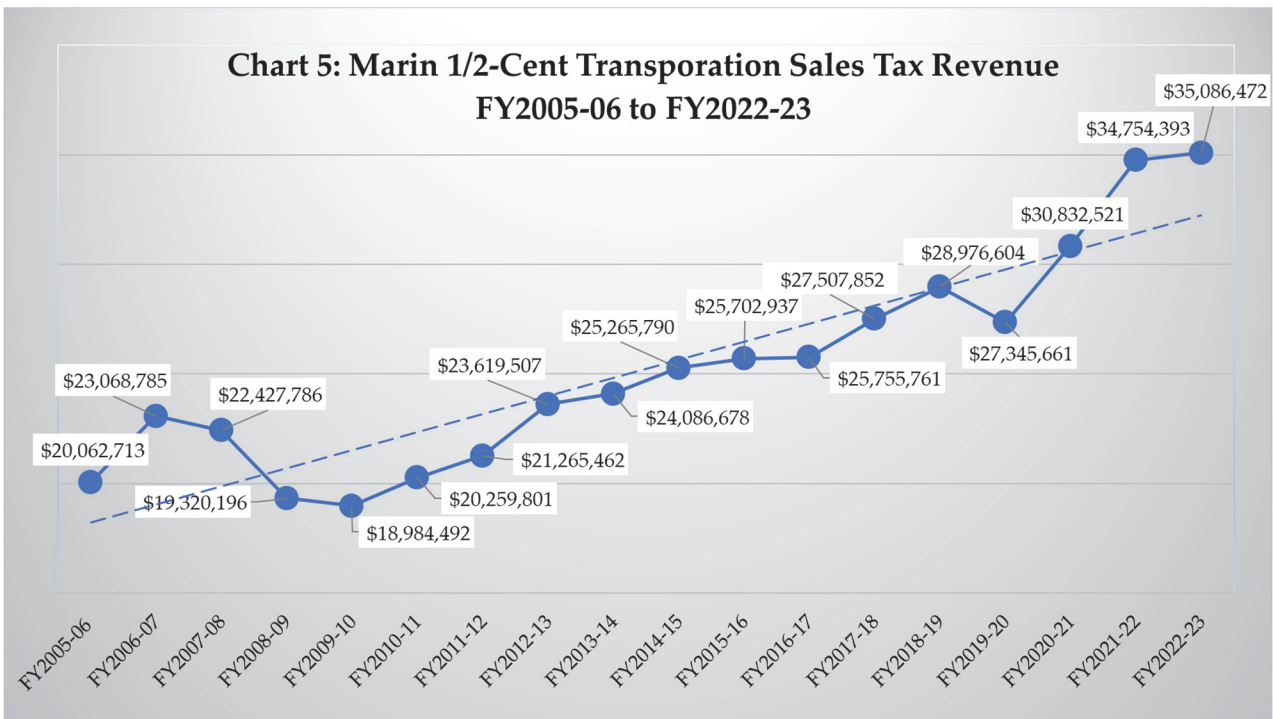
**Chart 4: Per Capita Taxable Sales from 1997 to 2022
Marin, Bay Area and Statewide**



Data Source: State of California Department of Finance and Tax and Fee Administration

“Chart 5: Marin ½-Cent Transportation Sales Tax Revenue Trend from FY2005-06 to FY2022-23” illustrates the actual revenue collection since the inception of the ½-Cent Transportation Sales Tax. While TAM experienced a negative growth in sales tax revenue in FY2019-20, the 5.6% decrease was less severe compared to many other counties in the State, and fortunately for the County, we had almost 13% increase each year in sales tax revenue for both FY2020-21 and FY2021-22, and another 1% for FY2022-23.

**Chart 5: Marin 1/2-Cent Transportation Sales Tax Revenue
FY2005-06 to FY2022-23**



Data Source: State of California Department of Finance and Tax and Fee Administration

LONG-TERM FUNDING

TAM has been successfully managing and delivering critical transportation projects/programs identified in the Expenditure Plans of the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 VRF, the two essential local revenue sources for Marin. Expenditure Plans of those critical local tax and fee measures provide a high degree of accountability and were designed to respond to emerging transportation issues both short-term and long-term, while continuing to fund high priority transportation projects/programs in the County.

Even though the potential decrease of sales tax revenue due to unstable economic, political and social factors in the upcoming few years casts a shadow on the agency's financial picture, over the long-term, the strong sales tax drivers, including Marin's per capita personal income and unemployment rate, will continue to support the stable taxable sales growth in Marin. TAM's long-term prudent fiscal practices will also help the agency weather the next recession if it becomes unavoidable.

Senate Bill 1(SB1), the Road Repair and Accountability Act of 2017, signed into law in April 2017, provided much needed, ongoing, additional funding for transportation projects and programs for the County as well. Marin is expecting a total of \$21.3 million in FY2023-24 from SB1 for local streets and roads maintenance needs and substantial additional funds for transit as well.

With the favorable resolution of the litigation against RM3, as well as the \$30 million in State earmarks funds received, TAM now can continue/start critical capital improvement work on the Highway 101 and SR 37 corridors.

As noted before, staff has been closely monitoring and pursuing funding opportunities, such as federal and state stimulus/recovery packages and the infrastructure bill, that may be available to support transportation project and program priorities in Marin.

MAJOR PROJECT ACTIVITIES

TAM will continue the delivery of all projects and programs in the Measure A/AA and Measure B Expenditure Plans as directed by the voters in Marin, and all projects and programs with which TAM plays a vital role as the CMA for the County.

In the upcoming year, TAM will continue to work closely with local partners on the delivery of the following critical projects/programs while developing a Countywide Transportation Plan (CTP) and Community Based Transportation Plan which will create a visionary, innovative and equitable transportation plan for the County:

- North/South Greenway Multi-Use Pathway
- The Downtown San Rafael Bettini Transit Center Permanent Relocation
- Marin-Sonoma Narrows HOV Lane and Multi-Use Path
- State Route (SR) 37 Improvements
- US 101/I-580 Multi-modal and Local Access Improvement Project

- Improve Highway 101 Interchanges and Approaching Roadways
- Bellam Boulevard Off-Ramp Improvements
- Safe Routes to School (SR2S) Program
- Crossing Guard Program
- Alternative Fuel/Electric Vehicle Program
- Mobility for Seniors and Disabled Persons
- Local Streets & Roads Rehab/Maintenance
- Transit Services
- Transportation Demand Management (TDM) Program
- Sea Level Rise Planning
- Active Transportation Improvements
- Various Innovation Programs

RELEVANT FINANCIAL POLICIES

TAM has adopted a comprehensive set of financial policies designed to guide decisions pertaining to internal fiscal management, including day-to-day operations, annual budget development and sales tax revenue and VRF revenue allocation requirements.

In addition, TAM's Investment Policy was created to organize and formalize investment-related activities, and to set out policies and procedures that enhance opportunities for prudent and systematic investment of TAM's financial assets. TAM's Debt Policy establishes guidelines for the issuance and management of TAM's debt and confirms the commitment of the Board, management, and staff to adhere to sound debt management practices.

AWARDS AND ACKNOWLEDGEMENTS

TAM's first Annual Comprehensive Financial Report (ACFR) was produced during the FY2017-18 financial audit. The first ACFR received very positive feedback from the Board, the Citizens' Oversight Committee (COC), the general public and also won the Certificate of Achievement for Excellence in Financial Reporting Award from the Government Finance Officers Association (GFOA) of the United States and Canada. Staff appreciates the confirmation of good work by all parties and will continue to improve the ACFR over the years.

The preparation of TAM's ACFR is made possible by the efficient and dedicated services of the agency's financial and administration team, and with the cooperation and support of all other staff. We also want to acknowledge the professional support of TAM's audit team from Maze & Associates.

Most importantly, we would like to thank TAM's Board of Commissioners and the COC for their continued guidance and support in the prudent and high standard financial management of the agency.

Finally, we would like to thank all residents in Marin for their continued support of TAM's mission to provide a better and more efficient transportation system for the County.

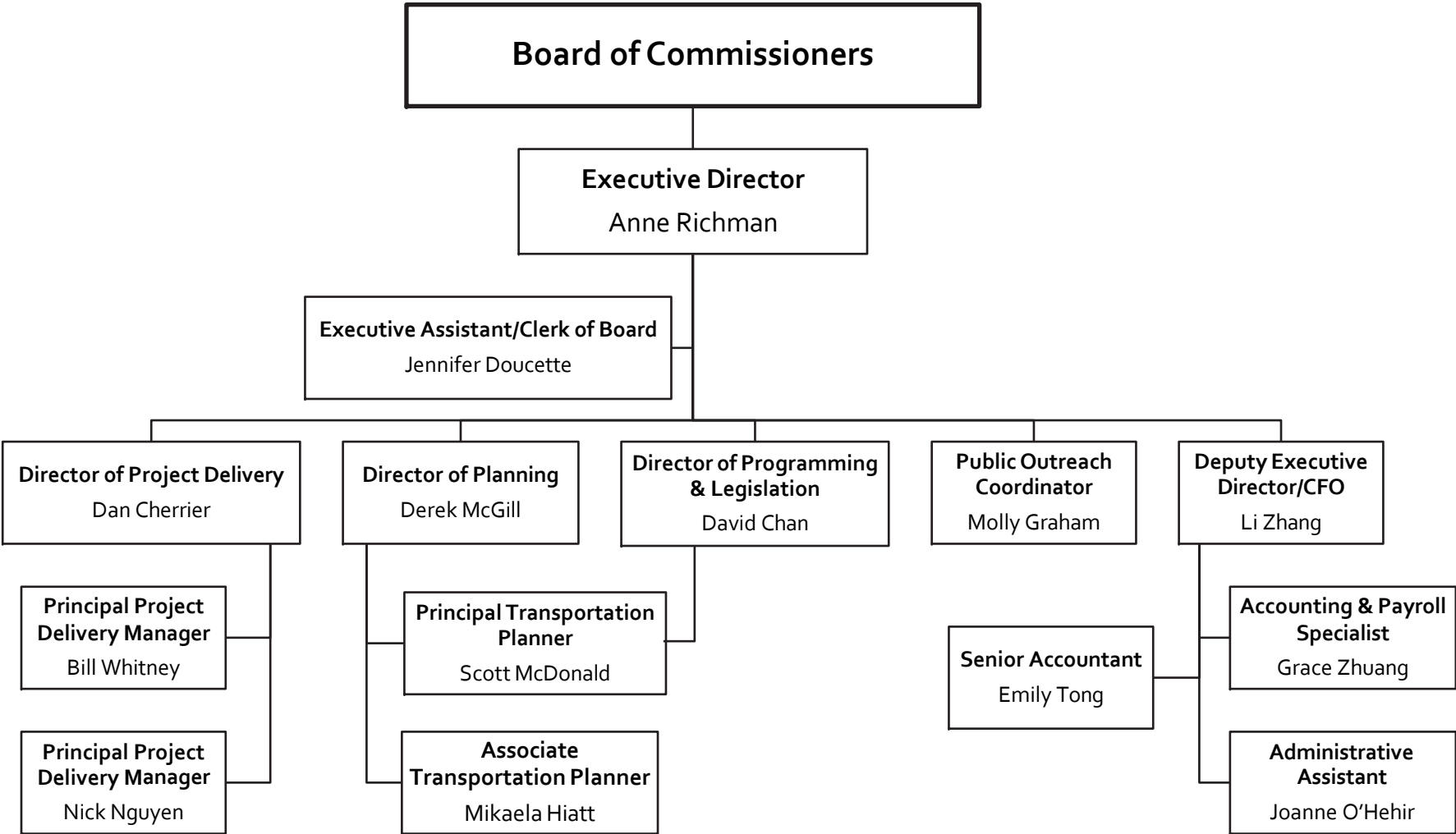
Respectfully submitted,

Anne Richman
Executive Director

Li Zhang
Deputy Executive Director/Chief Financial
Officer

Transportation Authority of Marin Organization Chart

As of June 30, 2023



BOARD OF COMMISSIONERS
JUNE 30, 2023

Brian Colbert/Chair	Town of San Anselmo
Eric Lucan/Vice Chair	County of Marin
Alice Fredericks	Town of Tiburon
P. Beach Kuhl	Town of Ross
Chance Cutrano	Town of Fairfax
Dennis Rodoni	County of Marin
Kate Colin	City of San Rafael
Katie Rice	County of Marin
Kevin Carroll	City of Larkspur
Mary Sackett	County of Marin
Melissa Blaustein	City of Sausalito
Nancy Kemnitzer	City of Belvedere
Pat Ravasio	Town of Corte Madera
Rachel Farac	City of Novato
Stephanie Moulton-Peters	County of Marin
Urban Carmel	City of Mill Valley

FINANCIAL SECTION

INDEPENDENT AUDITOR'S REPORT

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

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities and each major fund of the Transportation Authority of Marin (Authority) as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the Authority'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 governmental activities and each major fund of the Authority, as of June 30, 2023, 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.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

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

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

Auditor's Responsibilities for the Audit of the Financial Statements

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

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority'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 Authority's ability to continue as a going concern for a reasonable period of time.

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

Required Supplementary Information

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

Other Information

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

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

Other Reporting Required by Government Auditing Standards

In accordance with Government Auditing Standards, we have also issued our report dated **DATE** 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 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 Authority'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 Authority's internal control over financial reporting and compliance.

Pleasant Hill, California

DATE

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2023

The Management's Discussion and Analysis (MD&A) Section of the financial statements presents management's overview and analysis of the financial activities of TAM for the fiscal year ended June 30, 2023. We encourage the reader to consider the information presented here in conjunction with the financial statements as a whole.

FINANCIAL HIGHLIGHTS

TAM's governmental funds reported a total of \$41.47 million in revenues in FY2022-23, of which \$35.09 million, or 84.6% is the ½-Cent Transportation Sales Tax revenue, originally approved by the voters as Measure A in November 2004, and then renewed as Measure AA in November 2018. As of FY2018-19, the sales tax revenue in Marin County was seeing uninterrupted growth with a nearly 5% increase rate for nine years, and revenue collection at \$28.98 million, until the pandemic broke the positive trend in FY2019-20, with a negative growth of 5.6% for the year at a total collection of \$27.35 million. Fortunately, due to the demographic and income nature of the County, unlike some of the counties in the State, the pandemic and its lingering effects have brought more taxable spending home with many who used to commute to other counties now working and shopping from home. With most residents unable to travel and spend on planned vacation trips, and the booming housing market, spending that helps Marin's taxable sales, such as home improvement and landscaping projects, increased very noticeably during FY2020-21 and FY2021-22, with more than 12.7% annual growth rate. The significant revenue growth slowed down in FY2022-23 to 1.0% with the gradual establishment of a new normal.

A total of \$2.32 million was collected under Measure B, the \$10 VRF program, in FY2022-23, which is slightly higher than the \$2.31 million collected in FY2021-22. Together, the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 VRF revenues are more than 90.2% of the agency's total FY2022-23 revenue and the two dedicated local transportation funding sources remain vital to the successful implementation of transportation projects and programs in Marin County. Fund balances for both revenue sources also generated \$0.62 million in investment earnings, which consist of the net total of interest revenue and unrealized investment gains/losses for the year.

Besides the Measure A/AA ½-Cent Transportation Sales Tax revenue and the Measure B \$10 VRF revenue collection, TAM also received about \$3.07 million for all its CMA related activities. TAM collected about \$0.87 million from the Metropolitan Transportation Commission (MTC) in Planning & Programming and One Bay Area Grant (OBAG) funds. Cities, towns, and the County of Marin also contributed \$0.55 million for various services/support TAM provides as the CMA. A total of \$1.19 million was also collected for regional bridge toll revenues for various capital projects with \$0.80 million in RM3 reimbursement that TAM had spent its Measure AA fund to cover the expenditures while the RM3 funds were tied up in litigation. TAM collected about \$0.38 million in Transportation Fund for Clean Air (TFCA) funds, a program funded by a \$4 surcharge on motor vehicles registered in the Bay Area, along with a total of \$0.46 million from various state and federal funding sources and investment return.

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2023

Total FY2022-23 expenditures for TAM was \$44.18 million, of which \$3.04 million was from the Measure A ½-Cent Transportation Sales Tax Fund. Expenditures for Measure AA ½-Cent Transportation Sales Tax Fund were \$35.44 million. Expenditures for all Measure B \$10 VRF programs were \$4.0 million. Expenditures for the General Fund for various CMA planning/programming activities and major capital projects were \$1.65 million. The TFCA Fund also has a total expenditure of \$0.06 million for the year.

As of June 30, 2023, the total investment TAM holds with CalTRUST, the Investment Trust of California, is \$54.23 million. Total interest revenue received from various CalTRUST funds and from TAM's cash holding with Bank of Marin during FY2022-23 is \$1.41 million. As of June 30, 2023, the unrealized loss from the various CalTRUST funds is \$1.6 million. TAM also has \$0.131 million restricted investment with the California Employers' Pension Prefunding Trust (CEPPT) of CalPERS as of June 30, 2023. Including the funds in the Bank of Marin, CalTRUST and the CalPERS Trust, TAM has a total cash/investment balance of \$54.90 million as of June 30, 2023.

OVERVIEW OF THE FINANCIAL STATEMENTS

The MD&A is intended to serve as an introduction to TAM's basic financial statements, which have three components: (1) Government-wide Financial Statements, (2) Fund Financial Statements, and (3) Notes to Basic Financial Statements.

These two sets of financial statements provide two different views of TAM's financial activities and financial position.

The Government-wide Financial Statements provide an overall long-term view of TAM's activities and include the Statements of Net Position and Statement of Activities. The Statement of Net Position provides information about the financial position of TAM as a whole, including the agency's 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 TAM's revenues and expenses, also on the full accrual basis of accounting, with the emphasis on net revenues or expenses of TAM's projects and programs. The Statement of Activities explains in detail the change in Net Position for the fiscal year. All of TAM's activities are grouped into Governmental Activities, as explained below.

The Fund Financial Statements report TAM's operation in more detail than the Government-wide Financial Statements and focus primarily on the short-term activities of TAM'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 TAM and are presented individually. All of TAM's funds that qualify or have been selected to be Major Funds are explained below.

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2023

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 TAM as a whole. The Statement of Net Position and the Statement of Activities present information about the following:

The Statement of Net Position includes financial information on all of TAM's assets, deferred outflows of resources, liabilities, and deferred inflows of resources with the difference between them reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of TAM is improving or deteriorating.

The Statement of Activities includes information which shows how TAM's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Consequently, revenues and expenses are reported for items in the Statement of Activities that may not result in cash flows until a future period.

Fund Financial Statements

The Fund Financial Statements provide detailed information about each of TAM's most significant funds, called Major Funds. The concept of Major Funds, and the determination of which are Major Funds, was established by the Governmental Accounting Standards Board (GASB). 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 TAM for the fiscal year and may change from year to year as a result of changes in the pattern of TAM's activities.

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 Fund Financial Statements. TAM currently has five major governmental funds. The following is a discussion of the results of operations of each major fund during FY2022-23.

General Fund

This Fund accounts for the revenues and expenditures of TAM's congestion management activities, primarily planning, programming, transportation and transit work elements, and the management of various capital projects. The Fund spent a total of \$1.65 million for various transportation planning and programming activities, and capital projects management, and received a total of \$3.07 million in revenue in FY2022-23.

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2023

The fund's fiscal year-end balance is \$2.17 million. The Fund balance represents funds that have not yet been expended but are restricted for various congestion management activities.

TFCA Fund

This Fund accounts for the revenues and expenditures for the TFCA grant that TAM receives from BAAQMD. The purpose of the TFCA grant is to fund improvements that can contribute to the improvement of air quality. Revenue received in FY2022-23 is \$0.38 million. The Fund spent \$0.06 million on such activities in FY2022-23.

The Fund's fiscal year-end balance is \$0.97 million, representing funds that have not yet been expended but are restricted for air quality control and improvement projects.

Measure A ½-Cent Transportation Sales Tax Fund

This fund accounts for the revenues and expenditures for the projects and programs set forth by the voters in TAM's Measure A ½-Cent Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2004. Revenue collection of Measure A stopped on March 31, 2019. With the collection transition from Measure A to Measure AA, total revenue for the fund is \$0.22 million for FY2022-23. The Fund spent \$3.04 million on various Measure A related activities, with \$0.05 million for Administration, \$0.03 million for Professional Services, \$2.96 million for Measure A Projects and Programs with prior year balances and release of the Measure A reserve funds.

The Fund's fiscal year-end balance is \$7.12 million, representing funds that have not been expended but are restricted for various projects and programs according to the Measure A ½-Cent Transportation Sales Tax Expenditure Plan.

Measure AA ½-Cent Transportation Sales Tax Fund

This fund accounts for the revenues and expenditures for the projects and programs set forth by the voters in TAM's Measure AA ½-Cent Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2018, which extended the revenue under Measure A for 30 years. Revenue collection of Measure AA started on April 1, 2019. A total of \$35.44 million in revenue was collected in FY2022-23. The Fund spent \$35.44 million on various Measure AA related activities, with \$1.94 million for Administration, \$0.20 million for Professional Services and \$33.30 million for Measure AA Projects and Programs.

The Fund's fiscal year-end balance is \$29.18 million, representing funds that have not been expended but are restricted for various projects and programs according to the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan.

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2023

Measure B \$10 Vehicle Registration Fee

This fund accounts for the revenues and expenditures for the projects and programs set forth by the voters in TAM's Measure B \$10 VRF Expenditure Plan, approved by Marin voters in November 2010. The Fund collected \$2.36 million in revenue for FY2022-23 and spent about \$4.00 million, including \$0.56 million for administration and \$3.44 million for various Measure B programs.

The Fund's fiscal year-end balance is \$1.47 million, representing funds that have not been expended but are restricted for various projects and programs according to the Measure B \$10 VRF Expenditure Plan.

Notes to the Basic Financial Statements

The notes to the basic financial statements provide additional information that is essential to a full understanding of the data provided in the Government-wide and Fund Financial Statements.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

The Statement of Net Position summarizes TAM's assets, deferred outflows of resources, liabilities, and deferred inflows of resources with the difference reported as net position. Table 1 summarizes the net position of governmental activities for the fiscal years ended June 30, 2023, and June 30, 2022.

TAM's governmental net position was \$40.54 million as of June 30, 2023, and comprised of the following:

- Cash and Investments of \$54.90 million in the CalTRUST and deposits with Bank of Marin.
- Receivables and Prepaid Items of \$38.47 million in sales tax, other accounts receivables and advance grant payments.
- Liabilities, including all account payables, unearned revenues, and net pension liability and OPEB liability, totaling \$54.10 million.
- Total net position for TAM was \$40.54 million as of June 30, 2023, which were all restricted for various transportation projects and programs.

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT’S DISCUSSION AND ANALYSIS
 JUNE 30, 2023

Table 1
Condensed Statement of Net Position

	June 30, 2023	June 30, 2022	Change
Assets			
Cash and Investments	\$ 54,897,499	\$ 51,098,647	\$ 3,798,852
Sales Tax Receivable	6,550,713	6,594,893	(44,180)
Accounts Receivable	31,901,574	3,744,311	28,157,263
Prepaid Items	21,444	21,444	-
Lease Assets net of accumulated Amortization	530,282	757,549	(227,267)
Net Pension Asset	-	433,976	(433,976)
Total Assets	93,901,512	62,650,820	31,250,693
Deferred Outflows	1,022,862	978,494	44,368
Liabilities			
Accounts Payable	18,381,009	13,431,084	4,949,925
Accrued Liabilities	66,038	60,309	5,729
Unearned Revenue	33,716,817	3,922,993	29,793,824
Other Liabilities Due Within One Year	398,224	367,563	30,661
Liabilities Due in More Than One Year	1,538,592	1,302,035	236,558
Total Liabilities	54,100,681	19,083,984	35,016,697
Deferred Inflows	287,693	186,897	100,796
Net Position			
Net Investments in Capital Assets	(33,317)	(22,372)	(10,945)
Restricted	40,569,317	44,380,804	(3,811,487)
Total Net Position	\$ 40,536,000	\$ 44,358,432	\$ (3,822,432)

The Statement of Activities presents expenses and related program revenues as well as the general revenues in detail. All of these elements in the Changes in Governmental Net Position are summarized below.

As Table 2 shows, \$3.37 million or 8.1% of TAM’s FY2022-23 governmental revenues, came from program revenues and \$37.97 million, or 91.9%, came from general revenues such as Measure A/AA ½-Cent Transportation Sales Taxes, Measure B \$10 VRF and investment earnings.

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2023

Program revenues include Operating Grants and Contributions and sometimes Capital Grants and Contributions. Cities/towns and County fees are part of the Operating Grants and Contributions revenues. Other Operating Grants and Contributions include STP/CMAQ planning funds from MTC, the STIP/PPM funds from the California Transportation Commission (CTC), and various other regional, state and federal grants. TAM's total Operating Grants and Contributions for FY2022-23 is \$3.37 million. Measure A/AA ½-Cent Transportation Sales Tax revenues are the largest funding source for TAM at \$34.97 million and represent about 84.6% of TAM's FY2022-23 revenues. Measure A/AA ½-Cent Transportation Sales Tax revenues are spent under the guidelines of the Expenditure Plans approved by Marin County voters in November 2004 and November 2018. Measure B \$10 VRF revenue is another voter approved dedicated transportation fund source for Marin County with a total collection of \$2.32 million in FY2022-23. Investment earnings, totaling \$0.69 million for FY2022-23, are also part of the general revenue calculation, including \$1.41 million in interest earned during the year and \$0.72 million of unrealized loss.

Table 2
Condensed Statement of Activities

	<u>June 30, 2023</u>	<u>June 30, 2022</u>	<u>Change</u>
Revenues			
Program Revenue:			
Operating Grants and Contributions	\$ 3,369,054	\$ 9,232,310	\$ (5,863,256)
Total Program Revenues	<u>3,369,054</u>	<u>9,232,310</u>	<u>(5,863,256)</u>
General Revenue:			
Sales Tax	34,965,482	34,793,147	172,336
Vehicle Registration Fee	2,320,048	2,311,091	8,957
Investment earnings	688,449	(1,514,891)	2,203,341
Total General Revenues	<u>37,973,979</u>	<u>35,589,347</u>	<u>2,384,633</u>
Expenses			
Administration	4,696,625	2,225,338	2,471,288
Professional Services	550,799	685,578	(134,779)
Program/Project	39,702,121	25,146,443	14,555,678
Interagency Agreement	215,918	7,924,784	(7,708,867)
Total Expenses	<u>45,165,463</u>	<u>35,982,143</u>	<u>9,183,320</u>
Changes in Net Position	(3,822,432)	8,839,514	(12,661,946)
Net Position - Beginning	<u>44,358,432</u>	<u>35,518,918</u>	<u>8,839,514</u>
Net Position - Ending	<u>\$ 40,536,000</u>	<u>\$ 44,358,432</u>	<u>\$ (3,822,432)</u>

TRANSPORTATION AUTHORITY OF MARIN

MANAGEMENT'S DISCUSSION AND ANALYSIS JUNE 30, 2023

Economic Outlook and Future Projections

Unfortunately, even though the pandemic is finally behind us, the US and global economic outlook is still full of uncertainties due to the interest rate hikes, high inflation, weak export markets abroad, and global political instability and conflicts. Staff will continue to maintain a watchful eye over the various revenues and expenditures and remain committed to sound fiscal management practices to deliver the highest quality services to the residents of Marin, even in difficult economic times.

With the current revenue collection and fund balances, staff believes that the agency will be able to continue the delivery and funding support of vital transportation projects and programs in Marin but some projects and programs will be facing various levels of funding challenges. Staff is hoping that via collaboration with our partner agencies, we will be able to bring regional, federal, and state resources, especially via the fund opportunities made available under IIJA, to support the delivery of all critical transportation projects and programs.

On the expenditure side, through ongoing prudent cash flow management and due to delays in project delivery schedules for various reasons, TAM was able to ensure adequate cash for the needs of all projects/programs in FY2022-23 and expects the same to be true for FY2023-24.

Request for Information

This ACFR is intended to provide residents, taxpayers, and creditors with a general overview of TAM'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, 900 Fifth Ave, Suite 100, San Rafael, CA 94901; (415) 226-0815.

TRANSPORTATION AUTHORITY OF MARIN

STATEMENT OF NET POSITION
JUNE 30, 2023

	Governmental Activities
ASSETS	
Cash and investments	\$ 54,766,246
Restricted investments	131,253
Sales tax receivable	6,550,713
Accounts receivable	31,901,574
Prepaid items	21,444
Lease asset, net of accumulated amortization	530,282
Total assets	<u>93,901,512</u>
DEFERRED OUTFLOWS OF RESOURCES	
Deferred outflows of resources related to OPEB	84,250
Deferred outflows of resources related to pensions	938,612
Total deferred outflows of resources	<u>1,022,862</u>
LIABILITIES	
Accounts payable	18,381,009
Accrued liabilities	66,038
Unearned revenue	33,716,817
Compensated absences, due in one year	166,886
Compensated absences, due in more than one year	112,088
Lease liability, due in one year	231,338
Lease liability, due in more than one year	332,261
Net pension liability	543,205
Net OPEB liability	551,039
Total liabilities	<u>54,100,681</u>
DEFERRED INFLOWS OF RESOURCES	
Deferred inflows of resources related to OPEB	182,794
Deferred inflows of resources related to pensions	104,899
Total deferred inflows of resources	<u>287,693</u>
NET POSITION	
Net investment in capital assets	(33,317)
Restricted for:	
TFCA Projects/Programs	956,283
Measure A Sales Tax Projects/Programs	7,114,454
Measure AA Sales Tax Projects/Programs	29,125,671
Measure B VRF Projects/Programs	1,429,871
Congestion Management Projects/Programs	1,943,038
Total net position	<u>\$ 40,536,000</u>

See accompanying notes to financial statements

TRANSPORTATION AUTHORITY OF MARIN

**STATEMENT OF NET ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2023**

Functions/Programs	Expenses	Program Revenues Operating Grants and Contributions	Net (Expense) Revenues and Change in Net Position
Governmental Activities:			
Congestion Management:			
Administration	\$ 4,696,625	\$ 2,451,067	\$ (2,245,558)
Professional Services	550,799	326,738	(224,061)
TFCA Programs/Project	-	375,331	375,331
Measure A Sales Tax Programs:	2,957,868	-	(2,957,868)
Measure AA Sales Tax Programs:	33,301,841	-	(33,301,841)
Measure B VRF Programs	3,442,412	-	(3,442,412)
Interagency Agreement	215,918	215,918	-
Total Governmental Activities	\$ 45,165,463	\$ 3,369,054	(41,796,409)
General revenues:			
Measure A Sales Tax Revenue			116,068
Measure AA Sales Tax Revenue			34,849,414
Measure B Vehicle Registration Fee Revenue			2,320,048
Investment Earnings			688,449
Total general revenues			37,973,979
Change in Net Position			(3,822,430)
Net Position - Beginning			44,358,430
Net Position - Ending			\$ 40,536,000

See accompanying notes to financial statements

TRANSPORTATION AUTHORITY OF MARIN

**BALANCE SHEET - GOVERNMENTAL FUNDS
JUNE 30, 2023**

	General	TFCA Fund	Measure A Sales Tax Fund	Measure AA Sales Tax Fund	Measure B VRF Funds	Total Governmental Funds
ASSETS:						
Cash and Investments	\$ 4,592,638	\$ 769,493	\$ 7,827,004	\$ 38,147,801	\$ 3,429,310	\$ 54,766,246
Restricted Investment	131,253	-	-	-	-	131,253
Sales Tax Receivable	-	-	92,684	6,458,029	-	6,550,713
Accounts Receivable	31,291,423	200,233	-	-	409,918	31,901,574
Prepaid Items	-	-	21,444	-	-	21,444
Total Assets	\$ 36,015,314	\$ 969,726	\$ 7,941,132	\$ 44,605,830	\$ 3,839,228	\$ 93,371,230
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE						
Liabilities:						
Accounts Payable	\$ 103,801	\$ 401	\$ 813,637	\$ 15,102,798	\$ 2,360,372	\$ 18,381,009
Accrued Liabilities	23,326	333	1,602	35,398	5,379	66,038
Unearned Revenues	33,716,817	-	-	-	-	33,716,817
Total Liabilities	33,843,944	734	815,239	15,138,196	2,365,751	52,163,864
Deferred Inflows of Resources						
Unavailable Revenues	5,000	-	3,376	290,241	-	298,617
Fund Balances:						
Nonspendable	-	-	21,444	-	-	21,444
Restricted for:						
TFCA Projects/Program	-	968,992	-	-	-	968,992
Measure A Sales Tax Projects/Program	-	-	7,101,073	-	-	7,101,073
Measure AA Sales Tax Projects/Program	-	-	-	29,177,393	-	29,177,393
Section 115 Trust Retirement Benefits	131,253	-	-	-	-	131,253
Measure B VRF Projects/Program	-	-	-	-	1,473,477	1,473,477
Congestion Management Projects/Program	2,035,117	-	-	-	-	2,035,117
Total Fund Balances	2,166,370	968,992	7,122,517	29,177,393	1,473,477	40,908,749
Total Liabilities, Deferred Inflows of Resources and Fund Balances	\$ 36,015,314	\$ 969,726	\$ 7,941,132	\$ 44,605,830	\$ 3,839,228	\$ 93,371,230

See accompanying notes to financial statements

TRANSPORTATION AUTHORITY OF MARIN

**RECONCILIATION OF THE GOVERNMENTAL FUNDS
BALANCE SHEET TO THE STATEMENT OF NET POSITION
JUNE 30, 2023**

Fund Balance - Total Governmental Funds \$ 40,908,749

Amounts reported for Governmental Activities in the Statement of Net Position are different from those reported in the Governmental Funds because of the following:

CAPITAL ASSETS (LEASE ASSETS)

Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds. 530,282

LONG TERM LIABILITIES

Long-term liabilities are not due and payable in the current period and, therefore, are not reported in the funds.

Compensated absences	(278,974)
Lease liability	(563,599)
Net OPEB liability	(551,039)
Net pension liability	(543,205)

DEFERRED INFLOWS AND OUTFLOWS

Deferred outflows are not current assets or financial resources; and deferred inflows are not due and payable in the current period and are therefore not reported in the governmental funds.

Deferred outflows	1,022,862
Deferred inflows	(287,693)
Unavailable revenues	298,617

NET POSITION OF GOVERNMENTAL ACTIVITIES \$ 40,536,000

See accompanying notes to financial statements

TRANSPORTATION AUTHORITY OF MARIN

**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN
FUND BALANCES - GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2023**

	General	TFCA Fund	Measure A Sales Tax Fund	Measure AA Sales Tax Fund	Measure B VRF Funds	Total Governmental Funds
REVENUES						
Measure A/AA Sales Tax Revenue	\$ -	\$ -	\$ 124,855	\$ 34,961,617	\$ -	\$ 35,086,472
Measure B VRF Revenue	-	-	-	-	2,320,048	2,320,048
Cities/Towns and County Contribution	550,002	-	-	-	-	550,002
Investment Earnings	64,696	6,950	100,123	475,247	41,433	688,449
MTC STP/CMAQ Planning Fund and OBAG Grants	868,095	-	-	-	-	868,095
MTC Regional Measure 2 Fund	1,193,073	-	-	-	-	1,193,073
Transportation For Clean Air Funding	-	375,331	-	-	-	375,331
State STIP/PPM Fund	285,020	-	-	-	-	285,020
TDA Article 3	91,363	-	-	-	-	91,363
Federal STP Fund	10,000	-	-	-	-	10,000
Other Revenues	6,170	-	-	-	-	6,170
Total Revenues	3,068,419	382,281	224,978	35,436,864	2,361,481	41,474,023
EXPENDITURES						
Congestion Management - Current:						
Administration	1,108,081	57,730	51,960	1,935,029	558,937	3,711,737
Professional Services	326,738	-	25,885	198,176	-	550,799
Measure A Sales Tax	-	-	2,957,868	-	-	2,957,868
Measure AA Sales Tax	-	-	-	33,301,841	-	33,301,841
Measure B VRF	-	-	-	-	3,442,412	3,442,412
Interagency Agreements	215,918	-	-	-	-	215,918
Total Expenditures	1,650,737	57,730	3,035,713	35,435,046	4,001,349	44,180,575
EXCESS OF REVENUES OVER (UNDER) EXPENDITURES	1,417,682	324,551	(2,810,735)	1,818	(1,639,868)	(2,706,552)
OTHER FINANCING SOURCES (USES)						
Transfers in	241,399	10,835	-	-	-	252,234
Transfers out	(252,234)	-	-	-	-	(252,234)
Total Other Financing Sources (Uses)	(10,835)	10,835	-	-	-	-
NET CHANGE IN FUND BALANCES	1,406,847	335,386	(2,810,735)	1,818	(1,639,868)	(2,706,552)
FUND BALANCES AT BEGINNING OF PERIOD	759,523	633,606	9,933,252	29,175,575	3,113,345	43,615,301
FUND BALANCES AT END OF PERIOD	\$ 2,166,370	\$ 968,992	\$ 7,122,517	\$ 29,177,393	\$ 1,473,477	\$ 40,908,749

See accompanying notes to financial statements

TRANSPORTATION AUTHORITY OF MARIN

**RECONCILIATION OF THE NET CHANGE IN FUND BLANCES -
TOTAL GOVERNMENTAL FUNDS WITH THE STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2023**

NET CHANGE IN FUND BALANCES - TOTAL GOVERNMENTAL FUNDS \$ (2,706,552)

Amounts reported for governmental activities in the Statement of Activities
are different because of the following:

Governmental funds defer certain revenues that are not recognized with the
TAM's accrual period such as sales tax. On the Statement of Activities,
however, the amounts are considered to be earned and are recognized as
revenues in the current period. (130,990)

Amortization and financing of leased assets that are not recognized in governmental
funds but recognized on the Statement of Activities in accordance with GASB 87. (10,944)

Pension expenses due to the changes in net pension liability and related deferrals
are not recognized in governmental funds because they do not require the use of
current resources and therefore are not reported as expenditures. (892,981)

OPEB expenses due to the changes in net pension liability and related deferrals
are not recognized in governmental funds because they do not require the use of
current resources and therefore are not reported as expenditures. (65,045)

The change in compensated absences included in the Statement of Activities does
not provide or (require) the use of current financial resources and therefore is not
reported as an expenditure in governmental funds. (15,918)

CHANGE IN NET POSITION OF GOVERNMENTAL ACTIVITIES \$ (3,822,430)

See accompanying notes to financial statements

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

On March 2, 2004, the Marin County Board of Supervisors created Transportation Authority of Marin (TAM) 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), all City and Town Councils of Marin County, representing a majority of the incorporated population of Marin, have concurred on the membership of TAM and designated TAM as the CMA for Marin County.

TAM’s responsibilities include the development and administration of the Measure A ½-Cent Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2004, the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2018 and extended the revenue under Measure A for 30 years, and the Measure B \$10 VRF Expenditure Plan, approved by Marin voters in November 2010. TAM also serves as the CMA for Marin County, providing countywide planning and programming for transportation related needs. As both the sales tax authority and the Congestion Management Authority (CMA) for Marin County, TAM plays a leading role in planning, financing, and implementation of transportation projects and programs in Marin County.

TAM’s sixteen-member governing board is comprised of representatives from each of the 11 cities and towns in Marin County, and all five members of the County Board of Supervisors. A twelve-member Citizens’ Oversight Committee (COC), made up of five representatives from the five planning areas and seven representatives from diverse interest groups in Marin County, reviews the revenues and expenditures of the Measure A/AA ½-Cent Transportation Sales Tax and the Measure B \$10 VRF, and reports the results directly to the citizens of Marin County.

Basis of Presentation

Government-wide Financial Statements - The Statement of Net Position and the Statement of Activities include the overall financial activities of TAM.

The government-wide Statement of Activities presents a comparison between direct expenses and program revenues for each function of TAM’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.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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

Generally accepted accounting principles define major funds and requires that TAM's major governmental type funds be identified and presented separately in the fund financial statements. TAM has determined that all of its funds are major funds.

General Fund - This fund accounts for revenues and expenditures for TAM's congestion management activities, primarily congestion management planning and programming work elements, and the management of various capital projects.

Special revenue funds are established to account for the proceeds from specific revenue sources (other than trusts, capital projects, or debt service) that are restricted or committed to the financing of particular activities and that compose a substantial portion of the inflows of the fund. Additional resources that are restricted, committed, or assigned to the purpose of the fund may also be reported in the fund.

TAM reports the following governmental special revenue funds in the accompanying financial statements:

TFCA Fund - This fund accounts for revenues and expenditures for the TFCA grant TAM receives from 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 ½-Cent Transportation Sales Tax Fund - This fund accounts for revenues and expenditures for the projects and programs set forth by the voters in TAM's Measure A ½-Cent Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2004. Measure A official sunset on March 31, 2019 with Measure AA took effective on April 1, 2019. However, minor annual collection of Measure A revenue is expected to continue into the foreseeable future with various revenue collection/report adjustment for periods prior to March 31, 2019.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Measure AA ½-Cent Transportation Sales Tax Fund - This fund accounts for revenues and expenditures for the projects and programs set forth by the voters in TAM's Measure AA ½-Cent Transportation Sales Tax Expenditure Plan, approved by Marin voters in November 2018 and extended the revenue stream under Measure A for 30 years. Collection of Measure AA revenue started on April 1, 2019.

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

Basis of Accounting and Measurement Focus

The government-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. Grants and similar items are recognized as revenues as soon as the eligibility requirements imposed by the provider have been met.

Governmental funds are reported using the *current financial resources* measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when *measurable and available*. TAM considers all revenues reported in the governmental funds to be available if the revenues are collected within 180 days after fiscal year-end, except for sales tax which are considered to be available if collected within 60 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 from sale of capital assets or issuance of long-term debt, including capital leases, are reported as *other financing sources*.

Sales taxes and interest associated with the current fiscal period are all considered to be susceptible to accrual and have been recognized as revenues of the current fiscal period. Entitlements are recorded as revenues when all eligibility requirements have been met, including any time requirements, and the amount is received during the fiscal period or within the availability period (within 180 days after the fiscal year end). Reimbursement based grants are recognized as revenue when the qualifying expenditures have been incurred and all other eligibility requirements have been met, and the amount is received during the period or within the availability period for this revenue source (within 180 days after fiscal year end). All other revenue items are considered to be measurable and available only when cash is received by the government.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Estimates

The preparation of basic 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.

Cash Equivalents

TAM's cash and cash equivalents include cash on hand, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition. TAM consider demand deposits and all highly liquid investments with an original maturity of three months or less when purchased to be cash equivalents.

Compensated Absences

Compensated absences comprise unpaid vacation and compensatory hours which are accrued as earned. Vacation hours accumulated are fully compensated at time of separation or at calendar year end when the accrued hours exceed the allowable amount. The liabilities are separated into current and long-term portions based on estimates as of June 30 and amounts expected to be paid subsequent to the fiscal year. TAM's liability for compensated absences is recorded in government-wide financial statements. The changes in long-term compensated absences during the fiscal year ended June 30, 2023 were as follows:

	Balance			Balance	Due Within
	7/1/2022	Additions	Deductions	6/30/2023	One Year
Compensated Absences	<u>\$ 263,056</u>	<u>\$ 178,721</u>	<u>\$ 162,803</u>	<u>\$ 278,974</u>	<u>\$ 166,886</u>

Net Position and Fund Balances

Net Position - the difference between assets and deferred outflows of resources less liabilities and deferred inflows of resources is called net position. Net position is comprised of three components: net investments in capital assets, restricted and unrestricted.

Net investment in capital assets - consists of capital assets, net of accumulated depreciation/amortization. Deferred outflows of resources and deferred inflows of resources that are attributable to the acquisition, construction, or improvement of those assets or related debt are included in this component of net position.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Restricted Net Position - consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets. Assets are reported as restricted when constraints are placed on asset use either by external parties or by law through constitutional provision or enabling legislation. This amount consists of amounts restricted from external creditors, grantors, contributors, and laws or regulations of other governments.

Unrestricted Net Position - the net amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that does not meet the definition of the two preceding categories.

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 a 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 general fund and includes all spendable amounts not contained in the other classifications.

Spending Order Policy

When expenses are incurred for both restricted and unrestricted fund balances available, TAM considers restricted funds to be spent first. When expenditures are incurred for which committed, assigned, or unassigned fund balances are available, TAM considers amounts to be 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.

Unearned Revenue

The government-wide statement of net position 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, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Pensions

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 TAM's retirement plans (Plans) and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by the Plan's administrators. 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.

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 TAM's OPEB plan and additions to/deductions from the 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.

Risk Management

TAM 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 TAM carries commercial insurance. In addition, TAM has policies and procedures that ensure appropriate insurance coverage and risk procedures for third-party service providers doing work on behalf of the agency. TAM did not settle any claims that exceeded TAM's insurance coverage during the past three years, nor did it reduce its insurance coverage from the prior year.

Deferred Inflow/Outflow of Resources

In addition to assets, the statement of net position includes a separate section for deferred outflows of resources. Deferred outflows of resources represent 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. TAM has two items that qualify for reporting in this category; deferred amounts related to pension and OPEB. The deferred amounts related to pension and OPEB relate differences between estimated and actual investment earnings, changes in actuarial assumptions, and other pension and OPEB related changes. The deferred amounts related to pension and OPEB relate differences between estimated and actual investment earnings, changes in actuarial assumptions, and other pension and OPEB related changes.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

In addition to liabilities, the statement of netposition includes a separate section for deferred inflows of resources. Deferred inflows of resources represent 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. TAM has two items that qualify for reporting in this category; deferred amounts related to pension and OPEB activities.

Investment Valuations

TAM measures its investments at fair value and categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Fair value is a market-based measurement, using observable market transactions or available market information. TAM's investments in the CalTRUST Joint Powers Authority are uncategorized because deposits to and from the pool are made on the basis of \$1 and not at fair value.

Restricted Cash and Investments with Trustees

Assets whose use is restricted to specific purposes are segregated on the statement of net position. Restricted cash and investments consisted of TAM's California Employer's Pension Prefunding Trust Fund (CEPPT) (that is intended to perform an essential government function investment of funds by a State, political subdivision or 115 entity within the meaning of Internal Revenue Code Section 115).

Receivables

Receivables consist of amounts owed to TAM by other governmental agencies and sales tax receivables. An allowance for doubtful accounts receivable is established when, based upon a review of outstanding accounts and the failure of all collection efforts, management determines that collection may not occur. As of June 30, 2023 all receivables are considered fully collectible.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capital Assets

Capital assets are tangible and intangible assets which include leases as lessee. Capital assets are recorded at historical cost or at estimated historical cost if actual historical cost is not available. Maintenance and repairs are charged to operations when incurred. Betterments and major improvements which significantly increase values, change capacities or extend useful lives are capitalized. It is TAM's policy to capitalize qualifying tangible and intangible assets with an initial cost of more than \$25,000, and an estimated useful life in excess of one year. Donated capital assets are recorded at acquisition value at the date of donation. Acquisition value is the price that would be paid to acquire an asset with equivalent service potential on the date of the donation. Intangible assets follow the same capitalization policies as tangible capital assets. Land and construction in progress are not depreciated. The other tangible and intangible property, plant, equipment, the right to use leased equipment are depreciated/amortized using the straight-line method over the useful life of the asset.

Leases

As Lessor: At the commencement of a lease, TAM will initially measure 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. Currently TAM has no recognized lease receivable.

As Lessee: TAM is a lessee for a noncancellable building lease. TAM recognizes a lease liability and an intangible right-to-use lease asset (lease asset) in its financial statement.

At the commencement of a lease, TAM initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over its useful life.

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

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

TAM uses its estimated bond borrowing rate as the discount rate for leases with adjustment for the applicable lease terms.

The lease term includes the noncancellable period of the lease. Lease payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that TAM is reasonably certain to exercise.

TAM 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 noncurrent capital assets and lease liabilities are reported with long term debt as current and noncurrent liabilities on the statement of net position.

New Accounting Principles

GASB Statement No. 96 - In May 2020, GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements*. The objective of this Statement is to provide guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. The provisions of this Statement were implemented during fiscal year 2023. As part of the implementation of this Statement, the Authority accounted for all subscription transactions and has determined that there are no subscriptions that meet these requirements to be disclosed in the financial statement. In addition, the Authority has established a threshold of \$250,000 that subscriptions must meet in order for the Authority to disclose on the financial statements.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 2 – CASH AND INVESTMENTS

Classification

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

Cash and Cash Deposits	\$ 535,464
Section 115 Trust	131,253
Investments with CalTRUST Joint Powers Authority Pool	<u>54,230,782</u>
Total Cash and Investments	<u>\$ 54,897,499</u>
Unrestricted Cash and Cash Investments	\$ 54,766,246
Restricted Investments - Section 115 Trust	<u>131,253</u>
Total Cash and Investments	<u>\$ 54,897,499</u>

Investment Authority by the California Government Code and TAM’s Investment Policy

The table below identifies the investment types that are authorized for TAM 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. TAM has adopted a formal investment policy. The allowable investments, according to TAM’s investment policy or the government code when more restrictive, are listed below:

Investment Type	Maximum Remaining Maturity	Maximum Percentage of Portfolio	Maximum Investment In One Issuer
Investment Trust of California	None	None	\$100 Million
Local Agency Investment Funds (LAIF)	None	None	\$65 Million
Certificates of Deposit	5 years	305	None
US Treasury Obligations	5 years	None	None
US Agency Securities	5 years	None	None
State of California and Local Agency Bonds	5 years	None	None
Banker’s Acceptance	180 days	30%	None
Commercial Paper	270 days	25%	None
Medium-Term Notes	2 years	30%	None
Marin County Cash Pool	None	None	None
Repurchase Agreements	1 year	None	None

CalTRUST invests in fixed income securities eligible for investment pursuant to California Government Code Sections 53601, et. seq. and 53635, et. seq. Investment guidelines adopted by the CalTRUST Board of Trustees may further restrict the types of investments held by the Trust. Leveraging within the CalTRUST’s portfolios is prohibited.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 2 – CASH AND INVESTMENTS (Continued)

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates and may 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 TAM’s investments to market interest rate fluctuations is provided by the following table that shows the distribution of TAM’s investments by maturity:

Investment Type	Totals	Remaining Maturity	
		12 Months or Less	1 to 5 Years
Section 115 Trust	\$ 131,253	\$ -	\$ 131,253
Deposits with CalTRUST Joint Powers Authority Pool	54,230,782	949,195	53,281,587
Total	\$ 54,362,035	\$ 949,195	\$ 53,412,840

Disclosures Relating to Credit Risks

Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. Credit risk can be measured by the rating of the issuers, assigned by nationally recognized statistical rating organizations.

Investment Type	Totals	S&P Global Ratings	
		AA-f	AA-f
Deposits with CalTRUST Join Powers Authority Pool	\$ 54,362,035	\$ 949,195	\$ 53,281,587

Investment in the Section 115 Trust with the California Employer’s Retiree Benefits Trust is not rated.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 2 – CASH AND INVESTMENTS (Continued)

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 that, 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 investment or collateral securities that are in the possession of another party. The California Government Code and TAM's investment policy do 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 governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

As of June 30, 2023, TAM's deposits are with the Bank of Marin, a regional bank operating in the San Francisco Bay Area. The total amount deposited with Bank of Marin is \$535,464. Of the bank balance, \$250,000 was covered by federal depository insurance and the remaining balance was exposed to custodial credit risk because it was collateralized by the pledging financial institutions as required by Section 53652 of the California Government Code described above, but not in the name of TAM.

Fair Value Measurements

TAM categorizes the fair value measurements of its investments based on the hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value. The following provides a summary of the hierarchy used to measure fair value:

Level 1 - Quoted prices in active markets for identical assets that TAM has the ability to access at the measurement date. Level 1 assets may include debt and equity securities that are traded in an active exchange market and that are highly liquid and are actively traded in over-the-counter markets.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 2 – CASH AND INVESTMENTS (Continued)

Level 2 - Observable inputs other than Level 1 prices such as quoted prices for similar assets in active markets, quoted prices for identical or similar assets in markets that are not active, or other inputs that are observable, such as interest rates and curves observable at commonly quoted intervals, implied volatilities, and credit spreads. For financial reporting purposes, if an asset has a specified term, a Level 2 input is required to be observable for substantially the full term of the asset.

Level 3 - Unobservable inputs should be developed using the best information available under the circumstances, which might include TAM's own data.

Deposits and withdrawals in the CalTRUST Investment Pool are made on the basis of \$1 and not fair value. Accordingly, TAM's proportionate share of investments on June 30, 2023 is an uncategorized input not defined as a Level 1, Level 2, or Level 3 input.

Reported investment income is comprised of the following components as of June 30, 2023:

Unrealized/Realized Investment Gain (Loss)	\$ (718,817)
Interest Revenue	<u>1,407,266</u>
Total Investment Income	<u>\$ 688,449</u>

NOTE 3 – COMMITMENTS AND CONTINGENCIES

TAM has various cooperative agreements with governmental entities and contracts with vendors. As of June 30, 2023, TAM's total outstanding commitments were approximately \$121.3 million, with \$76.67 million expended and \$44.56 million still outstanding.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 4 – RISK MANAGEMENT

TAM is exposed to various risks of losses related to torts; theft or damage to, and destruction of assets; errors and omissions; and natural disasters. TAM carries commercial insurance through Alliant Insurance Services, Inc. for general liability, automobile, property coverage, and public officials’ errors and omissions. In addition, TAM carries workers’ compensation insurance through the State Compensation Insurance Fund.

Type of Coverage	Insurer	Limits	Deductible Per Occurrence
Commercial General Liability	Alliant Property Insurance Program	\$ 1,000,000	\$ 2,500
Automobile Liability	Alliant Property Insurance Program	1,000,000	2,500
Public Officials E&O	Alliant Property Insurance Program	1,000,000	2,500
Employment Practices	Alliant Property Insurance Program	1,000,000	10,000
Excess General Liability	Alliant Property Insurance Program	1,000,000	25,000
General Liability Aggregate	Alliant Property Insurance Program	2,000,000	25,000

TAM mitigates its exposure to loss through purchase of private insurance. Claims have not exceeded coverage in the past three years.

NOTE 5 – CAPITAL ASSETS

Capital asset activity for the fiscal year ended June 30, 2023, was as follows:

	Balance as of June 30, 2022	Additions	Balance as of June 30, 2023
Right to use lease, Buildings	\$ 984,813	\$ -	\$ 984,813
Accumulated depreciation Right to use lease, Buildings	(227,265)	(227,266)	(454,531)
Capital assets, net	\$ 757,548	\$ (227,266)	\$ 530,282

The lease for office space was entered into on March 19, 2015 and expires on October 31, 2025.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 6 – PENSION PLANS

General Information about the Pension Plan

Plan Description

All qualified employees are eligible to participate in TAM’s Employee Pension Plan (Plan), a cost-sharing multiple employers defined benefit pension plan administered by the California Public Employees’ Retirement System (CalPERS). Benefit provisions under the Plan are established by State statute, the contract between CalPERS and TAM, and TAM resolution. CalPERS acts as a common investment and administrative agent for its participating member employers. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions, and membership information that can be found on the CalPERS website. Copies of the CalPERS annual financial reports may be obtained from the CalPERS Executive Office at 400 Q Street, Sacramento, California 95811.

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 or 52, depending on the hire date, 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 1959 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost-of-living adjustments for each plan are applied as specified by the Public Employees’ Retirement Law. Benefit provisions and all other requirements are established by State statute and may be amended by TAM’s contract with the employees. The Plan provisions and benefits in effect on June 30, 2023, are summarized as follows:

Contributions

	<u>Miscellaneous Tier I</u>	<u>Miscellaneous PEPRA</u>
	Prior to January 1, 2013	On or after January 1, 2013
Hire date		
Benefit formula	2% @ 55	2% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50 - 63	52 - 67
Monthly benefits, as a % of eligible compensation	1.426% - 2.418%	1.0% - 2.5%
Required employee contribution rates	7.00%	6.75%
Required employer contribution rates	10.87%	7.47%

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 6 – PENSION PLANS (Continued)

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 shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are 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. TAM is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. For the year ended June 30, 2023, the employer contributions made by TAM to the plan were equal to the amount of the annual required employer contributions of \$207,757.

Net Pension Liability

TAM's net pension liability is measured as the total pension liability less the pension plan's fiduciary net position. The net pension liability was measured as of June 30, 2022, using an annual 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 liability was determined using the following actuarial assumptions for the collective miscellaneous plans:

Valuation Date	June 30, 2021
Measurement Date	June 30, 2022
Actuarial Cost Method	Entry-Age Actuarial Cost Method
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Salary Increases	Varies by Entry Age and Service
Mortality Rate Table ¹	Derived using CalPERS' Membership Data for all Funds
Post Retirement Benefit Increase	The lesser of Contract Cola or 2.30% until Purchasing Power Protection Allowance floor on purchase power applies, 2.30% thereafter

(1) The mortality table used was developed based on CalPERS-specific data. The probabilities of mortality are based on the 2021 CalPERS Experience Study for the period from 2001 to 2019. Pre-retirement and Post-retirement mortality rates include generational mortality improvement using 80% of Scale MP-2020 published by the Society of Actuaries. For more details on this table, please refer to the CalPERS Experience Study and Review of Actuarial Assumptions report from November 2021 that can be found on the CalPERS website.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 6 – PENSION PLANS (Continued)

Pension Expense and Deferred Outflows/Inflows of Resources Related to Pension

For the year ended June 30, 2023, TAM recognized pension expense of \$892,981. On June 30, 2023, TAM reported deferred outflows and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 207,757	\$ -
Differences between actual and expected experience	10,909	(7,306)
Changes in assumptions	55,663	-
Net differences between projected and actual earnings on plan investments	99,501	-
Change in proportion and differences between actual contributions and proportionate share of contributions	<u>564,782</u>	<u>(97,593)</u>
Total	<u>\$ 938,612</u>	<u>\$ (104,899)</u>

Reported as deferred outflows of resources related to contributions subsequent to the measurement date is \$207,757 which 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:

Year Ended June 30	Annual Amortization
2024	\$ 251,680
2025	200,728
2026	112,689
2027	60,859
Total	<u>\$ 625,956</u>

Discount Rate

The discount rate used to measure the total pension liability was 6.90%. 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 different from the actuarially assumed discount rate. Based on the testing of the plans, the tests revealed the assets would not run out. Therefore, the current 6.90% discount rate is appropriate, and the use of the municipal bond rate calculation is not deemed necessary. The long-term expected discount rate of 7.15% is applied to all plans in the Public Employees Retirement Fund. The stress test results are presented in a detailed report titled "GASB Crossover Testing Report" that can be obtained at CalPERS' website under the GASB 68 section.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 6 – PENSION PLANS (Continued)

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’ staff took into account both short-term and long-term market return expectations, as well as the expected pension fund (Public Employees’ Retirement Fund) cash flows. Such cash flows were developed assuming that both members and employers would make their required contributions on time and as scheduled in all future years. Using historical returns of all the funds’ asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11+ years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. The expected real rates of return by asset class are as follows:

<u>Asset Class (1)</u>	<u>Assumed Asset Allocation</u>	<u>Real Return (1),(2)</u>
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	<u>100%</u>	

(1) An expected inflation of 2.30% used for this period.

(2) Figures are based on the 2021 Asset Liability Management study.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 6 – PENSION PLANS (Continued)

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents TAM’s proportionate share of the net pension liability, as well as what TAM’s proportionate share of 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:

	Discount Rate		
	1% Decrease	Current	1% Increase
	5.90%	6.90%	7.90%
Miscellaneous	\$ 1,401,401	\$ 543,205	\$ (162,877)

Pension Plan Fiduciary Net Position

Detailed information about the Plan’s fiduciary net position is available in the separately issued CalPERS financial report.

NOTE 7 – NET OTHER-POST EMPLOYMENT BENEFIT (OPEB) LIABILITY

For the fiscal year ended June 30, 2023, TAM reported net OPEB liability, deferred outflows of resources, deferred inflows of resources, and OPEB expense as follows:

Net OPEB Liability	Deferred Outflows of Resources	Deferred Inflows of Resources	OPEB Expense
\$ 551,039	\$ 84,250	\$ (182,794)	\$ 65,045

The details of TAM’s plan are as follows:

Plan Administration

TAM’s governing board administers OPEB Plan (the Plan). The Plan is a single employer defined benefit plan that is used to provide OPEB other than pensions for eligible retirees and their spouses.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 7 – NET OTHER-POST EMPLOYMENT BENEFIT (OPEB) LIABILITY (Continued)

Plan Membership

Membership in the plan consisted of the following at the measurement date of June 30, 2022.

Active employees	13
Inactive employees or beneficiaries currently receiving benefit payments	2
Inactive employees entitled to but not yet receiving benefit payments	1
Total	<u>16</u>

Benefits Provided

The Plan provides medical coverage through CalPERS as permitted under the Public Employees' Medical and Hospital Care Act (PEMHCA). This coverage requires the employee to satisfy the requirements for retirement under CalPERS: either (a) attainment of age 50 (age 52, if PEPRA employee) with 5 years of State or public agency service or (b) an approved disability retirement. Under PEMHCA, TAM has resolved to make the allowable monthly Minimum Employer Contributions (MEC) toward active employee premiums. TAM also must provide a minimum lifetime contribution for all retired employees and for a covered spouse who survives the retiree if the spouse is entitled to survivor pension benefits.

Contributions

The contribution requirements of Plan members and TAM are established and may be amended by TAM's governing board. The required contribution is based on projected pay-as-you-go financing requirements. TAM contributed \$7,187 as MEC premium contribution and implicit subsidy to the retiree in FY2022-23.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 7 – NET OTHER-POST EMPLOYMENT BENEFIT (OPEB) LIABILITY (Continued)

Actuarial Assumptions

The Authority’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 June 30, 2022, based on the following actuarial methods and assumptions:

	<u>Actuarial Assumptions</u>
Valuation Date	June 30, 2022
Measurement Date	June 30, 2022
Actuarial Cost Method	Entry Age Normal Cost, level percent of pay
Actuarial Assumptions:	
Inflation	2.50%
Salary Increases	3.00%
Healthcare Cost Trend Rates	6.80% in 2024, fluctuating down to 5% by 2024
Retirement Age	50 to 75
Mortality	CalPERS 2021 Experience Study
Mortality Improvement	MacLeod Watts Scale 2022

The discount rate was based on the Bond Buyer General Obligation 20-Bond Municipal Bond Index.

Mortality rates were based on the 2017 CalPERS Public Agency for Miscellaneous Employees Table. Mortality rates vary by age and sex. The actuarial assumptions used in the June 30, 2022, valuation were based on the results of the 2021 CalPERS experience study for the period using data from 1997 to 2019

Changes of Assumptions

The discount rate was changed from 2.20 percent in 2021 to 3.54 percent in the 2022 measurement date.

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 7 – NET OTHER-POST EMPLOYMENT BENEFIT (OPEB) LIABILITY (Continued)

Changes in the Net OPEB Liability

	Increase (Decrease)		
	Total OPEB Liability (a)	Fiduciary Net Position (b)	Net OPEB Liability/(Asset) (c) = (a) - (b)
Balance at 6/30/2022 (Measurement Date)	\$ 659,957	\$ 33,336	\$ 626,621
Changes Recognized for the Measurement Period:			
Service Cost	70,646	-	70,646
Interest on the total OPEB liability	15,991	-	15,991
Changes in benefit terms			
Differences between expected and actual experience	-	(6,274)	6,274
Changes of assumptions	(132,734)	-	(132,734)
Plan Experience	(26,233)	-	(26,233)
Contributions from the employer	-	7,451	(7,451)
Net investment income	-	2,083	(2,083)
Administrative expenses	-	(8)	8
Benefit payments	(7,451)	(7,451)	-
Other Expenses	-	-	-
Net changes	(79,781)	(4,199)	(75,582)
Balance at 6/30/2023 (Measurement Date)	\$ 580,176	\$ 29,137	\$ 551,039

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate

The following presents the net OPEB liability of TAM, as well as what TAM's net OPEB liability would be if it were calculated using a discount rate that is one percent lower or higher than the current rate:

Net OPEB Liability/(Asset)		
Discount Rate -1%	Discount Rate	Discount Rate +1%
(2.54%)	(3.54%)	(4.54%)
\$ 638,798	\$ 551,039	\$ 479,685

Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates

The following presents the net OPEB liability of TAM, as well as what TAM's net OPEB liability would be if it were calculated using healthcare cost trend rates that are one percent lower or higher than the current healthcare costs trend rates:

Net OPEB Liability/(Asset)		
Current Healthcare Cost		
1% Decrease	Trend Rates	1% Increase
\$ 460,848	\$ 551,039	\$ 665,965

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 7 – NET OTHER-POST EMPLOYMENT BENEFIT (OPEB) LIABILITY (Continued)

OPEB Expense and Related Deferred Outflows of Resources and Deferred Inflows of Resources

For the year ended June 30, 2023, TAM recognized OPEB expense of \$65,045. At June 30, 2023, TAM reported deferred outflows of resources and deferred inflow of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Employer contributions made subsequent to the measurement date	\$ 7,187	\$ -
Differences between actual and expected experience	-	(65,975)
Changes of assumptions	74,107	(116,819)
Net differences between projected and actual earnings on plan investments	2,956	-
Total	<u>\$ 84,250</u>	<u>\$ (182,794)</u>

Contributions subsequent to the measurement date will be recognized to OPEB expense in fiscal year 2024. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Year Ended June 30	Annual Amortization
2024	\$ (12,330)
2025	(12,332)
2026	(12,420)
2027	(11,674)
2028	(15,205)
Thereafter	(41,770)
Total	<u>\$ (105,731)</u>

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO BASIC FINANCIAL STATEMENTS

JUNE 30, 2023

NOTE 8 – LEASE LIABILITY

The lease liability consists of a multi-year lease agreement for its administrative office at 900 Fifth Ave, Suite 100, San Rafael. As of June 30, 2023, the value of the building lease liabilities was \$563,599. The agency must make monthly rent payments of \$20,213 as of June 30, 2023, escalating to \$21,444 at the expiration of the lease agreements on October 31, 2025. The value of the right-to-use asset at the end of the current fiscal year was \$530,282, net of accumulated amortization of \$454,531.

TAM also has a sublease agreement for one office space that started May 2021 and is currently on a month-to-month sublease basis until terminated. Sublease payments for the fiscal year ended June 30, 2023, are \$4,944. TAM has two equipment leases for a copier and postage equipment that have a minimal present value and do not meet a material dollar threshold. TAM has elected not to recognize a lease asset and lease liability for these two leases.

The future principal and interest lease payments as of June 30, 2023, were as follows:

	<u>Balance as of June 30, 2022</u>	<u>Deletion</u>	<u>Balance as of June 30, 2023</u>	<u>Due within one year</u>
Recognition of lease liability, Buildings	\$ 779,931	\$ 216,332	\$ 563,599	\$ 231,338

<u>Fiscal Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2024	\$ 231,338	\$ 16,067	\$ 247,405
2025	247,108	7,719	254,827
2026	85,153	622	85,775
	<u>\$ 563,599</u>	<u>\$ 24,408</u>	<u>\$ 588,007</u>

NOTE 9 – SUBSEQUENT EVENTS

Unearned Revenue

Near year end of June 30, 2023, TAM received notification of an awarded amount of \$30 million (\$20M for SR 37 and \$10M for Marin City/US 101) to be used to combat the sea level rise and Highway 37 design and reconstructing project as well as mitigate and reduce flooding in the Marin City area. The Highway 37 reconstruction project will include administration and management, technical studies, design, permitting, and right of way. The Authority has chosen to record the award as unearned revenue and accounts receivable until the funds are used for the project in the upcoming years.

REQUIRED SUPPLEMENTARY INFORMATION

TRANSPORTATION AUTHORITY OF MARIN

**REQUIRED SUPPLEMENTARY INFORMATION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL - GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2023**

	Budgeted Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actual	
REVENUES				
Cities/Towns and County Contribution	\$ 550,000	\$ 550,000	\$ 550,002	\$ 2
Investment Revenue	25,000	25,000	133,582	108,582
MTC STP/CMAQ Planning Fund and OBAG Grants	1,228,121	1,228,121	868,095	(360,026)
MTC Regional Measure 2 Fund	1,518,390	1,518,390	1,193,073	(325,317)
State STIP/PPM Fund	100,005	100,005	176,393	76,388
Federal STP Fund	10,000	10,000	10,000	-
Caltrans Bus On Shoulder Grant	72,000	72,000		(72,000)
Realized Highway 101 ROW Excess Fund	225,000	225,000	199,990	(25,010)
Total Revenues	3,728,516	3,728,516	3,131,135	(597,381)
EXPENDITURES				
Current:				
Administration:				
Salaries & Benefits	1,123,000	1,123,000	1,037,161	85,839
Office Supplies & Small Miscellaneous Items	5,000	5,000	465	4,535
Legal Services	10,000	10,000	64	9,936
Document/Video/Marketing Material Production	20,000	20,000	61	19,939
Memberships	22,500	22,500	22,500	-
Travel/Meetings/Conferences	6,500	6,500	635	5,865
Professional Services:				
Travel Model Maintenance & Update	100,000	100,000	-	100,000
Traffic Monitoring, Reporting & Travel Model Data Requests	75,000	75,000	101,220	(26,220)
Project Management Oversight	40,000	40,000	105,208	(65,208)
State Legislative Assistance	46,200	46,200	46,200	-
N/S Greenway - Construction Design Support	100,000	100,000	99,843	157
Public Outreach Service Support	15,000	15,000	995	14,005
Vision Plan Update/Countywide Transportation Plan	150,000	150,000	4,199	145,801
Safe Roads Marin - HSIP Caltrans	72,000	72,000	13,661	58,339
Equity Framework	50,000	50,000	-	50,000
Consulting Pool	5,000	5,000	-	5,000
Interagency Agreements:				
Caltrans - North-South Greenway (Northern Segment) Construction	1,500,000	1,500,000	-	1,500,000
Larkspur N/S Greenway (ORH)- Construction support	150,000	150,000	-	150,000
San Anselmo - Hub Reconfiguration Phase I Study	9,000	9,000	-	9,000
Caltrans - MSN B8 PS&E/ROW Support & Capital	225,000	225,000	15,928	209,072
Larkspur - North-South Greenway Construction Management	200,000	200,000	194,441	5,559
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	-	-	8,156	(8,156)
Total Expenditures	3,924,200	3,924,200	1,650,737	2,273,463
EXCESS OF REVENUES OVER EXPENDITURES	(195,684)	(195,684)	1,480,398	1,676,082
OTHER FINANCING SOURCES (USES)				
Transfers in	-	-	241,399	241,399
Transfers (out)	-	-	(252,234)	(252,234)
Total Other Financing Sources (Uses)	-	-	(10,835)	(10,835)
NET CHANGE IN FUND BALANCE	\$ (195,684)	\$ (195,684)	1,469,563	\$ 1,665,247
Fund balance at beginning of year			759,523	
Reconciling Item				
GASB 31 - fair market value adjustment on investments			(62,716)	
FUND BALANCE AT END OF YEAR			\$ 2,166,370	

TRANSPORTATION AUTHORITY OF MARIN

**REQUIRED SUPPLEMENTARY INFORMATION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL - TFCA FUND
FOR THE YEAR ENDED JUNE 30, 2023**

	<u>Budgeted Amounts</u>		<u>Actual</u>	Variance with
	<u>Original</u>	<u>Final</u>		Final Budget Positive (Negative)
REVENUES				
Investment Revenue	\$ 5,000	\$ 5,000	\$ 19,170	\$ 14,170
Transportation for Clean Air Fund	350,000	350,000	350,331	331
Regional TFCA Competitive Grants	63,727	63,727	25,000	(38,727)
Total Revenues	<u>418,727</u>	<u>418,727</u>	<u>394,501</u>	<u>(24,226)</u>
EXPENDITURES				
Current:				
Administration:				
Salaries & Benefits	62,000	62,000	57,730	4,270
TFCA Program/Project:				
TFCA - N/S Greenway Construction Grant	28,364	28,364	-	28,364
TFCA - Reimbursement of Various Capital Projects	394,000	394,000	-	394,000
Total Expenditures	<u>484,364</u>	<u>484,364</u>	<u>57,730</u>	<u>426,634</u>
EXCESS OF REVENUES OVER EXPENDITURES	<u>(65,637)</u>	<u>(65,637)</u>	<u>336,771</u>	<u>402,408</u>
OTHER FINANCING SOURCES (USES)				
Transfers in			10,835	10,835
Total Other Financing Sources (Uses)	<u>-</u>	<u>-</u>	<u>10,835</u>	<u>10,835</u>
NET CHANGE IN FUND BALANCE	<u>\$ (65,637)</u>	<u>\$ (65,637)</u>	<u>347,606</u>	<u>\$ 413,243</u>
Fund balance at beginning of year			633,606	
Reconciling Item				
GASB 31 - fair market value adjustment on investments			(12,220)	
FUND BALANCE AT END OF YEAR			<u>\$ 968,992</u>	

TRANSPORTATION AUTHORITY OF MARIN

**REQUIRED SUPPLEMENTARY INFORMATION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL - MEASURE A SALES TAX FUND
FOR THE YEAR ENDED JUNE 30, 2023**

	Budgeted Amounts		Actual	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES				
Measure A Sales Tax Revenue	\$ 50,000	\$ 50,000	\$ 124,855	\$ 74,855
Investment Revenue	40,000	40,000	231,310	191,310
Total Revenues	<u>90,000</u>	<u>90,000</u>	<u>356,165</u>	<u>266,165</u>
EXPENDITURES				
Current:				
Administration:				
Salaries & Benefits	-	-	51,960	(51,960)
Professional Services:				
N/S Greenway - Construction Design Support	-	-	25,885	(25,885)
Measure A Sales Tax Programs/Projects:				
Strategy 1.1 - Local Bus Transit Service	680,000	680,000	680,000	-
Strategy 1.2 - Rural Bus Transit System	55,080	55,080	55,080	-
Strategy 1.3 - Special Needs Transit Services	165,410	165,410	165,410	-
Strategy 1.4 - Bus Transit Facilities	1,544,740	1,544,740	1,544,740	-
Strategy 3.1 - Major Roads	163,105	163,105	117,283	45,822
Strategy 3.2 - Local Streets and Roads	243,440	243,440	236,746	6,694
Strategy 4.1 - Safe Routes to Schools	60,690	60,690	-	60,690
Strategy 4.2 - Crossing Guards	77,180	77,180	77,180	-
Strategy 4.3 - Safe Pathways To School	400,000	400,000	-	400,000
Interagency Agreements:				
Various Agencies - Bike/Ped Path Maintenance	-	-	13,429	(13,429)
Marin County - Drake/Cole Improvement Project	-	-	68,000	(68,000)
Total Expenditures	<u>3,389,645</u>	<u>3,389,645</u>	<u>3,035,713</u>	<u>353,932</u>
EXCESS OF REVENUES OVER EXPENDITURES	<u>(3,299,645)</u>	<u>(3,299,645)</u>	<u>(2,679,548)</u>	<u>620,097</u>
OTHER FINANCING SOURCES (USES)				
Transfers in	-	-	-	-
Transfers (out)	-	-	-	-
Total Other Financing Sources (Uses)	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NET CHANGE IN FUND BALANCE	<u>\$ (3,299,645)</u>	<u>\$ (3,299,645)</u>	<u>(2,679,548)</u>	<u>\$ 620,097</u>
Fund balance at beginning of year			<u>9,933,252</u>	
Reconciling Item				
GASB 31 - fair market value adjustment on investments			<u>(131,187)</u>	
FUND BALANCE AT END OF YEAR			<u>\$ 7,122,517</u>	

TRANSPORTATION AUTHORITY OF MARIN

**REQUIRED SUPPLEMENTARY INFORMATION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL - MEASURE AA SALES TAX FUND
FOR THE YEAR ENDED JUNE 30, 2023**

	Budgeted Amounts		Actual	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES				
Measure AA Sales Tax Revenue	\$ 34,800,000	\$ 34,800,000	\$ 34,961,617	\$ 161,617
Investment Revenue	160,000	160,000	943,604	783,604
Total Revenues	34,960,000	34,960,000	35,905,221	945,221
EXPENDITURES				
Current:				
Administration:				
Salaries & Benefits	1,646,000	1,646,000	1,553,311	92,689
Agency-Wide Classification Study	25,000	25,000	-	25,000
Office Lease	245,000	245,000	245,108	(108)
Agency IT Related Equipment Upgrade	40,000	40,000	20,917	19,083
Equipment Purchase/Lease	10,000	10,000	4,751	5,249
Telephone/Internet/Web Hosting Services	25,000	25,000	21,713	3,287
Office Supplies & Small Miscellaneous Items	25,000	25,000	43,660	(18,660)
Insurance	15,000	15,000	14,682	318
Financial Audit	23,000	23,000	28,300	(5,300)
Legal Services	15,000	15,000	2,995	12,005
Document/Video/Marketing Material Production	25,000	25,000	54,305	(29,305)
Memberships	12,000	12,000	15,725	(3,725)
Travel/Meetings/Conferences	20,000	20,000	22,968	(2,968)
Professional Development	5,000	5,000	5,099	(99)
Human Resources/Board Support	20,000	20,000	2,764	17,236
Information Technology Support	45,000	45,000	43,337	1,663
Annual Support & Upgrade of Financial System	10,000	10,000	7,569	2,431
Professional Services:				
Bellam Blvd 101 Off-ramp Improvements - Design & ROW	700,000	700,000	61,616	638,384
Project Management Oversight	100,000	100,000	139,385	(39,385)
Financial Advisor/Sales Tax Audit Services	10,000	10,000	23,613	(13,613)
Measure A/AA Sales Tax Compliance Audit	20,000	20,000	19,194	806
N/S Greenway - Construction Design Support	150,000	150,000	-	150,000
Public Outreach Service Support	25,000	25,000	1,000	24,000
Consulting Pool	5,000	5,000	3,548	1,452

(Continued)

TRANSPORTATION AUTHORITY OF MARIN

**REQUIRED SUPPLEMENTARY INFORMATION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL - MEASURE AA SALES TAX FUND
FOR THE YEAR ENDED JUNE 30, 2023**

	Budgeted Amounts		Actual	Variance with
	Original	Final		Final Budget
	Budgeted Amounts			Positive
	Original	Final	Actual	(Negative)
Measure AA Sales Tax Program/ Projects:				
Major Road Set Aside	5,000,000	5,000,000	8,558,382	(3,558,382)
Category 1.1 - MSN B7/B8 Design/ROW/Utility Work	1,400,000	1,400,000	1,175,147	224,853
Category 1.1 - MSN B7 Construction Design Support	400,000	400,000	219,402	180,598
Category 1.2 - 580/101 Direct Connector Project PID & PAE	1,100,000	1,100,000	644,663	455,337
Category 1.3 - Enhance Interchanges	1,200,000	1,200,000	324,304	875,696
Category 1.4 - Transportation Demand Management	100,000	100,000	41,858	58,142
Category 2.1 - Local Roads	6,773,432	6,773,432	6,587,187	186,245
Category 2.2 - Large Safe Pathways Capital Projects	1,000,000	1,000,000	871,248	128,752
Category 2.3 - Sea Level Rise	100,000	100,000	10,535	89,465
Category 2.4 - Innovative Technology	115,000	115,000	32,305	82,695
Category 3.1 - Safe Routes to School	1,090,000	1,090,000	1,146,192	(56,192)
Category 3.2 - Crossing Guards	1,950,000	1,950,000	1,980,302	(30,302)
Category 3.3 - Small Safe Pathways Capital Projects	250,000	250,000	1,755	248,245
Category 4.1 - Local Bus Transit Service	6,000,000	6,000,000	4,579,793	1,420,207
Category 4.2 - Rural Bus Transit Service	1,131,141	1,131,141	1,131,141	-
Category 4.3 - Special Needs Transit Service	4,159,467	4,159,467	2,594,817	1,564,650
Category 4.4 - School Transit Service	1,600,000	1,600,000	1,098,029	501,971
Category 4.5 - Bus Transit Facilities	1,628,357	1,628,357	1,628,357	0
Category 4.6 - Expand Access to Transit	124,499	124,499	-	124,499
Interagency Agreements:				
Various Agencies - Bike/Ped Path Maintenance	100,000	100,000	-	100,000
Marin Transit - Bus Facility Lease or Purchase Contribution	1,100,000	1,100,000	-	1,100,000
Marin County - Drake/Cole Improvement Project	68,000	68,000	-	68,000
Caltrans - 580/101 Direct Connector PID	120,000	120,000	74,639	45,361
Caltrans & Other - MSN B7 PS&E/ROW Support & Capital	450,000	450,000	-	450,000
Caltrans - MSN B7 Construction Capital & Support	1,026,000	1,026,000	399,430	626,570
Total Expenditures	41,201,896	41,201,896	35,435,046	5,766,850
EXCESS OF REVENUES OVER EXPENDITURES	(6,241,896)	(6,241,896)	470,175	6,712,071
OTHER FINANCING SOURCES (USES)				
Transfers in	-	-	-	-
Transfers (out)	-	-	-	-
Total Other Financing Sources (Uses)	-	-	-	-
NET CHANGE IN FUND BALANCE	\$ (6,241,896)	\$ (6,241,896)	470,175	\$ 6,712,071
Fund balance at beginning of year			29,175,575	
Reconciling Item				
GASB 31 - fair market value adjustment on investments			(468,357)	
FUND BALANCE AT END OF YEAR			\$ 29,177,393	

TRANSPORTATION AUTHORITY OF MARIN

**REQUIRED SUPPLEMENTARY INFORMATION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL - MEASURE B VRF FUND
FOR THE YEAR ENDED JUNE 30, 2023**

	Budgeted Amounts		Actual	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES				
Measure B VRF Revenue	\$ 2,300,000	\$ 2,300,000	\$ 2,320,048	\$ 20,048
Investment Revenue	20,000	20,000	85,770	65,770
Total Revenues	2,320,000	2,320,000	2,405,818	85,818
EXPENDITURES				
Current:				
Administration:				
Salaries & Benefits	148,000	148,000	198,074	(50,074)
Office Supplies & Small Miscellaneous Items	1,000	1,000	2,022	(1,022)
Legal Services	10,000	10,000	634	9,366
Document/Video/Marketing Material Production	5,000	5,000	70	4,930
Travel/Meetings/Conferences	5,000	5,000	-	5,000
Professional Services:				
Public Outreach Service Support	-	-	4,750	(4,750)
Measure B VRF:				
Element 1.1 - Local Streets and Roads	2,257,095	2,257,095	2,195,034	62,061
Element 1.2 - Bike/Ped Pathways	100,000	100,000	49,434	50,566
Element 2.1 - Mobility Management Programs	100,000	100,000	100,000	-
Element 2.2 - Paratransit & Low-Income Scholarships	190,000	190,000	190,000	0
Element 2.3 - Paratransit Plus	360,000	360,000	403,109	(43,109)
Element 2.4 - Volunteer Drive & Gap Grant	300,000	300,000	132,201	167,799
Element 3.1 - Safe Routes to School/Street Smart Program	175,000	175,000	175,000	-
Element 3.2 - Commute Alternative Programs	350,000	350,000	225,315	124,685
Element 3.3 - Alternative Fuel Vehicle Program	350,000	350,000	325,706	24,294
Total Expenditures	4,351,095	4,351,095	4,001,349	349,746
EXCESS OF REVENUES OVER EXPENDITURES	(2,031,095)	(2,031,095)	(1,595,531)	435,564
OTHER FINANCING SOURCES (USES)				
Transfers in	-	-	-	-
Transfers (out)	-	-	-	-
Total Other Financing Sources (Uses)	-	-	-	-
NET CHANGE IN FUND BALANCE	\$ (2,031,095)	\$ (2,031,095)	(1,595,531)	\$ 435,564
Fund balance at beginning of year			3,113,345	
Reconciling Item				
GASB 31 - fair market value adjustment on investments			(44,337)	
FUND BALANCE AT END OF YEAR			\$ 1,473,477	

TRANSPORTATION AUTHORITY OF MARIN

REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF PENSION CONTRIBUTIONS LAST SIX FISCAL YEARS

Cost Sharing Multiple-Employer Defined Benefit Pension Plans
Last 10 Years*

SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY

Measurement Date	2023	2022	2021	2020
Plan's proportion of the Net Pension Liability (Asset)	0.011609%	-0.022855%	0.006077%	0.001524%
Plan's proportion share of the Net Pension Liability (Asset)	\$ 543,205	\$ (433,976)	\$ 256,313	\$ 61,031
Plan's Covered Payroll	\$ 2,037,041	\$ 1,888,977	\$ 1,904,514	\$ 1,779,778
Plan's Proportionate Share of the Net Pension Liability/(Asset) as a Percentage of its Covered Payroll	26.67%	-22.97%	13.46%	3.43%
Plan's Fiduciary Net Position as a Percentage of the Plan's Total Pension Liability	76.68%	91.92%	77.71%	77.73%
Discount Rate	6.90%	7.15%	7.15%	7.15%
Measurement Date	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019

Measurement Date	2019	2018*
Plan's proportion of the Net Pension Liability (Asset)	0.008852%	0.0135900%
Plan's proportion share of the Net Pension Liability (Asset)	\$ 333,588	\$ 343,003
Plan's Covered Payroll	\$ 1,640,908	\$ 1,255,694
Plan's Proportionate Share of the Net Pension Liability/(Asset) as a Percentage of its Covered Payroll	20.33%	27.32%
Plan's Fiduciary Net Position as a Percentage of the Plan's Total Pension Liability	77.69%	75.39%
Discount Rate	7.15%	7.15%
Measurement Date	June 30, 2018	June 30, 2017

* Prior to January 1, 2018, all personnel working for TAM were hired by the Local Government Services (LGS)/Regional Government Services (RGS). TAM became its own employer of record on January 1, 2018 and entered into a contract with CalPERS directly. Information for a ten-year trend will be compiled as it becomes available.

Cost Sharing Multiple-Employer Defined Pension Plans
Last 10 Years*

SCHEDULE OF CONTRIBUTIONS

Fiscal Year ended June 30:	2023	2022	2021	2020
Actuarially determined contribution	\$ 207,757	\$ 192,251	\$ 193,878	\$ 180,465
Contributions in relation to the actuarially determined contributions	(207,757)	(192,251)	(193,878)	(180,465)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 2,221,888	\$ 2,037,041	\$ 1,888,977	\$ 1,904,514
Contributions as a percentage of covered payroll	9.35%	9.44%	10.26%	9.48%

Fiscal Year ended June 30:	2019	2018*
Actuarially determined contribution	\$ 550,084	\$ 115,695
Contributions in relation to the actuarially determined contributions	(550,084)	(115,695)
Contribution deficiency (excess)	\$ -	\$ -
Covered payroll	\$ 1,779,778	\$ 1,640,908
Contributions as a percentage of covered payroll	30.91%	7.05%

* Prior to January 1, 2018, all personnel working for TAM were hired by the Local Government Services (LGS)/Regional Government Services (RGS). TAM became its own employer of record on January 1, 2018 and entered into a contract with CalPERS directly. Information for a ten-year trend will be compiled as it becomes available.

TRANSPORTATION AUTHORITY OF MARIN

REQUIRED SUPPLEMENTARY INFORMATION
 SCHEDULE OF CHANGES IN TOTAL OPEB LIABILITY AND RELATED RATIOS
 LAST FOUR FISCAL YEARS

SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY AND RELATED RATIOS
 CALPERS
 Last 10 fiscal years*

Fiscal Year Ending	6/30/2023	6/30/2022	6/30/2021	6/30/2020
Measurement Date	6/30/2022	6/30/2021	6/30/2020	6/30/2019
Discount Rate on Measurement Date	3.54%	2.20%	2.25%	3.51%
Total OPEB Liability				
Service Cost	\$ 70,646	\$ 67,912	\$ 62,290	\$ 56,468
Interest	15,991	14,571	19,382	2,185
Changes of benefit terms	-	-	-	413,559
Differences between expected and actual experience	(26,233)	-	(65,378)	-
Changes of assumptions	(132,734)	5,069	87,693	24,642
Benefit payments	(7,451)	(14,532)	(13,904)	-
Net change in total OPEB liability	(79,781)	73,020	90,083	496,854
Total OPEB liability - beginning	659,957	586,937	496,854	-
Total OPEB liability - ending (a)	\$ 580,176	\$ 659,957	\$ 586,937	\$ 496,854
Plan fiduciary net position				
Contributions - employer	\$ 7,451	\$ 14,532	\$ 41,404	\$ -
Net investment income	(4,191)	5,477	377	-
Benefit payments	(7,451)	(14,532)	(13,904)	-
Administrative expense	(8)	(10)	(8)	-
Net change in plan fiduciary net position	(4,199)	5,467	27,869	-
Plan fiduciary net position - beginning	33,336	27,869	-	-
Plan fiduciary net position - ending (b)	\$ 29,137	\$ 33,336	\$ 27,869	\$ -
Net OPEB liability - ending (a)-(b)	\$ 551,039	\$ 626,621	\$ 559,068	\$ 496,854
Covered- employee payroll	\$ 2,115,975	\$ 2,035,875	\$ 1,971,505	\$ 1,847,787
Net OPEB liability as a percentage of covered-employee payroll	26.04%	30.78%	28.36%	26.89%

Notes to schedule:

* Fiscal year 2020 was the first year of implementation.

This page left blank intentionally

TRANSPORTATION AUTHORITY OF MARIN

REQUIRED SUPPLEMENTARY INFORMATION

NOTES TO REQUIRED SUPPLEMENTARY INFORMATION

NOTE 1 - BUDGETS AND BUDGETARY DATA

Comparisons with financial results for the current fiscal period for all the funds are presented as required supplementary information and include, in addition to actual expenditures, amounts that have been appropriated for projects and programs. The budget represents a process through which policy decisions are made, implemented, and controlled. Appropriations may be adjusted during the year with the approval of the TAM Board. Accordingly, the legal level of budgetary control by TAM is the total expenditures at the agency level. Budgets are adopted on a basis consistent with generally accepted accounting principles, except that a budget is not adopted for the unrealized gains or losses related to TAM's investments and interfund transfers.

NOTE 2 - SCHEDULE OF THE PROPORTIONATE SHARE OF THE NET PENSION LIABILITY AND SCHEDULE OF CONTRIBUTIONS

A cost-sharing employer is required to recognize a liability for its proportionate share of the net pension liability (of all employers for benefits provided through the pension plan)—the collective net pension liability. A cost-sharing employer is also required to recognize pension expense and report deferred outflows of resources and deferred inflows of resources related to pensions for its proportionate shares of collective pension expense and collective deferred outflows of resources and deferred inflows of resources related to pensions. The schedules present information to illustrate changes in TAM's proportionate share of the net pension liability and employer contributions over a ten-year period when the information is available.

NOTE 3 - TOTAL OPEB LIABILITIES

TAM's OPEB benefits became effective in fiscal year ended June 30, 2019. TAM's OPEB trust contributions to CalPERS were made in FY2019-20.

STATISTICAL SECTION

This page left blank intentionally

STATISTICAL SECTION

This part of TAM's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the overall financial health.

Financial Trends

These schedules contain trend information to help the reader understand how TAM's financial performance and well-being have changed over time.

Revenue Capacity

These schedules contain information to help the reader assess TAM's most significant local revenue source, the sales tax. TAM has no legal debt limits and therefore these schedules are not shown.

Debt Capacity

These schedules present information to help the reader assess the affordability of TAM's current level of outstanding debt and TAM's ability to issue additional debt in the future.

Demographic and Economic Information

These schedules present information to help the reader understand the environment within which TAM's financial activities take place.

Operating Information

These schedules contain service data to help the reader understand how the information in the government's financial report relates to the services TAM provides and the activities it performs.

Sources: Unless otherwise noted, the information in these schedules was derived from TAM's relevant Basic Financial Statements.

TRANSPORTATION AUTHORITY OF MARIN

FINANCIAL TRENDS – NET POSITION BY COMPONENT
LAST TEN FISCAL YEARS

	Fiscal Years Ending June 30									
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Governmental Activities:										
Restricted										
Corte Madera Project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	10,002	9,984
CMA Projects/Programs	\$ 1,931,115	\$ 887,015	\$ 942,316	\$ 706,094	\$ 1,111,365	\$ 1,654,299	\$ 1,807,945	\$ 2,047,909	\$ 2,266,878	\$ 1,582,014
TFCA Projects/Programs	\$ 955,619	\$ 636,760	\$ 690,212	\$ 1,663,908	\$ 1,621,585	\$ 1,288,964	\$ 1,148,177	\$ 1,124,769	\$ 1,537,359	\$ 1,262,147
Measure A Projects/Programs	\$ 7,113,857	\$ 9,952,402	\$ 11,783,972	\$ 23,817,466	\$ 33,739,210	\$ 33,503,019	\$ 41,151,805	\$ 42,617,597	\$ 35,543,695	\$ 28,474,843
Measure AA Projects/Programs	\$ 29,107,815	\$ 29,746,451	\$ 19,514,817	\$ 15,341,061	\$ 6,249,615	\$ -	\$ -	\$ -	\$ -	\$ -
Measure B Projects/Programs	\$ 1,427,594	\$ 3,135,803	\$ 2,587,600	\$ 2,094,195	\$ 3,869,294	\$ 3,211,734	\$ 2,548,561	\$ 3,938,953	\$ 2,983,990	\$ 2,290,173
Total Governmental										
Activities Net Position	\$ 40,536,000	\$ 44,358,431	\$ 35,518,918	\$ 43,622,724	\$ 46,591,069	\$ 39,658,016	\$ 46,656,488	\$ 49,729,228	\$ 42,341,924	\$ 33,619,161

TRANSPORTATION AUTHORITY OF MARIN

FINANCIAL TRENDS – CHANGES IN NET POSITION
LAST TEN FISCAL YEARS

EXPENSES	Fiscal Years Ending June 30									
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Governmental Activities:										
Congestion Management	\$ 45,165,463	\$ 35,982,143	\$ 49,113,994	\$ 37,973,856	\$ 34,879,040	\$ 42,395,402	\$ 39,766,538	\$ 29,891,239	\$ 25,207,772	\$ 32,378,764
Interest	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,308	\$ 70,695	\$ 125,431
Total Expenses	\$ 45,165,463	\$ 35,982,143	\$ 49,113,994	\$ 37,973,856	\$ 34,879,040	\$ 42,395,402	\$ 39,766,538	\$ 29,905,547	\$ 25,278,467	\$ 32,504,195
REVENUES										
Program Revenues:										
Grants and Contributions	\$ 3,369,054	\$ 9,232,310	\$ 7,729,826	\$ 3,234,508	\$ 8,081,927	\$ 6,329,413	\$ 8,024,309	\$ 8,535,259	\$ 5,657,885	\$ 4,225,369
Total Revenues	\$ 3,369,054	\$ 9,232,310	\$ 7,729,826	\$ 3,234,508	\$ 8,081,927	\$ 6,329,413	\$ 8,024,309	\$ 8,535,259	\$ 5,657,885	\$ 4,225,369
Net (Expense)/Revenue	\$ (41,796,409)	\$ (26,749,833)	\$ (41,384,168)	\$ (34,739,348)	\$ (26,797,113)	\$ (36,065,989)	\$ (31,742,229)	\$ (21,370,288)	\$ (19,620,582)	\$ (28,278,826)
GENERAL REVENUES										
Governmental Activities:										
Sales Tax	\$ 34,965,482	\$ 34,793,147	\$ 30,695,297	\$ 27,435,968	\$ 29,398,854	\$ 26,541,399	\$ 26,147,374	\$ 25,698,829	\$ 25,844,739	\$ 24,086,678
Vehicle Registration	\$ 2,320,048	\$ 2,311,091	\$ 2,404,319	\$ 2,327,292	\$ 2,417,118	\$ 2,386,486	\$ 2,399,640	\$ 2,376,492	\$ 2,333,642	\$ 2,347,339
Investment Earnings	\$ 688,449	\$ (1,514,891)	\$ 180,746	\$ 2,007,743	\$ 1,914,194	\$ 139,632	\$ 122,475	\$ 682,270	\$ 164,964	\$ 203,298
Total General Revenues	\$ 37,973,980	\$ 35,589,347	\$ 33,280,362	\$ 31,771,003	\$ 33,730,166	\$ 29,067,517	\$ 28,669,489	\$ 28,757,591	\$ 28,343,345	\$ 26,637,315
Governmental Activities										
Change in Net Position	\$ (3,822,429)	\$ 8,839,514	\$ (8,103,806)	\$ (2,968,345)	\$ 6,933,053	\$ (6,998,472)	\$ (3,072,740)	\$ 7,387,303	\$ 8,722,763	\$ (1,641,511)

TRANSPORTATION AUTHORITY OF MARIN

FINANCIAL TRENDS – FUND BALANCES OF GOVERNMENTAL FUNDS
 LAST TEN FISCAL YEARS

	Fiscal Years Ending June 30									
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
General Fund										
Nonspendable	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Restricted	\$ 2,166,370	\$ 759,523	\$ 1,116,884	\$ 899,880	\$ 755,114	\$ 1,770,058	\$ 1,807,945	\$ 2,047,909	\$ 1,687,929	\$ 1,582,014
Total General Fund	<u>\$ 2,166,370</u>	<u>\$ 759,523</u>	<u>\$ 1,116,884</u>	<u>\$ 899,880</u>	<u>\$ 755,114</u>	<u>\$ 1,770,058</u>	<u>\$ 1,807,945</u>	<u>\$ 2,047,909</u>	<u>\$ 1,687,929</u>	<u>\$ 1,582,014</u>
All Other Funds										
Nonspendable	\$ 21,444	\$ 21,444	\$ 21,444	\$ 21,444	\$ 24,140	\$ 29,111	\$ 21,444	\$ 21,444	\$ 40,496	\$ -
Restricted	\$ 38,720,936	\$ 42,834,334	\$ 34,510,303	\$ 42,382,108	\$ 45,067,562	\$ 38,134,462	\$ 43,860,646	\$ 47,085,034	\$ 40,988,405	\$ 34,856,630
Total Sales Tax Program	<u>\$ 38,742,379</u>	<u>\$ 42,855,778</u>	<u>\$ 34,531,747</u>	<u>\$ 42,403,552</u>	<u>\$ 45,091,702</u>	<u>\$ 38,163,573</u>	<u>\$ 43,882,090</u>	<u>\$ 47,106,478</u>	<u>\$ 41,028,901</u>	<u>\$ 34,856,630</u>

TRANSPORTATION AUTHORITY OF MARIN

FINANCIAL TRENDS – CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
LAST TEN FISCAL YEARS

	Fiscal Years Ending June 30									
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
REVENUES										
Sales Tax	\$ 35,086,472	\$ 34,754,393	\$ 30,832,521	\$ 27,345,662	\$ 28,976,082	\$ 27,507,852	\$ 25,755,762	\$ 25,702,937	\$ 25,265,790	\$ 24,086,678
Vehicle Registration Fee	\$ 2,320,048	\$ 2,311,091	\$ 2,404,319	\$ 2,327,292	\$ 2,417,118	\$ 2,386,486	\$ 2,399,640	\$ 2,376,492	\$ 2,333,642	\$ 2,347,339
Investment Earnings	\$ 688,449	\$ (1,514,891)	\$ 180,746	\$ 2,007,743	\$ 1,914,194	\$ 139,632	\$ 122,475	\$ 682,270	\$ 164,964	\$ 203,298
Project and Program Revenues	\$ 3,379,053	\$ 9,242,310	\$ 7,744,826	\$ 3,194,508	\$ 8,081,927	\$ 6,329,413	\$ 8,024,309	\$ 8,535,259	\$ 5,657,885	\$ 4,225,369
Total Revenues	\$ 41,474,022	\$ 44,792,903	\$ 41,162,412	\$ 34,875,205	\$ 41,389,321	\$ 36,363,383	\$ 36,302,186	\$ 37,296,958	\$ 33,422,281	\$ 30,862,684
EXPENDITURES										
Congestion management - Current										
Administration	\$ 3,711,737	\$ 3,069,428	\$ 3,051,243	\$ 3,154,148	\$ 3,378,703	\$ 3,058,896	\$ 3,013,630	\$ 2,857,963	\$ 2,342,920	\$ 2,221,074
Professional Services	\$ 550,799	\$ 685,578	\$ 1,178,698	\$ 2,629,748	\$ 4,216,373	\$ 2,803,406	\$ 2,965,064	\$ 1,717,395	\$ 2,979,268	\$ 2,511,401
Measure A	\$ 2,957,868	\$ 1,143,839	\$ 12,144,379	\$ 9,737,500	\$ 21,849,187	\$ 28,668,609	\$ 25,351,395	\$ 18,357,291	\$ 16,753,135	\$ 23,592,718
Measure AA	\$ 33,301,841	\$ 22,108,424	\$ 22,768,626	\$ 16,896,486	\$ 182,971	\$ -	\$ -	\$ -	\$ -	\$ -
Measure B	\$ 3,442,412	\$ 1,531,554	\$ 1,718,579	\$ 4,098,404	\$ 1,790,363	\$ 1,556,536	\$ 3,632,620	\$ 1,290,574	\$ 1,547,808	\$ 3,285,753
Interagency Agreements	\$ 215,918	\$ 7,924,784	\$ 6,644,955	\$ 535,629	\$ 3,992,151	\$ 5,855,948	\$ 4,526,973	\$ 4,902,359	\$ 1,541,444	\$ 596,806
Other Capital Expenditures	\$ -	\$ 362,625	\$ 1,310,733	\$ 366,674	\$ 66,388	\$ 176,392	\$ 276,856	\$ 765,658	\$ 43,196	\$ 171,012
Debt Service										
Principal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 953,854	\$ 1,865,628	\$ 1,810,894
Interest and Fiscal Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,308	\$ 70,696	\$ 125,431
Total Expenditures	\$ 44,180,575	\$ 36,826,234	\$ 48,817,213	\$ 37,418,589	\$ 35,476,136	\$ 42,119,787	\$ 39,766,538	\$ 30,859,402	\$ 27,144,095	\$ 34,315,089
Excess (Deficiency) of Revenues										
Over (Under) Expenditures	\$ (2,706,552)	\$ 7,966,669	\$ (7,654,801)	\$ (2,543,384)	\$ 5,913,185	\$ (5,756,404)	\$ (3,464,352)	\$ 6,437,556	\$ 6,278,186	\$ (3,452,405)
NET CHANGE IN FUND BALANCES										
Fund Balances - Beginning	\$ 43,615,300	\$ 35,648,631	\$ 43,303,432	\$ 45,846,816	\$ 39,933,631	\$ 45,690,035	\$ 49,154,387	\$ 42,716,831	\$ 36,438,645	\$ 39,891,050
Fund Balances - Ending	\$ 40,908,748	\$ 43,615,300	\$ 35,648,631	\$ 43,303,432	\$ 45,846,816	\$ 39,933,631	\$ 45,690,035	\$ 49,154,387	\$ 42,716,831	\$ 36,438,645
Debt Service as a Percentage of										
Total Expenditures	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.24%	7.68%	5.98%

Other Capital Expenditures are for TFCA projects and program funding contributions and should be included in the calculation.

TRANSPORTATION AUTHORITY OF MARIN

**REVENUE CAPACITY – SALES TAX REVENUE COLLECTION
LAST TEN FISCAL YEARS**

Fiscal Year Ended June 30:	Sales Tax Rate	Sales Tax Revenue	Annual Growth
2023	0.50%	\$ 35,086,472	0.96%
2022	0.50%	\$ 34,754,393	12.72%
2021	0.50%	\$ 30,832,521	12.75%
2020	0.50%	\$ 27,345,662	-5.63%
2019	0.50%	\$ 28,976,082	5.34%
2018	0.50%	\$ 27,507,852	6.80%
2017	0.50%	\$ 25,755,761	0.21%
2016	0.50%	\$ 25,702,937	1.73%
2015	0.50%	\$ 25,265,790	4.90%
2014	0.50%	\$ 24,086,678	1.98%

Source: California Department of Tax and Fee Administration.

TRANSPORTATION AUTHORITY OF MARIN

**REVENUE CAPACITY – SALES TAX RATES BY JURISDICTION
LAST TEN FISCAL YEARS**

Effective on	Apr-23	Apr-22	Apr-21	Apr-20	Apr-19	Apr-18	Apr-17	Apr-16	Apr-15	Apr-14
Belvedere	8.25%	8.00%	8.25%	8.25%	8.25%	8.25%	8.25%	8.50%	8.50%	8.50%
Corte Madera	9.00%	8.75%	9.00%	9.00%	9.00%	8.75%	8.75%	9.00%	9.00%	9.00%
Fairfax	9.00%	8.75%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
Larkspur	9.25%	8.75%	9.00%	9.00%	9.00%	9.00%	8.75%	9.00%	9.00%	9.00%
Mill Valley	8.25%	8.00%	8.25%	8.25%	8.25%	8.25%	8.25%	8.50%	8.50%	8.50%
Novato	8.50%	8.25%	8.50%	8.50%	8.50%	8.50%	8.50%	8.75%	9.00%	9.00%
Ross	8.25%	8.00%	8.25%	8.25%	8.25%	8.25%	8.25%	8.50%	8.50%	8.50%
San Anselmo	9.25%	8.50%	8.75%	8.75%	8.75%	8.75%	8.75%	9.00%	9.00%	9.00%
San Rafael	9.25%	9.00%	9.25%	9.00%	9.00%	9.00%	9.00%	9.25%	9.25%	9.25%
Sausalito	9.25%	8.50%	8.75%	8.75%	8.75%	8.75%	8.75%	9.00%	9.00%	8.50%
Tiburon	8.25%	8.00%	8.25%	8.25%	8.25%	8.25%	8.25%	8.50%	8.50%	8.50%
County-Unincorporated	8.25%	8.00%	8.25%	8.25%	8.25%	8.25%	8.25%	8.50%	8.50%	8.50%

Source: California Department of Tax and Fee Administration.

TRANSPORTATION AUTHORITY OF MARIN

**REVENUE CAPACITY – VEHICLE REGISTRATION FEE REVENUE COLLECTION
LAST TEN YEARS**

Fiscal Year Ended June 30:	VRF Amount	VRF Revenue	Annual Growth
2023	\$ 10	\$ 2,320,048	0.39%
2022	\$ 10	\$ 2,311,091	-3.88%
2021	\$ 10	\$ 2,404,319	3.31%
2020	\$ 10	\$ 2,327,292	-3.72%
2019	\$ 10	\$ 2,417,118	1.28%
2018	\$ 10	\$ 2,386,486	-0.55%
2017	\$ 10	\$ 2,399,640	0.97%
2016	\$ 10	\$ 2,376,492	1.84%
2015	\$ 10	\$ 2,333,550	-0.59%
2014	\$ 10	\$ 2,347,319	2.94%

Marin County 10-Year Fee Paid Vehicle Registration Data.

Calendar Year	Registered Vehicles	Change
2022	237,711	-1.76%
2021	241,977	-0.82%
2020	243,986	-2.22%
2019	249,524	0.69%
2018	247,820	0.16%
2017	247,424	-0.76%
2016	249,314	1.41%
2015	245,849	1.14%
2014	243,069	0.89%
2013	240,921	2.29%

Data Source: California Department of Motor Vehicle.

TRANSPORTATION AUTHORITY OF MARIN

REVENUE CAPACITY – MARIN PRINCIPAL SALES TAXPAYERS BY SEGMENT
YEAR 2021 AND 2015 (NUMBERS IN 000’S)

		2022*	
Principal Revenue Payers	Rank	Total Taxable Sales in Marin County	Percentage of Total County Taxes
All Other Outlets	1	\$ 1,649,124	25.18%
Motor Vehicle and Parts Dealers	2	944,771	14.42%
Other Retail Group	3	887,367	13.55%
Food Services and Drinking Places	4	756,093	11.54%
Building Material and Garden Equipment and Supplies Dealers	5	549,624	8.39%
Gasoline Stations	6	460,184	7.03%
Food and Beverage Stores	7	365,335	5.58%
Clothing and Clothing Accessories Store	8	346,119	5.28%
General Merchandise Stores	9	296,615	4.53%
Home Furnishings and Appliance Stores	10	294,834	4.50%
		\$ 6,550,066	100.00%
		2015	
Principal Revenue Payers	Rank	Total Taxable Sales in Marin County	Percentage of Taxable Sales
All Other Outlets	1	\$ 1,210,162	23.82%
Motor Vehicle and Parts Dealers	2	798,160	15.71%
Other Retail Group	3	606,555	11.94%
Food Services and Drinking Places	4	601,279	11.84%
Building Material and Garden Equipment and Supplies Dealers	5	359,379	7.07%
Clothing and Clothing Accessories Stores	6	344,228	6.78%
Gasoline Stations	7	325,560	6.41%
Food and Beverage Stores	8	309,365	6.09%
General Merchandise Stores	9	289,609	5.70%
Home Furnishings and Appliance Stores	10	235,961	4.64%
		\$ 5,080,258	100.00%

* 2022 is the latest information available. 2015 information is the most historical year available

Data Source: California Department of Tax and Fee Administration.

TRANSPORTATION AUTHORITY OF MARIN

DEBT CAPACITY – RATIOS OF OUTSTANDING DEBT LAST TEN FISCAL YEARS

Fiscal Year Ended June 30:	MTC Funding Exchange Agreement	Total Taxable Sales	Total Debt as a % of Taxable Sales
2015	\$ 953,855	\$ 4,957,363,554	0.02%
2014	2,819,483	4,769,877,022	0.06%
2013	4,630,377	4,500,246,733	0.10%
2012	6,388,143	4,185,542,250	0.15%
2011	8,094,338	3,928,074,795	0.21%

Data Source: California Department of Tax and Fee Administration

* The debt was paid off in 2015. Subsequent to 2015, TAM has no outstanding debt.

TRANSPORTATION AUTHORITY OF MARIN

DEMOGRAPHIC AND ECONOMIC INFORMATION – DEMOGRAPHIC AND ECONOMIC STATISTICS
 LAST TEN YEARS

Calendar Year	Population ¹	Per Capita Personal Income ²	Unemployment Rate ³
2023	252,959	*	3.4%
2022	255,470	*	2.4%
2021	259,512	\$ 164,118	4.4%
2020	260,388	\$ 148,419	7.0%
2019	261,478	\$ 139,891	2.3%
2018	262,179	\$ 132,000	2.4%
2017	262,695	\$ 125,607	2.9%
2016	263,130	\$ 115,952	3.3%
2015	262,711	\$ 111,959	3.5%
2014	261,001	\$ 104,319	4.3%
2013	258,133	\$ 96,885	5.2%
2012	256,662	\$ 96,146	6.3%

* Information not available.

Data Source:

1. State of California, Department of Finance; E-1 Population Estimates for Cities, Counties, and the State
2. US Bureau of Economic Analysis.
3. Employment Development Department, Labor Market Information

TRANSPORTATION AUTHORITY OF MARIN

DEMOGRAPHIC AND ECONOMIC INFORMATION – PRINCIPAL EMPLOYERS YEAR ONE AND TEN

Employer	Rank	2022	
		Number of Employees	Percentage of Total County Employment
County of Marin	1	2,436	1.92%
Kaiser Permanente	2	2,339	1.84%
BioMarin Parmaceutical	3	1,868	1.47%
San Quentin State Prison	4	1,547	1.22%
Glassdoor	5	1,452	1.15%
San Rafael City Schools	6	1,145	0.90%
Marin General Hospital	7	1,081	0.85%
Novato Unified School District	8	800	0.63%
Marin Community Clinics	9	576	0.45%
Marin County Office of Education	10	449	0.35%
Total		13,693	10.80%
Total County Employment		126,800	

Data Source:

County of Marin Annual Comprehensive Financial Report for FY2021-22

¹ Most recent information available.

Employer	Rank	2013	
		Number of Employees	Percentage of Total County Employment
County of Marin	1	2,037	1.51%
Kaiser Permanente	2	1,756	1.30%
San Quentin State Prison	3	1,690	1.25%
Marin General Hospital	4	1,300	0.96%
Autodesk, Inc.	5	1,000	0.74%
BioMarin Parmaceutical	6	850	0.63%
Novato Unified School District	7	805	0.60%
Fireman's Fund Insurance Co.	8	750	0.55%
Lucasfilm Ltd.	9	400	0.30%
Macys	10	380	0.28%
Total		10,968	8.11%
Total County Employment		135,200	

Data Source:

County of Marin Annual Comprehensive Financial Report for years prior.

Community Profile, County of Marin

Employment Development Department, Labor Market Information: <http://www.labormarketinfo.edd.ca.gov/>

TRANSPORTATION AUTHORITY OF MARIN

OPERATING INFORMATION – FULL – TIME EQUIVALENT EMPLOYEES BY
FUNCTION
FISCAL YEAR 2022-23

Function	Fiscal Year					
	Ending June 30,					
	2023	2022	2021	2020	2019	2018 *
Capital Project	3.00	3.00	3.00	3.00	3.00	3.00
Executive	1.00	1.00	1.00	1.00	1.00	1.00
Finance and Administration	4.80	4.80	4.80	4.80	4.80	4.80
Planning	2.50	1.50	1.50	1.50	1.50	1.50
Policy and Programming	1.50	1.50	1.50	1.50	1.50	1.50
Public Outreach	1.00	1.00	1.00	1.00	1.00	1.00
Total Employees	13.80	12.80	12.80	12.80	12.80	12.80

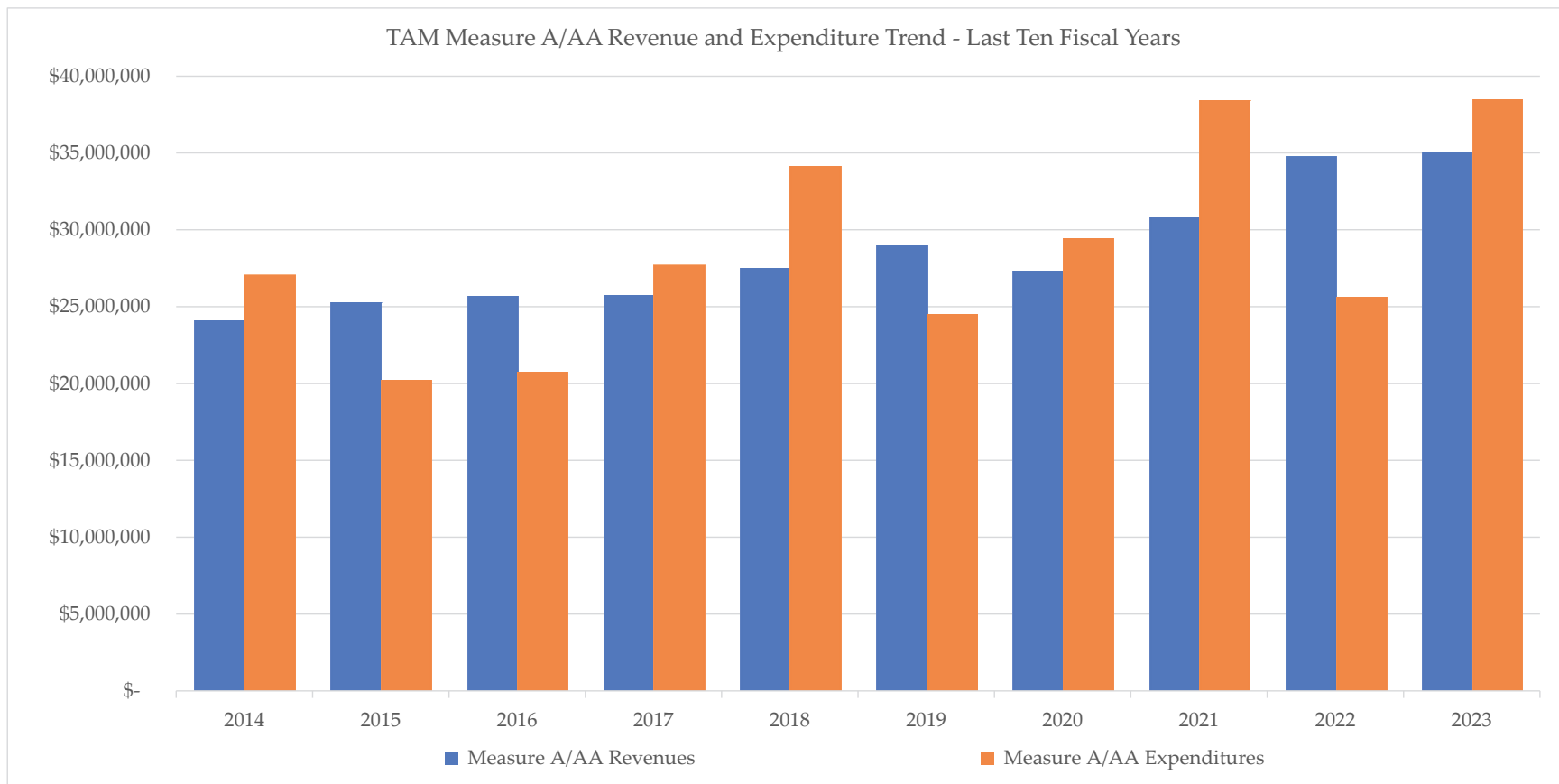
* TAM had no directly hired employees prior to 2018.

TRANSPORTATION AUTHORITY OF MARIN

OPERATING INFORMATION
 LAST TEN FISCAL YEARS

Fiscal Year Ending June 30

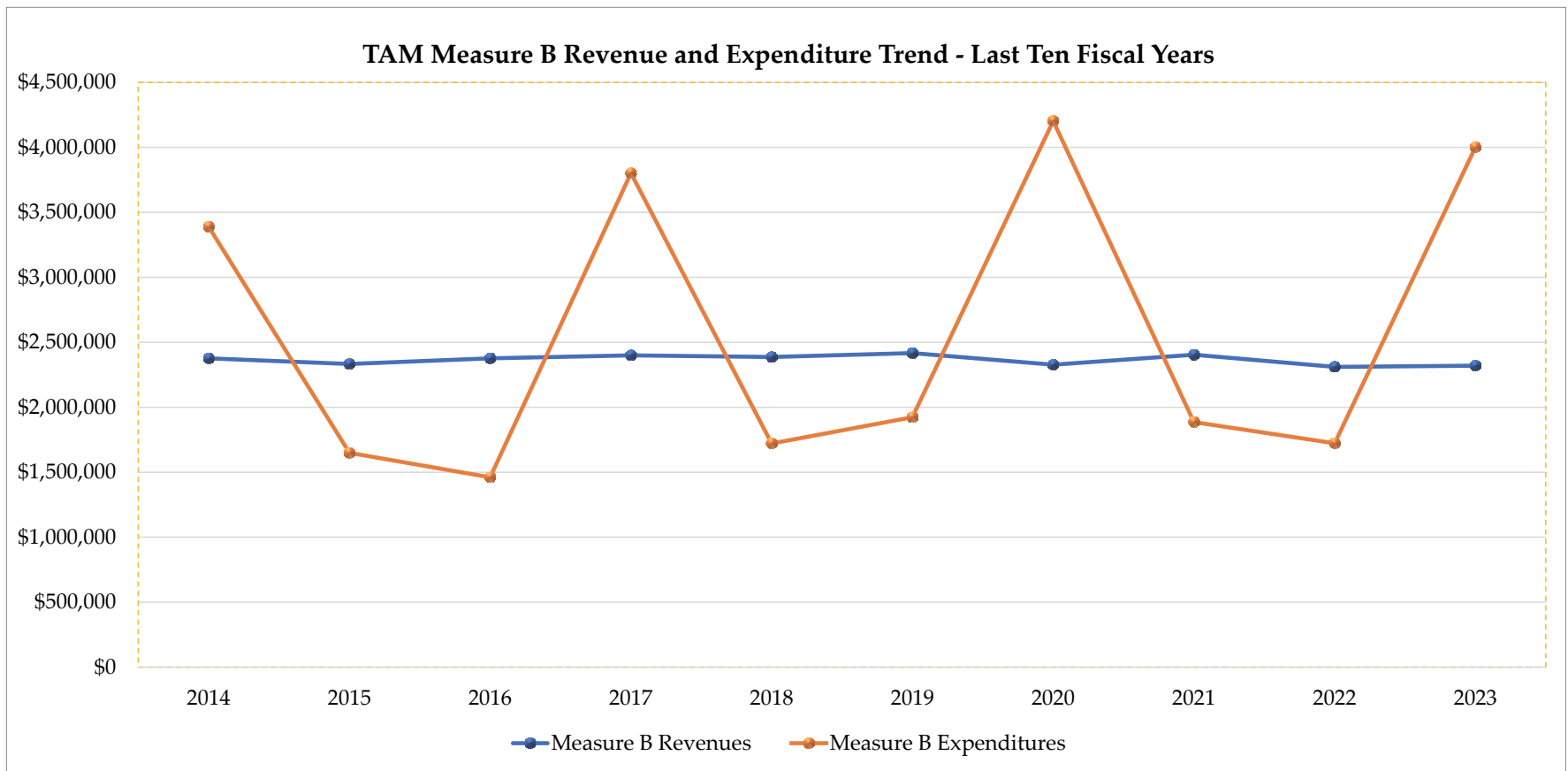
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Measure A/AA Revenues	\$ 24,086,678	\$ 25,265,790	\$ 25,702,937	\$ 25,755,762	\$ 27,507,852	\$ 28,976,082	\$ 27,345,662	\$ 30,832,521	\$ 34,754,393	\$ 35,086,472
Measure A/AA Expenditures	\$ 27,060,625	\$ 20,209,360	\$ 20,767,118	\$ 27,706,397	\$ 34,146,069	\$ 24,503,475	\$ 29,439,432	\$ 38,396,635	\$ 25,618,565	\$ 38,470,758



TRANSPORTATION AUTHORITY OF MARIN

**OPERATING INFORMATION
LAST TEN FISCAL YEARS**

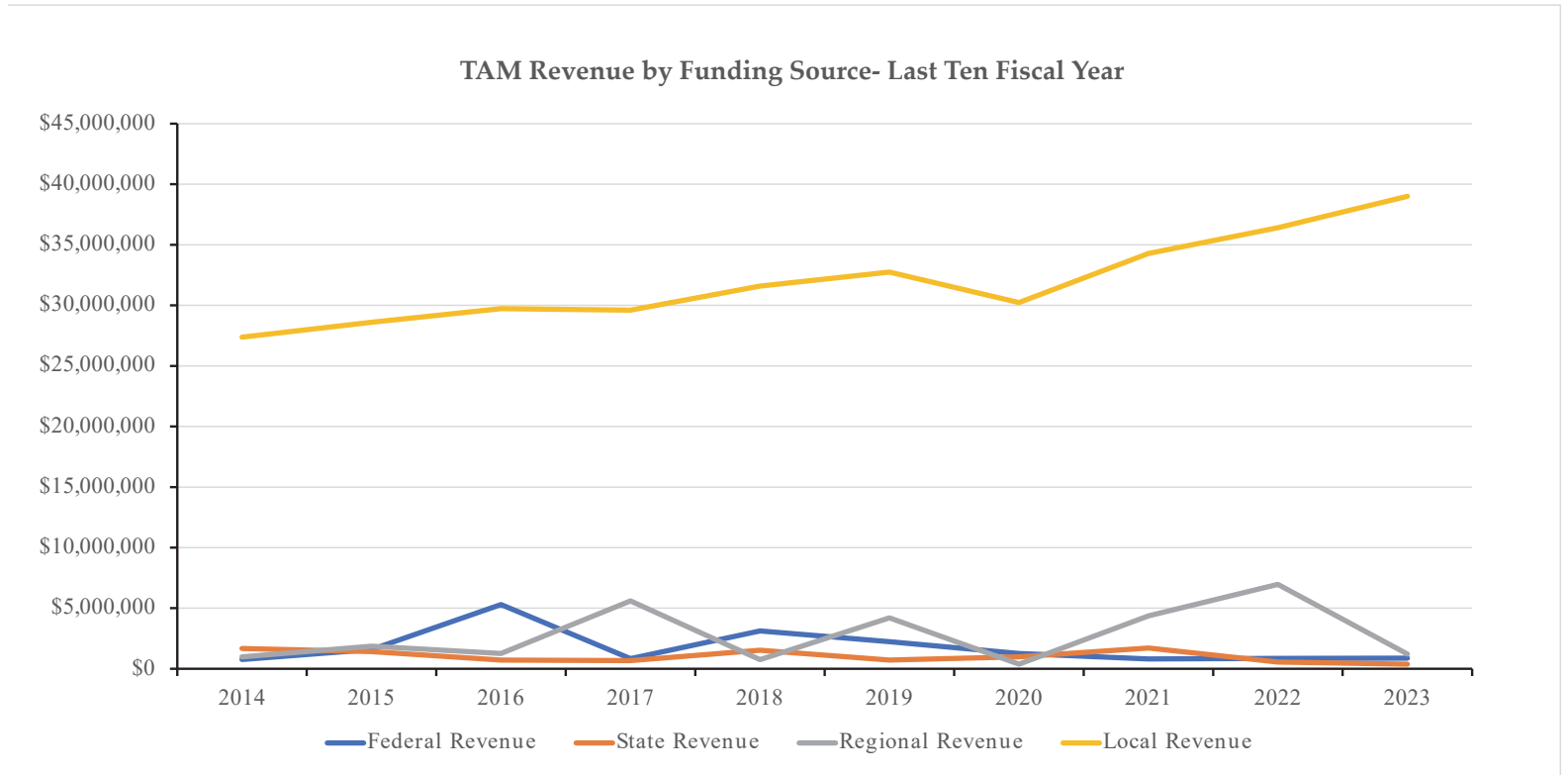
	Fiscal Year Ending June 30									
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Measure B Revenues	2,376,492	2,333,642	2,376,492	2,399,640	2,386,486	2,417,118	2,327,292	2,404,319	2,311,091	2,320,048
Measure B Expenditures	3,388,792	1,649,384	1,460,587	3,801,628	1,721,647	1,923,138	4,203,134	1,886,189	1,723,404	4,001,349



TRANSPORTATION AUTHORITY OF MARIN

OPERATING INFORMATION
 LAST TEN FISCAL YEARS

	Fiscal Year Ending June 30									
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Federal Revenue	763,713	1,591,156	5,301,158	840,442	3,124,051	2,238,572	1,258,585	814,473	860,748	878,095
State Revenue	1,674,388	1,418,942	716,923	665,974	1,530,790	719,436	993,156	1,707,370	554,574	376,382
Regional Revenue	977,992	1,862,025	1,259,013	5,597,422	753,288	4,200,382	383,768	4,364,229	6,972,426	1,218,073
Local Revenue	27,374,883	28,599,290	29,726,691	29,602,211	31,592,668	32,739,508	30,231,953	34,276,340	36,405,155	39,001,472
Total	30,790,976	33,471,413	37,003,785	36,706,049	37,000,797	39,897,898	32,867,462	41,162,412	44,792,903	41,474,022



COMPLIANCE SECTION

This page left blank intentionally

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

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

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the governmental activities and each major fund of the Transportation Authority of Marin (Authority), as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements and have issued our report thereon dated **DRAFT**.

Report on 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) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the 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 entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the 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 including the applicable provisions of section 6666 of Title 21 of California Code of Regulation and the allocation instructions of the Metropolitan Transportation Commission (MTC), noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

We have also issued a separate Memorandum on Internal Control dated [BFS Opinion Date] which is an integral part of our audit and should be read in conjunction with this report.

Purpose of this Report

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

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

Pleasant Hill, California

DATE

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

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

Report on Compliance for 5% Administration Cap

Opinion on Compliance for 5% Administration Cap

We have audited the Transportation Authority of Marin (Authority)'s compliance the requirements of the 5% administration cost cap limit (Limit) contained in the Marin County Transportation Sales Tax Expenditure Plan that count have a direct and material effect on the financial statements for the year ended June 30, 2023.

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 the Sales Tax Measures for the year ended June 30, 2023.

Basis for Opinion on the Measure __ Program

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

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

Management's Responsibility

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or agreements applicable to the Sales Tax Measure.

Auditor's Responsibilities for the Audit of Compliance

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

In performing an audit in accordance with GAAS, *Government Auditing Standards* and the Funding Agreement, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the requirements referred to above, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

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

Report on Internal Control Over Compliance

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

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

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements, specified in the 5% administration cost cap limit (Limit) contained in the Marin County Transportation Sales Tax Expenditure Plan

Pleasant Hill, California

DATE

This page left blank intentionally

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

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

Report on Compliance for Each Federal Program

Opinion on the Major Federal Program

We have audited the Transportation Authority of Marin's (Authority)'s compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on the Authority's major federal programs for the year ended June 30, 2023. The Authority's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the major federal programs for the year ended June 30, 2023.

Basis for Opinion on the Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

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

Responsibilities of Management for Compliance

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

Auditor's Responsibilities for the Audit of Compliance

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

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

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

Report on Internal Control over Compliance

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

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

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

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

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

We have audited the financial statements of the governmental activities and each major fund of the Authority as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements. We issued our report thereon dated **BFS OPINION DATE**, which contained an unmodified opinion on those financial statements. Our audit was performed 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 the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects in relation to the basic financial statements as a whole.

Pleasant Hill, California

DATE

TRANSPORTATION AUTHORITY OF MARIN

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR JUNE 30, 2023

Federal Grantor/ Pass-Through Grantor/Program or Cluster Title	Federal Assistance Listing Number	Pass-Through Identifying Number	Federal Expenditures
US Department of Transportation Pass-Through Programs From: Metropolitan Transportation Commission STP/CMAQ Planning	20.205	CMA Planning Agreement FY2018-22	\$ 964,637
Total US Department of Transportation			<u>964,637</u>
Total Expenditures of Federal Awards			<u>\$ 964,637</u>

See Accompanying Notes to Schedule of Expenditures of Federal Awards

TRANSPORTATION AUTHORITY OF MARIN

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

JUNE 30, 2023

NOTE 1 - BASIS OF PRESENTATION

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

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the modified accrual basis of accounting, except for sub-recipient pass-through expenditures, which are reported on the cash basis. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

NOTE 3 - INDIRECT COST RATE

TAM does not draw for indirect administrative expenses and has not elected to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

NOTE 4 - 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

JUNE 30, 2023

SECTION I—SUMMARY OF AUDITOR’S RESULTS

Financial Statements

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

Internal control over financial reporting:

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

Noncompliance material to financial statements noted? Yes X No

Federal Awards

Internal control over major federal programs:

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

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

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? Yes X No

Identification of major program(s):

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

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

Auditee qualified as low-risk auditee? X Yes No

TRANSPORTATION AUTHORITY OF MARIN

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

JUNE 30, 2023

FINANCIAL STATEMENT FINDINGS

None reported.

TRANSPORTATION AUTHORITY OF MARIN

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

JUNE 30, 2023

FEDERAL AWARDS FINDINGS AND QUESTIONED COSTS

None reported.

TRANSPORTATION AUTHORITY OF MARIN

SCHEDULE OF PRIOR AUDIT FINDINGS

JUNE 30, 2023

None reported.

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: December 4, 2023

TO: Transportation Authority of Marin Citizens' Oversight Committee

FROM: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager

SUBJECT: Highway 101 Interchange and Approaching Roadway Study Update (Discussion),
Agenda Item No. 6

RECOMMENDATION

For discussion only.

BACKGROUND

The Highway 101 Interchange and Approaching Roadway Study (Study) is included in the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan with 3% (estimated \$33 million) of the revenue allocated to the Study.

The Expenditure Plan states the following:

“Accessing Highway 101 in Marin is a major source of congestion on local roads, which reduces the connectivity of communities across Marin. These funds would be used to attract regional, state, and federal funds for a program of improvements to interchanges and local roads. These improvements would improve the operation and safety of these interchanges for all users, allowing smoother travel to and from Highway 101. These funds provide seed money to perform the planning, the public outreach, and to develop the scope of improvements needed at these interchanges.”

The funds are being used to prepare studies of Highway 101 Interchanges at twelve locations as shown below:

- Alexander Avenue / Golden Gate Bridge Vista Point
- Donahue Street / North Bridge Road/ Bridgeway
- SR 131 Tiburon Blvd / East Blithedale Avenue
- Tamalpais Drive / Paradise Drive
- Sir Francis Drake Blvd / Fifer Avenue / Industrial Way
- 2nd Street / Heatherton Avenue
- North San Pedro Road / Merrydale Road
- Manuel T. Freitas Parkway/ Civic Center Drive
- Lucas Valley Road/Smith Ranch Road
- Alameda Del Prado/ Nave Drive
- Ignacio Blvd / Bel Marin Keys / Nave Drive
- San Marin Drive/Atherton Avenue

DISCUSSION

Existing Conditions, Constraints, and Opportunities

As part of the Study development process, TAM staff and the consulting team collected information and documented the existing conditions and constraints, i.e., traffic volumes (including forecasted volumes), transit service and ridership, bicycle and pedestrian volumes and existing multi-modal infrastructure, non-standard features of the roadways, crash data for safety analysis, environmental conditions, potential impacts from sea level rise, existing right-of-way constraints, and surrounding land use patterns. This exercise provided a “base map” that was used to develop improvement concepts.

Preliminary concepts were developed to improve connectivity for all users. The approach taken was to propose improvements that could be assessed and possibly be implemented in the near-term by relatively simple measures utilizing existing infrastructure. The team also proposed a suite of long-term improvements that require more complex and in-depth analyses, may require additional right-of-way, may have potential environmental impacts, and are more costly.

A report for each of the twelve interchanges has been prepared and is posted on our project webpage (<https://tam101study.com>) and a link is provided on TAM’s website. Each report includes a thorough discussion of the improvement elements and provides a large volume of supporting documentation in the appendix of the report.

Prioritization and Implementation Plan

The Board approved an evaluation process that was used to assess the proposed improvements for the twelve interchanges and approaching roadways that are part of the Study. The process measured the effectiveness of the improvements in accordance with the adopted goals and objectives, as follows:

1. Enhance Health and Safety
2. Relieve Local Traffic Congestion
3. Improve Multimodal Access to/from and across Highway 101
4. Promote Economic Vitality
5. Implementability

It should be noted that factors such as reducing greenhouse gases (GHG) and providing equity for all users are embedded in the goals and objectives.

The end goal of this phase of the Study was to select interchanges to advance into the next phase of project development. A more in-depth analysis will be required, following the California Department of Transportation’s (Caltrans’) development procedure referred to as the project initiation document (PID) phase.

Based on findings of the evaluation process, staff recommended the following three interchanges be prioritized for further evaluation and development, which was approved by the Board:

- SR 131 Tiburon Blvd / East Blithedale Avenue
- Manuel T Freitas Parkway / Civic Center Drive
- Alameda Del Prado/ Nave Drive

Technical Advisory Committee (TAC)

A TAC was formed consisting of staff from TAM, Caltrans, Marin Transit, Golden Gate Transit, the County of Marin, and the Cities of San Rafael, Novato, Mill Valley, Belvedere, and the Town of Tiburon. TAM hosted a series of meetings to review previous efforts, design concepts, next steps, and planned outreach to interest groups and the public. We are also holding monthly meetings with Caltrans to receive feedback and to confirm we are preparing the PIDs in accordance with Caltrans procedures.

Outreach

Although it is TAM's standard practice to provide the public with as much information about our programs and projects, it is a relatively new practice for Caltrans to engage the public in this early stage of a project's development. In the past, Caltrans would only engage the public during the preparation of the environmental document and project report. However, Caltrans is now open to public engagement during development of the PID and recognizes the benefits of public input during this early stage.

TAM, with the support of Caltrans and our local agencies, made presentations to the Mill Valley Bicycle and Pedestrian Advisory Committee (BPAC), the San Rafael BPAC, the Novato Complete Streets and Pathways Oversight Committee, the Golden Gate Transit Bus Passenger Advisory Committee, and TAM's BPAC. All of these groups were pleased with the update and provided useful feedback to the team.

TAM also hosted three public workshops in southern, central and northern Marin this past summer, to inform the public of the interchange studies underway. The team presented the preliminary improvements concepts, next steps, how they can stay informed, and accepted comments and questions. TAM also notified community-based organizations and other interest groups in the vicinity of each interchange.

PID Development

One of the first tasks in developing a project in accordance with Caltrans' procedures is to prepare what is known as a "Purpose and Need Statement". Once prepared, the Purpose and Need Statement is used as a guiding statement to assess elements of a project during development to confirm the project remains true to the basic principles of the project. It establishes the reason why an agency is proposing a project and justifies the expected outcome of expenditure and allows decisions to be defensible. The following is the preliminary Purpose and Need Statement for the Interchange Studies:

Draft Purpose

- Improve multimodal connectivity and equitable accessibility for users of all ages and abilities to, from, and across Highway 101.
- Improve local and regional traffic operations.
- Enhance safety for all modes and active transportation options.

Draft Need

- Pedestrian and separated bicycle routes are discontinuous across Highway 101, have poor connectivity with bus transit, and are not ADA-compliant, which limits regional and local travel options for all users, including equity (underserved or disadvantaged) communities.

- Vehicular traffic experiences peak period congestion, resulting in extended travel times and delays.
- There are high incidences of vehicle, pedestrian, and bicycle collisions within the study area.
- Existing deficiencies limit alternative modes of transportation within the project area.

FISCAL IMPACTS

Sufficient funding has been collected from the Measure AA ½-Cent Transportation Sales Tax to prepare the PIDs for the interchanges and to reimburse Caltrans for oversight review and approval. Budget needed for this year's work is included in the TAM FY2023-24 Annual Budget.

Measure AA provides a limited amount of funding to advance the interchange studies into the next phase(s) of project development. Staff will pursue grant funding opportunities as they become available in the future. Our consultants are currently researching available grants and assessing the project's competitiveness to achieve a successful award.

NEXT STEPS

Staff will continue to develop the PIDs and supporting documents. The draft recommendation for screening the improvement concepts will be brought forward for the TAM Executive Committee to review and receive public input early next year.

ATTACHMENTS

Attachment A – PowerPoint Presentation



Item 6 - Attachment A

Highway 101 Interchanges and Approaching Roadway Study Update

Citizens' Oversight Committee

December 4, 2023

Bill Whitney, Principal Project Delivery Manager

Agenda

- Project Overview & Status
- Project Timeline
- Preliminary Purpose & Need
- Outreach Summary
- Concept Review & Refinement
- Potential Funding Opportunities for Future Phases
- Next Steps

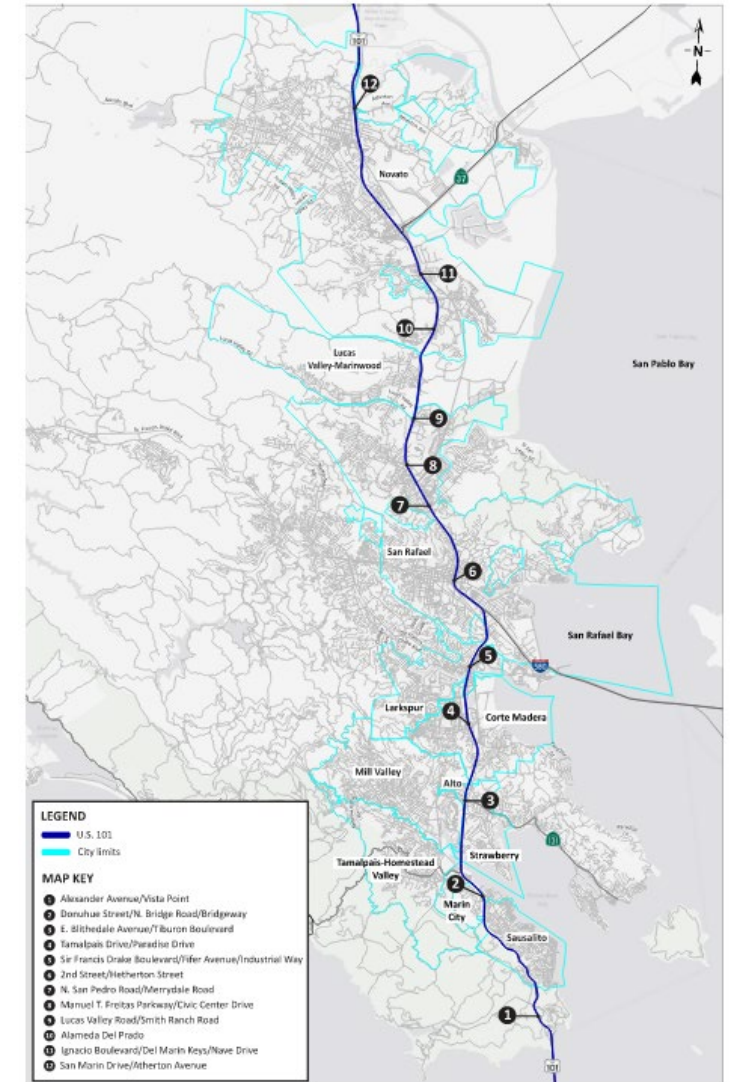
Project Overview – Project Background

- Study included in the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan
- Plan allocates 3% of sales tax revenue, estimated at \$33 million over the 30-year period of the Measure
- Will fund improvements to local road interchanges:
 - Improve the operation and safety for all users
 - Allow smoother travel to and from Highway 101 and local roads
 - Provide seed money to perform the planning, public outreach, and develop the scope of improvements needed at these interchanges
 - Prioritize improvements for near- and long-term implementation

Project Overview – Project Background (cont.)

Studied 12 Interchanges

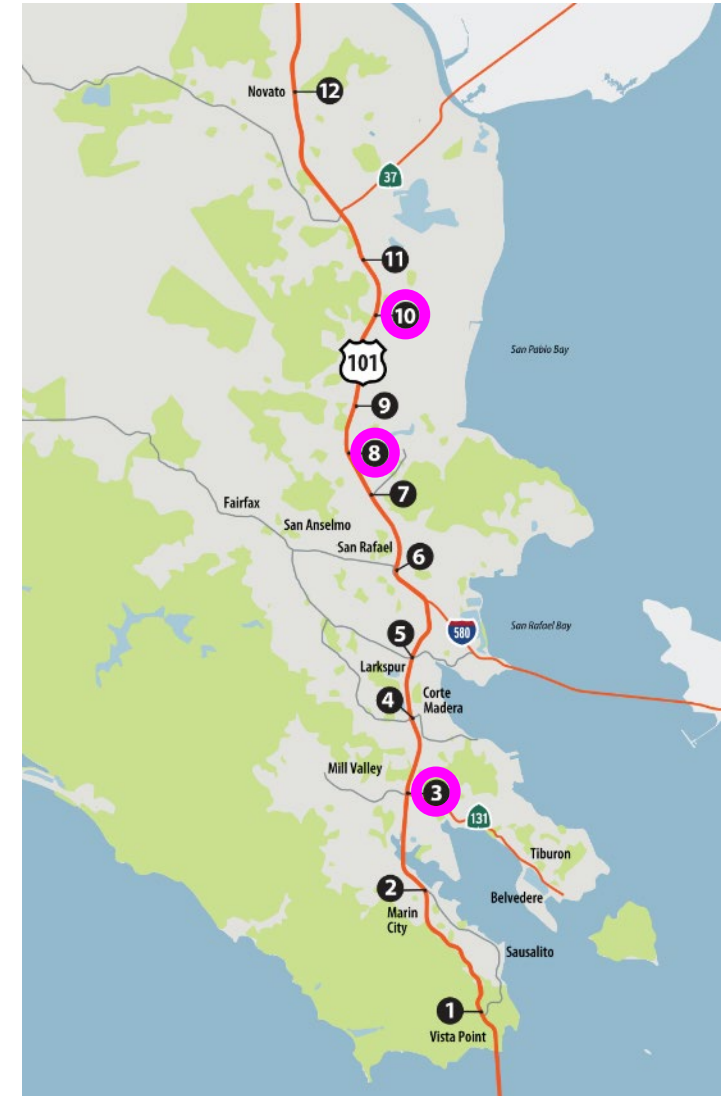
1. Alexander Avenue
2. Donahue Street/ Bridgeway
3. SR 131 Tiburon Blvd./East Blithedale Avenue
4. Tamalpais Drive/Paradise Drive
5. Sir Francis Drake Boulevard
6. San Rafael On-Ramp at 2nd Street and Hetherton Avenue
7. North San Pedro Road / Merrydale Road
8. Manuel T. Freitas Parkway
9. Lucas Valley Road/Smith Ranch Road
10. Alameda Del Prado/Nave Drive
11. Ignacio Blvd /Bel Marin Keys
12. San Marin Drive/Atherton Avenue



Project Overview – Project Background (cont.)

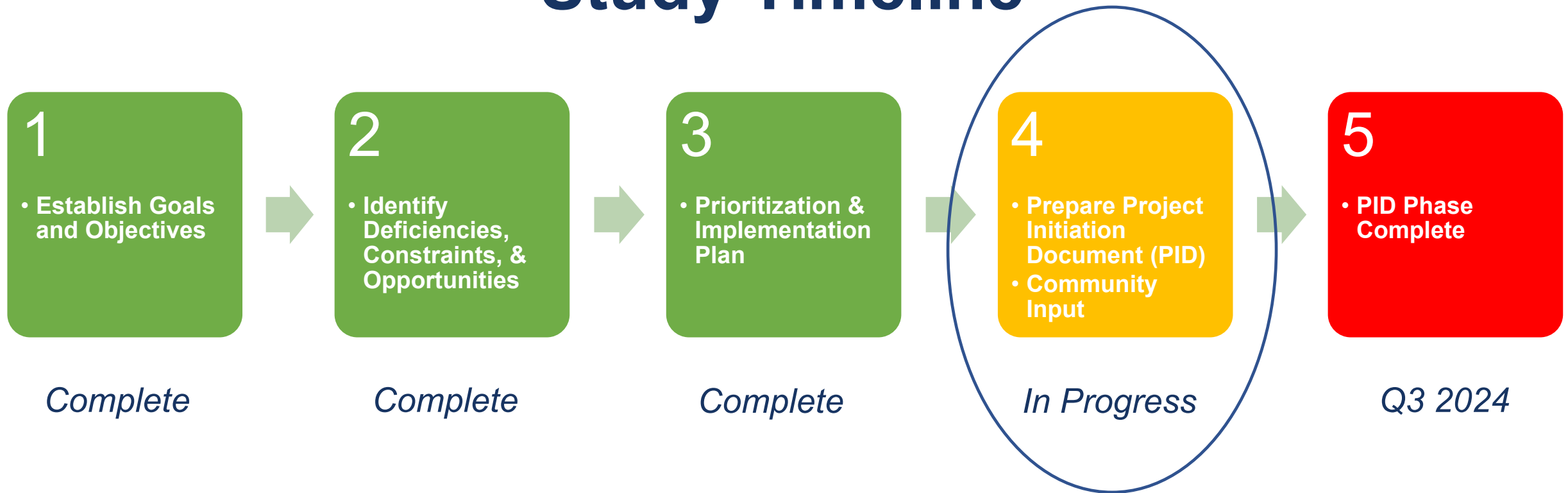
3 Interchanges Recommended to Proceed to Project Development:

- SR 131 Tiburon Blvd/E. Blithedale Ave. (#3)
- Freitas Parkway/Civic Center Dr. (#8)
- Alameda del Prado/Nave Drive (#10)



Project Overview – Project Background (cont.)

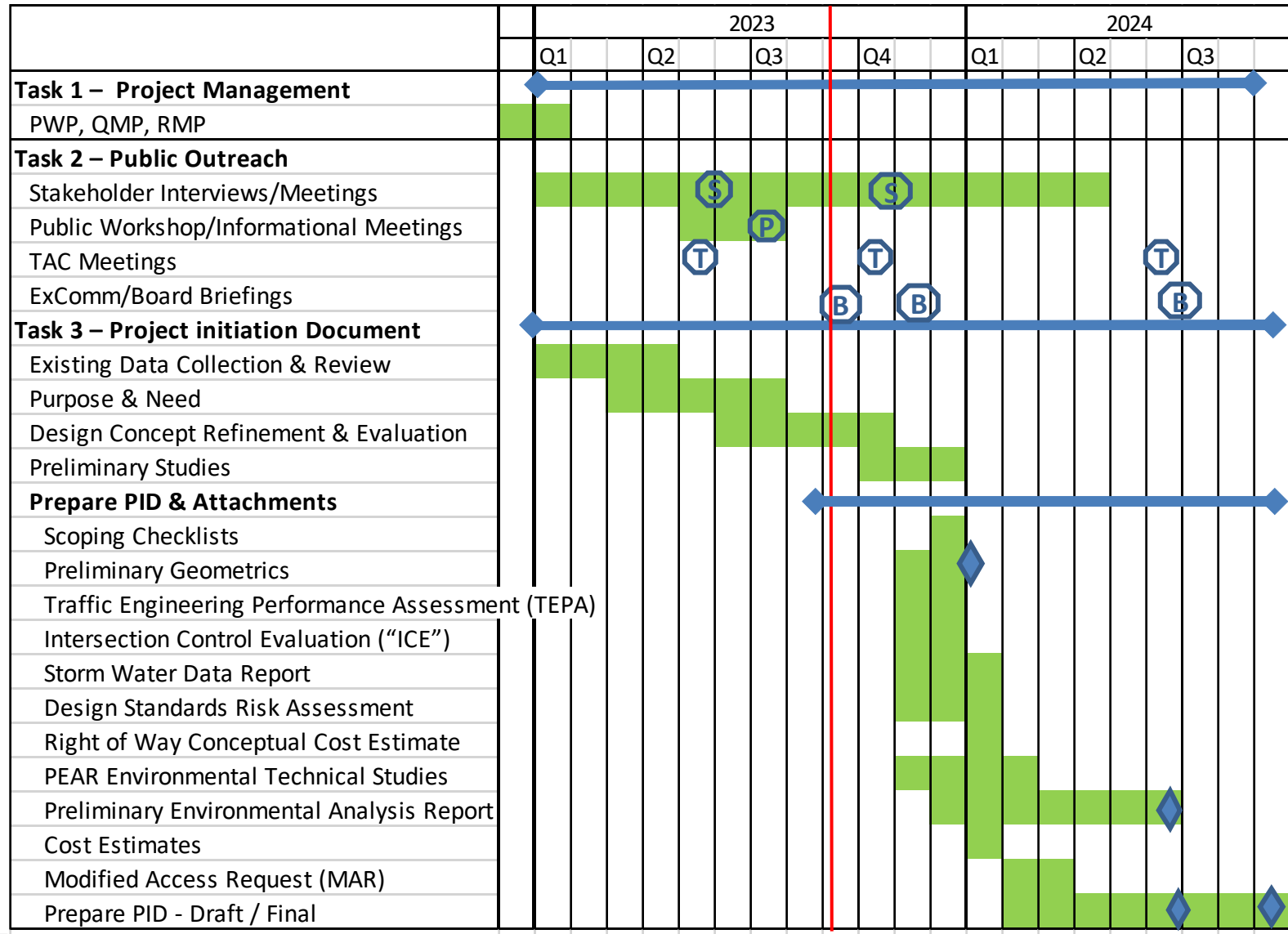
Study Timeline



Project Status

- Completed
 - Online Survey & Agency Outreach
 - Existing Conditions, Constraints & Opportunities Memos
 - Evaluation & Prioritization
 - Implementation Plan
 - Initial Public Outreach
- Current Activities
 - Concept Refinement
- Upcoming Activities
 - Concept Evaluation & Selection of Project Study Alternatives
 - Initiate PID-level Technical Studies
 - Prepare Project Initiation Document

Project Timeline – PID Phase



- Ⓢ Stakeholder Meetings
- Ⓣ Technical Advisory Committee Meeting
- Ⓟ ExCom/Board Briefing/Approval
- Ⓟ Public Workshop/Meeting
- ◆ Major Deliverable

Project Timeline - Implementation

Phase/Timeline	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
PID	█					
PA&ED		█				
PS&E					█	
Bid Phase & Procurement						█

Project Overview – Project Objectives

Interchange Improvements seek to:

- Address existing deficiencies
- Improve operation and safety
- Enhance access to, from, and across Highway 101
- Upgrade conditions for vehicular traffic, transit users, pedestrians, and bicyclists
- Improve multimodal connectivity

Preliminary Purpose & Need

Draft Purpose

- Improve multimodal connectivity and equitable accessibility for users of all ages and abilities to, from, and across Highway 101
- Improve local and regional traffic operations
- Enhance safety for all modes and active transportation options

Draft Need

- Pedestrian and separated bicycle routes are discontinuous across U.S. 101, have poor connectivity with bus transit, and are not ADA-compliant which limits regional and local travel options for all users, including equity (underserved or disadvantaged) communities
- Vehicular traffic experiences peak period congestion, resulting in extended travel times and delays
- There are high incidences of vehicle, pedestrian, and bicycle collisions within the study area
- Existing deficiencies limit alternative modes of transportation within the project area

Recent Outreach Summary

- TAM Traveler Project Kickoff Announcement
- TAM Website Updates – 101Study.com
- TAC Meeting – May 24
- BPAC Meetings
 - TAM BPAC – May 16
 - GGBHTD BPAC – May 17
 - Novato CS & PO Committee – May 17
 - San Rafael BPAC – June 7
 - Mill Valley BPAC – July 19
- Public Workshop Meetings
 - Mill Valley – June 20 (Tiburon Blvd.)
 - San Rafael – June 28 (Manuel T. Freitas)
 - Novato – July 13 (Alameda del Prado)



Detailed Planning Efforts for Three Marin County Interchanges Kicks Off

TAM is initiating detailed planning for three Marin County interchanges selected for advancement under the Highway 101 Interchange and Approaching Roadway Study:

- SR 131 Tiburon Blvd./East Blithedale Ave.
- Manuel T. Freitas Parkway/Civic Center Dr.
- Alameda del Prado/Nave Drive

At the [TAM BPAC Meeting on May 16](#), TAM staff will provide an overview and receive comments about the interchanges and upcoming planning efforts. We would like to gather community input on the scope of improvements to be studied further in the next phase to ensure that improvements align with the needs and aspirations of your community. To view the improvement concepts or provide a comment visit the project web

page: <https://tam101study.com>. The BPAC agenda will be posted to the TAM calendar page at least 72 hours prior to the meeting.

You're Invited!

INTERCHANGE IMPROVEMENTS WORKSHOPS



June 20 6pm - 8pm Mill Valley Recreation Center 180 Camino Alto Mill Valley	June 28 6pm - 8pm Terra Linda Community Center 670 Del Ganado Road San Rafael	July 13 6pm - 8pm Hamilton Community Center 503 South Palm Drive Novato
---	---	---

Sign up for updates at tam101study.com

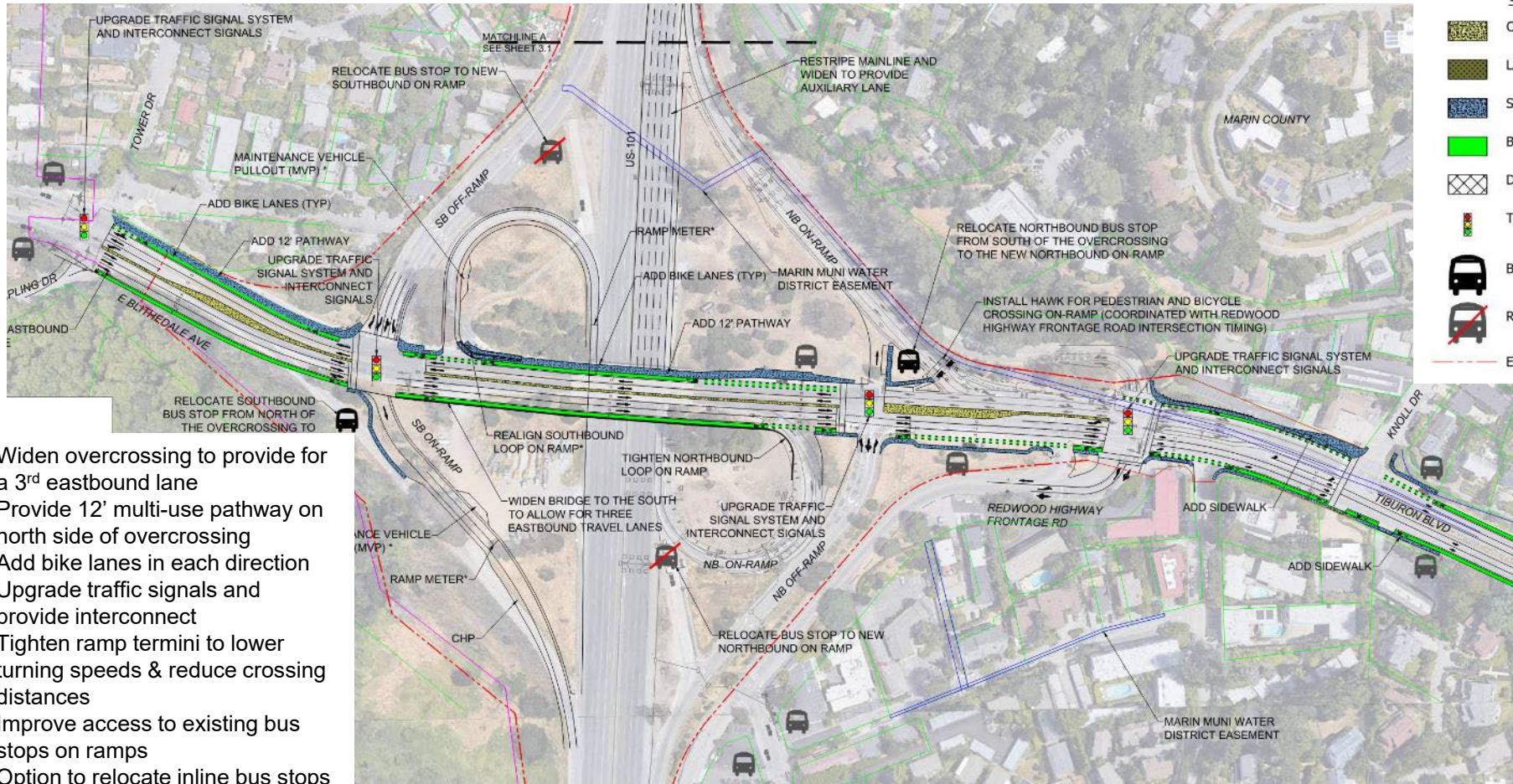
Outreach – Feedback Received

SR 131 Tiburon Boulevard/ E. Blithedale

Comments received: 5 online; 3 comment cards; 502 from survey

- Eliminate/grade separate ramp crossings
- Add an EB lane from Kipling Drive to the SB on-ramp
- Add protected bike lanes and protected intersections
- Add a dedicated EB lane to NB 101 loop on-ramp
- Recurring congestion on WB E. Blithedale due to a lane reduction to the west of the project

Concept Refinement – SR 131 Tiburon Blvd./E. Blithedale Ave.

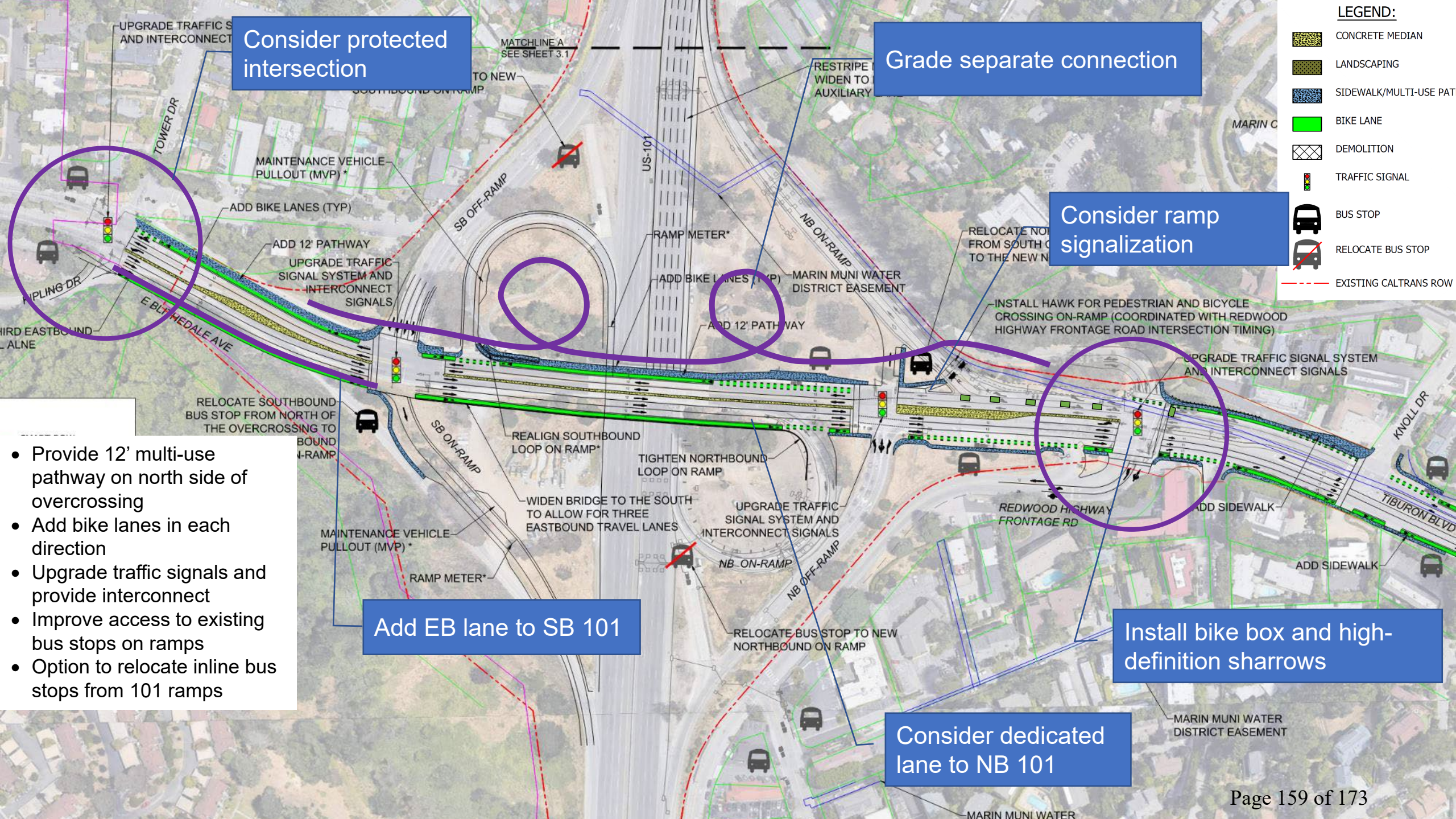


LEGEND:

-  CONCRETE MEDIAN
-  LANDSCAPING
-  SIDEWALK/MULTI-USE PATH
-  BIKE LANE
-  DEMOLITION
-  TRAFFIC SIGNAL
-  BUS STOP
-  RELOCATE BUS STOP
-  EXISTING CALTRANS ROW



- Widen overcrossing to provide for a 3rd eastbound lane
- Provide 12' multi-use pathway on north side of overcrossing
- Add bike lanes in each direction
- Upgrade traffic signals and provide interconnect
- Tighten ramp termini to lower turning speeds & reduce crossing distances
- Improve access to existing bus stops on ramps
- Option to relocate inline bus stops from 101 ramps
- Realign SB on-ramp to eliminate slip ramp (option)



Consider protected intersection

Grade separate connection










Consider ramp signalization

Add EB lane to SB 101

Install bike box and high-definition sharrows

Consider dedicated lane to NB 101

LEGEND:

-  CONCRETE MEDIAN
-  LANDSCAPING
-  SIDEWALK/MULTI-USE PATH
-  BIKE LANE
-  DEMOLITION
-  TRAFFIC SIGNAL
-  BUS STOP
-  RELOCATE BUS STOP
-  EXISTING CALTRANS ROW

- Provide 12' multi-use pathway on north side of overcrossing
- Add bike lanes in each direction
- Upgrade traffic signals and provide interconnect
- Improve access to existing bus stops on ramps
- Option to relocate inline bus stops from 101 ramps

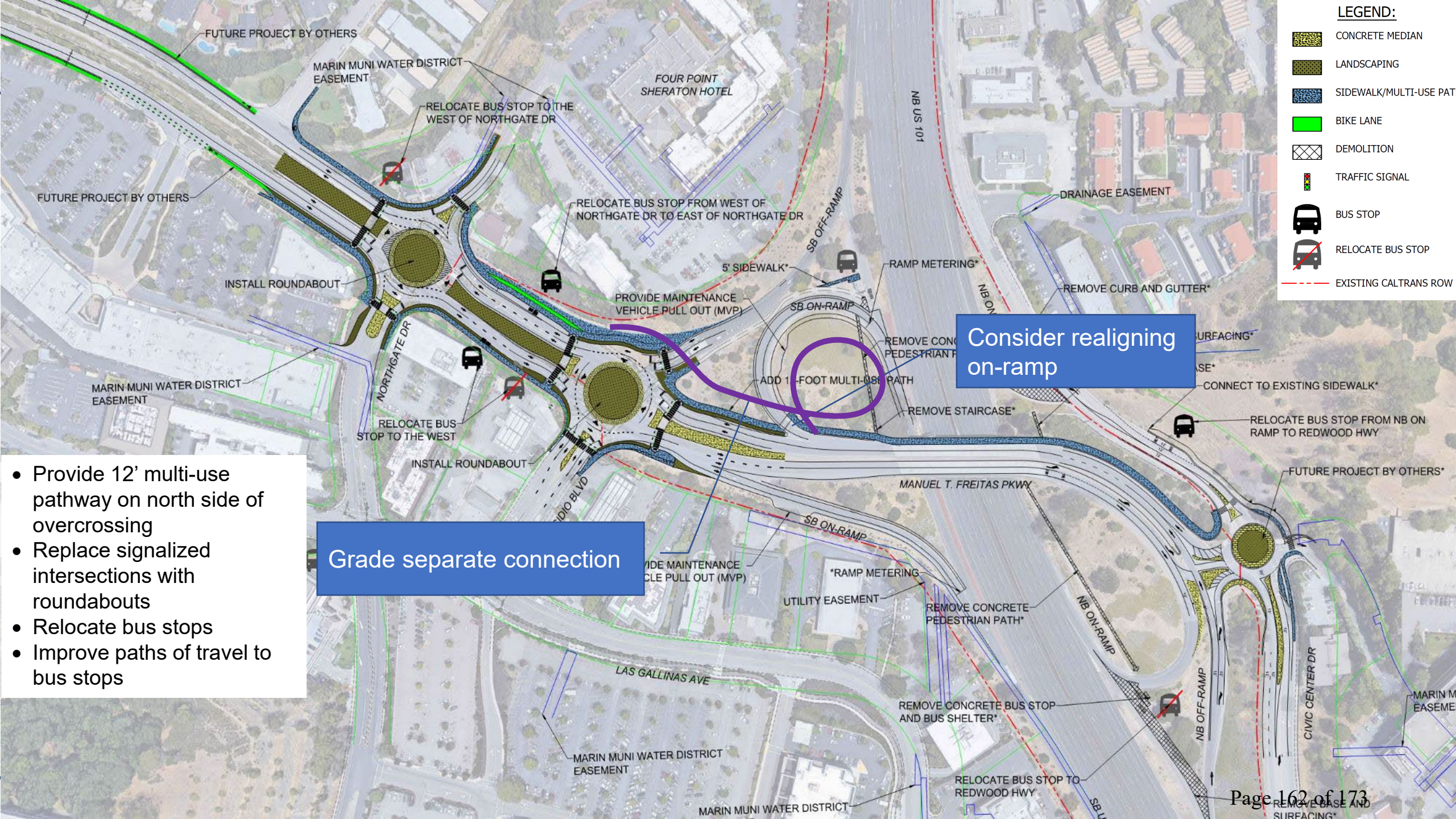
Outreach – Feedback Received

Freitas Parkway

Comments received: 4 comment cards, 171 from survey

- Concerns raised about east side roundabout
- Poor weave between Del Presidio and SB on-ramp
- Uncontrolled ramp crossings





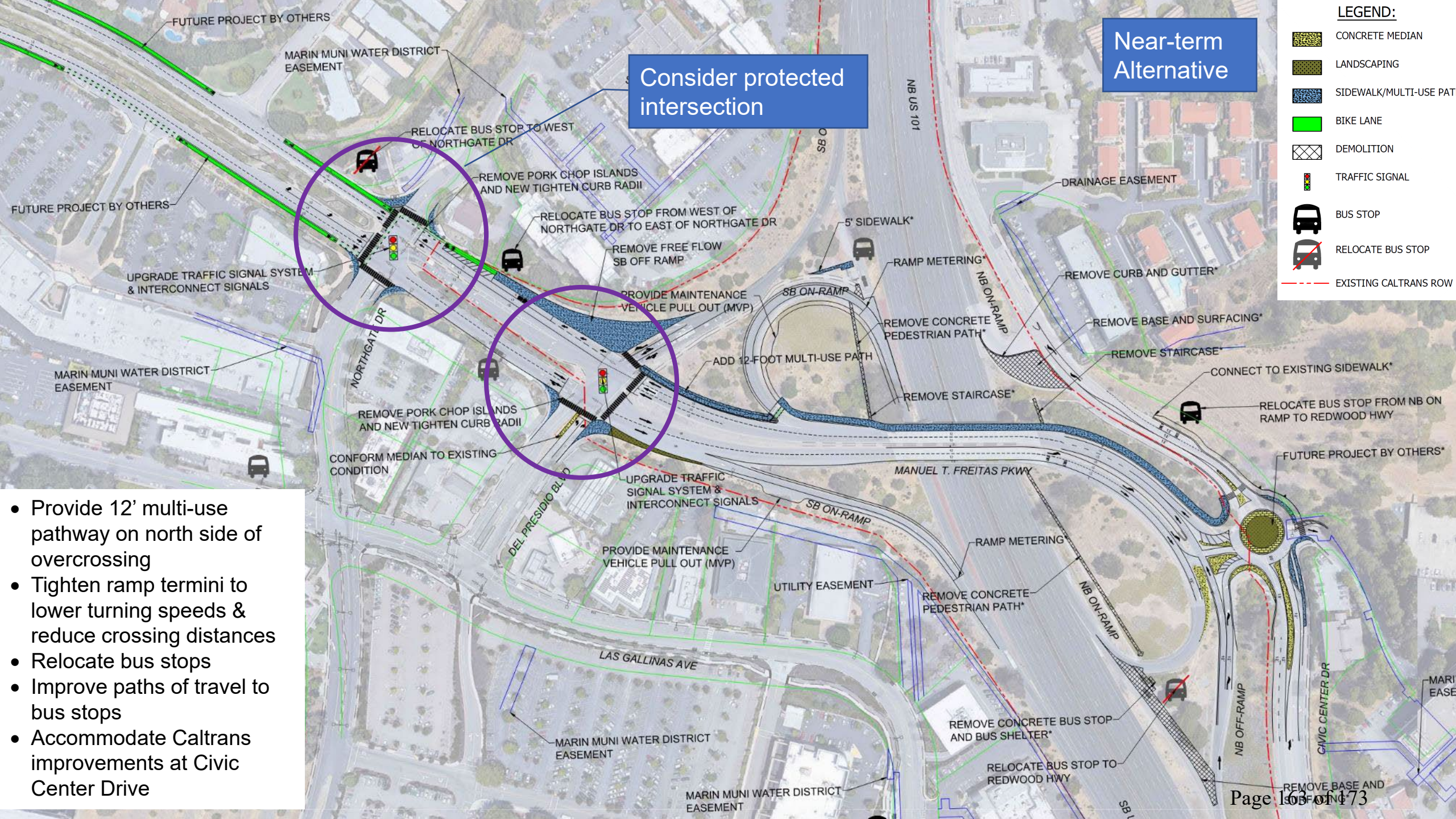
LEGEND:

	CONCRETE MEDIAN
	LANDSCAPING
	SIDEWALK/MULTI-USE PATH
	BIKE LANE
	DEMOLITION
	TRAFFIC SIGNAL
	BUS STOP
	RELOCATE BUS STOP
	EXISTING CALTRANS ROW

Consider realigning on-ramp

Grade separate connection

- Provide 12' multi-use pathway on north side of overcrossing
- Replace signalized intersections with roundabouts
- Relocate bus stops
- Improve paths of travel to bus stops



Consider protected intersection

Near-term Alternative

- LEGEND:**
- CONCRETE MEDIAN
 - LANDSCAPING
 - SIDEWALK/MULTI-USE PATH
 - BIKE LANE
 - DEMOLITION
 - TRAFFIC SIGNAL
 - BUS STOP
 - RELOCATE BUS STOP
 - EXISTING CALTRANS ROW

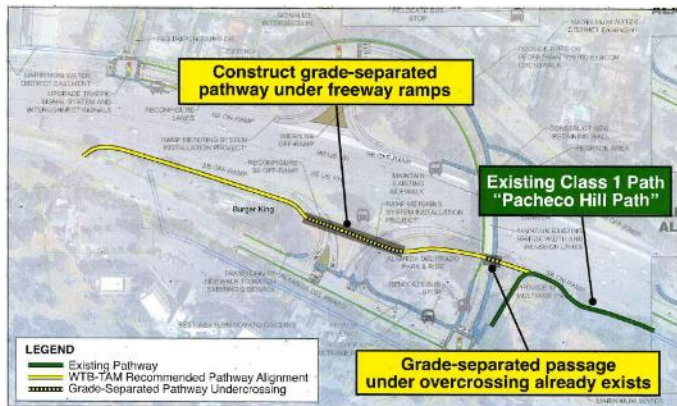
- Provide 12' multi-use pathway on north side of overcrossing
- Tighten ramp termini to lower turning speeds & reduce crossing distances
- Relocate bus stops
- Improve paths of travel to bus stops
- Accommodate Caltrans improvements at Civic Center Drive

Outreach – Feedback Received

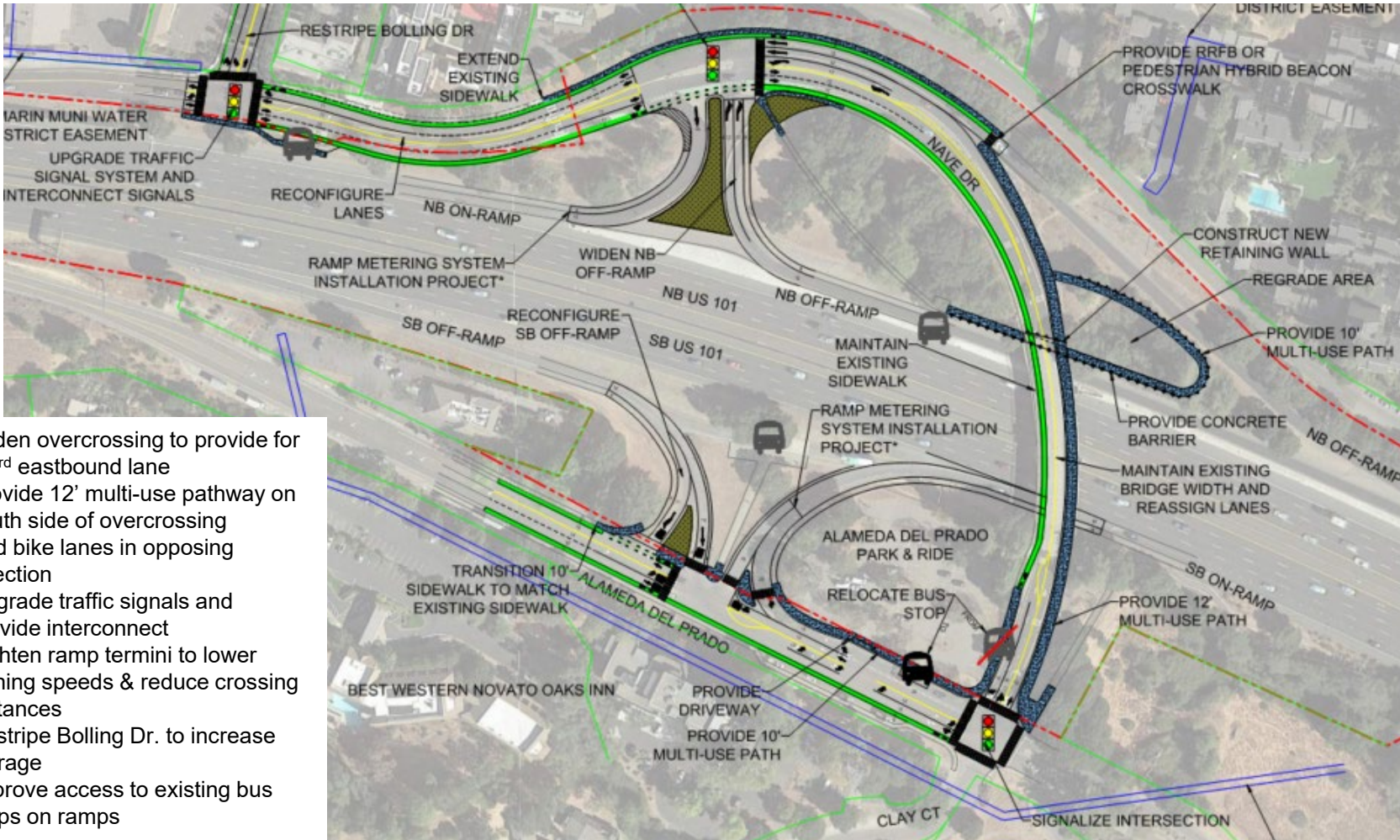
Alameda Del Prado

Comments received: 1 online comment; 39 from survey

- Bike crossing at the NB off-ramp is hazardous
- Guardrail is too low for bicyclists
- Provide better bike lockers & amenities at the Park n' Ride
- Close the gap & grade separate the N-S Bikeway through the interchange (see Lincoln Ave I/C example)



Concept Refinement – Alameda del Prado/Nave Drive



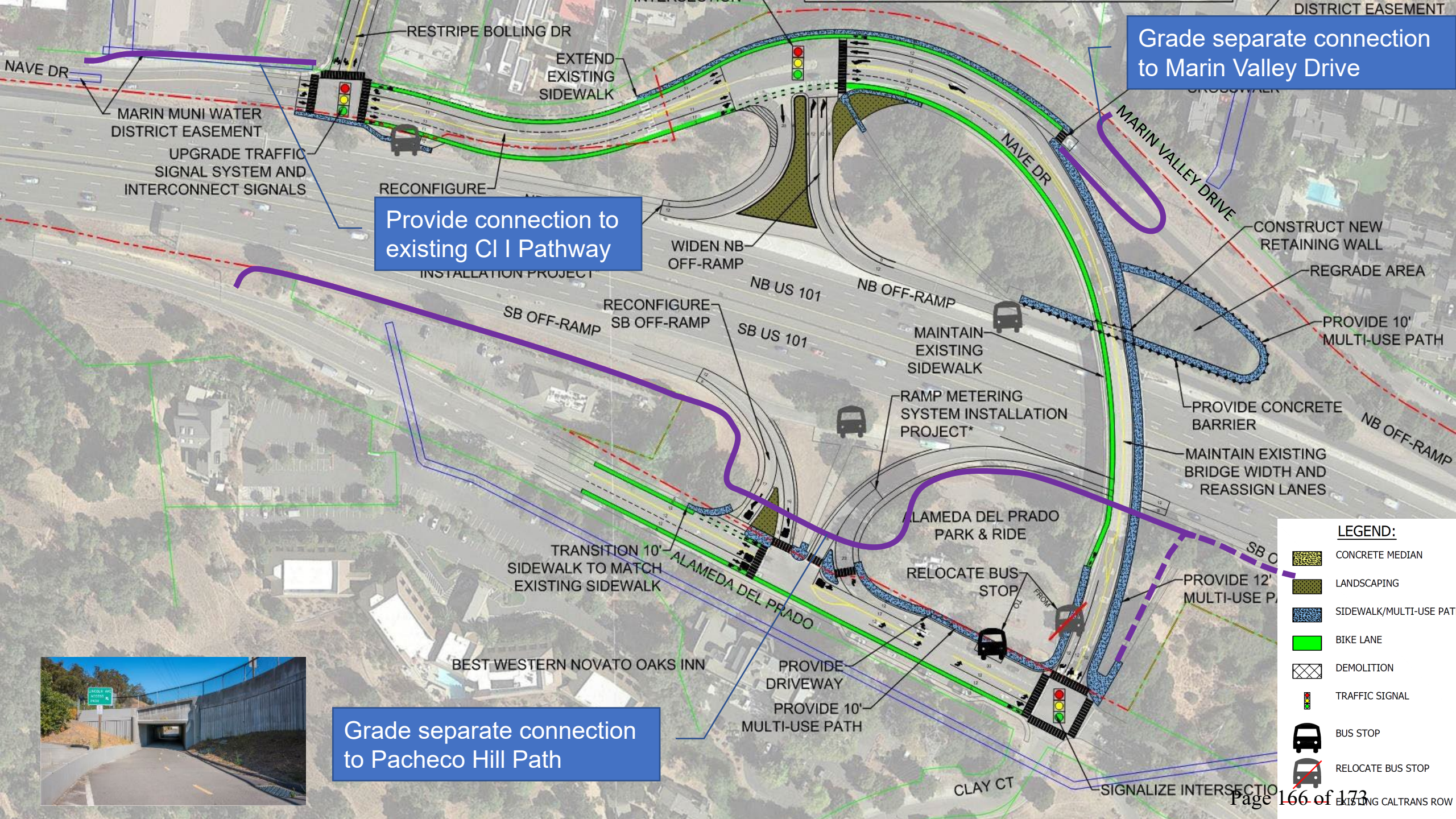
- Widen overcrossing to provide for a 3rd eastbound lane
- Provide 12' multi-use pathway on south side of overcrossing
- Add bike lanes in opposing direction
- Upgrade traffic signals and provide interconnect
- Tighten ramp termini to lower turning speeds & reduce crossing distances
- Restripe Bolling Dr. to increase storage
- Improve access to existing bus stops on ramps



Grade separate connection to Marin Valley Drive

Provide connection to existing CI Pathway

Grade separate connection to Pacheco Hill Path



Potential Funding Opportunities for Future Phases

Source	Program
Local & Regional Programs	<ul style="list-style-type: none"> • Measure AA Category 1.3 Improve Hwy 101 Local Interchanges • Active Transportation Program (ATP) – Regional • Transportation Fund for Clean Air (TFCA) • Transportation Development Act Article 3 (TDA 3) • Traffic Impact/Mitigation Fees
State Programs	<ul style="list-style-type: none"> • STIP/SHOPP/HSIP • Active Transportation Program (ATP) – State • SB1 Local Streets and Roads Program (LSRP) • SB1 Local Partnership Program (LPP)
Federal Programs	<ul style="list-style-type: none"> • Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Safe Streets and Roads for All Grant Program (SS4A) • One Bay Area Grant (OBAG) [MTC Administered] • Reconnecting Communities Pilot (RCP) • Active Transportation Infrastructure Investment Program (Section 11529 of IIJA)

Next Steps

- Confirm Draft Purpose & Need
- Concept Refinement & Evaluation
- Continue PID Phase activities
 - Confirm Scope of Improvements
 - Select Project Study Alternatives
 - Preliminary Engineering & Environmental Studies
- 2nd Round of Stakeholder Outreach

Questions?

Thank you!

Bill Whitney

Transportation Authority of Marin

bwhitney@tam.ca.gov

415-226-0823

THIS PAGE LEFT BLANK INTENTIONALLY



DATE: December 4, 2023

TO: Transportation Authority of Marin Citizens' Oversight Committee

FROM: Li Zhang, Deputy Executive Director/Chief Financial Officer
Molly Graham, Public Outreach Coordinator

SUBJECT: Formation of the FY2022-23 COC/2023 TAM Annual Report Development Subcommittee and Approval of the Draft Development Schedule (Action), Agenda Item No. 7

RECOMMENDATION

Staff recommends that the Citizens' Oversight Committee (COC) forms a 5-member subcommittee to guide staff with the development of the FY2022-23 COC/2023 TAM Annual Report (COC/TAM Annual Report) and adopts the report development schedule.

BACKGROUND

In accordance with the requirements of the ½-Cent Transportation Sales Tax (Measure A/AA) Expenditure Plans and the \$10 Vehicle Registration Fee (Measure B) Expenditure Plan, the COC is required to develop an annual report to provide an overview of the Measure A/Measure AA and Measure B revenues and expenditures. The COC/TAM Annual Report will inform the residents of Marin and other interested parties about key TAM projects, programs and planning efforts and achievements. The report will also disclose the results of TAM's FY2022-23 financial audit and 2023 Measure A/AA Sales Tax Compliance Audit.

DISCUSSION/ANALYSIS

The combined COC/TAM annual report is a key outreach tool for TAM. The Annual Report provides thorough information about TAM activities and confirms that the Measure A/AA and the Measure B funds are being spent in accordance with the voter-approved Expenditure Plans. The Annual Report also provides pertinent information about other projects/programs that TAM participates in as the Congestion Management Agency (CMA) of the County and as funding partner.

FISCAL CONSIDERATION

The budget amount needed for the production of the report is included in the Document/Video/Marketing Material Reproduction line item of the FY2023-24 TAM Annual Budget Report. The graphic design cost of the report is estimated to be \$6,500 and an additional \$3,000 is set aside for printing a limited number of hard copies.

NEXT STEPS

Staff has started the development of the annual report and will seek the subcommittee's input and guidance once it's formed. Below is the proposed development timeline:

- Nov 2023 – Jan 2024, Subcommittee meeting to review design ideas, report contents and distribution plan
- Jan 2024, Subcommittee review of draft COC/TAM Annual Report
- Feb 2024, COC review and approval of the final draft COC/TAM Annual Report
- Feb 2024, TAM Board review and acceptance of the COC/TAM Annual Report

ATTACHMENTS

Attachment A: Proposed Draft FY2022-23 COC/2023 TAM Annual Report Outline

DRAFT FY2022-23 COC/2023 TAM Annual Report Outline

Background/Overview

Message from the TAM Board Chairperson
About TAM – TAM Board and COC
Message from the COC Chairperson

Key Updates and Highlights from 2023

Highlights of 2023 Accomplishments

Funding

Local Funding: Measure A/AA ½-Cent Transportation Sales Tax and Measure B \$10 Vehicle Registration Fee
Regional/State/Federal Funding

Projects

Highway Projects
Major and Local Roadway Projects
Active Transportation Projects

Programs

Safe Routes to Schools, Safe Pathways and Crossing Guards
Trip and GHG Reduction Programs

Planning and Coordination

Planning Activities
Local and Regional Coordination

Transit

Local Transit
Regional Transit

Community Engagement

Events and Meetings
TAM Public Outreach and Information Tools

COC Featured Member

TAM Financial Reporting