



**LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY**

SINGLE AUDIT REPORT

Fiscal year ended June 30, 2025

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
Los Angeles, California

SINGLE AUDIT REPORT
Fiscal year ended June 30, 2025

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

Board of Directors
Los Angeles County Metropolitan Transportation Authority
Los Angeles, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Los Angeles County Metropolitan Transportation Authority (LACMTA) as of and for the fiscal year ended June 30, 2025, and the related notes to the basic financial statements, which collectively comprise LACMTA's basic financial statements, and have issued our report thereon dated December 23, 2025. Our report includes a reference to other auditors who audited the financial statements of the defined benefit pension plan financial statements of the Los Angeles County Metropolitan Transportation Authority Retirement Income Plans, as described in our report on LACMTA's financial statements. The financial statements of the defined benefit pension plan of the Los Angeles County Metropolitan Transportation Authority Retirement Income Plans were not audited in accordance with *Government Auditing Standards*.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered LACMTA'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 LACMTA's internal control. Accordingly, we do not express an opinion on the effectiveness of LACMTA'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.

(Continued)

Report on Compliance and Other Matters

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

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.



Crowe LLP

Los Angeles, California
December 23, 2025

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

Board of Directors
Los Angeles County Metropolitan Transportation Authority
Los Angeles, California

Report on Compliance for Major Federal Program

Opinion on Major Federal Program

We have audited Los Angeles County Metropolitan Transportation Authority's (LACMTA) 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 LACMTA's major federal program for the year ended June 30, 2025. LACMTA'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, LACMTA complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2025.

Basis for Opinion on 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 LACMTA 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 LACMTA'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 LACMTA's federal programs.

(Continued)

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 LACMTA'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 LACMTA's compliance with the requirements of the 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 LACMTA'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 LACMTA'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 LACMTA'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.

(Continued)

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 and State Awards Required by Uniform Guidance

We have audited the financial statements of the governmental activities, business-type activities, each major fund, and the aggregate remaining fund information of LACMTA as of and for the fiscal year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise LACMTA's basic financial statements. We issued our report thereon dated December 23, 2025, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal and state 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 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 and state awards is fairly stated in all material respects in relation to the basic financial statements as a whole.


Crowe LLP

Los Angeles, California
December 23, 2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AND STATE AWARDS
 Fiscal year ended June 30, 2025

Federal grantor/cluster title/program title/pass-through grantor/project title	Assistance Listing Number	Direct Program and Pass-through Grant Identifying Number	Total Federal Award	Total Expenditures	Federal Share	Federal share passed through to subrecipients	State Share	Local Share
Federal Grants								
U.S. Department of Transportation								
Federal Highway Administration								
Passed through State of California Department of Transportation:								
Highway Planning and Construction Program								
Highway Planning and Construction								
Freight Advanced Traveler Information System (FRATIS)	20.205	ATCMTDL-6065(218)	\$ 3,000,000	\$ 181,034	\$ 90,517	\$ -	\$ -	\$ 90,517
SR-57/60 Confluence Choke Point	20.205	07-5244	99,000,000	37,874,839	28,779,875	28,779,875	-	9,094,964
I-5 Chokepoint relief project	20.205	07-5187	247,000,000	98,155,683	35,890,993	-	13,593,592	48,671,098
I-605 at S. Street Improvement Project	20.205	HIPL-6065(253)	15,791,000	13,959,987	12,006,898	-	-	1,953,090
Program Supplement Agreement Soundwall Package#10	20.205	HIPL-6065(251)	48,649,000	21,074,844	19,224,822	-	-	1,850,022
I-605 Beverly Interchange Improvement Project	20.205	HIPL-6065(262)	16,976,220	455,254	154,104	-	-	301,150
07-LA-091-R11.8 to R13.2	20.205	07-5258	29,000,000	1,517,015	1,156,915	-	-	360,100
Highway Planning and Construction Program Total			<u>459,416,220</u>	<u>173,218,656</u>	<u>97,304,124</u>	<u>28,779,875</u>	<u>13,593,592</u>	<u>62,320,941</u>
The Nationally Significant Multimodal Freight and Highway Projects								
SR-57/60 Confluence Choke Point	20.934	INFRAL-6065 (254)	27,000,000	12,379,576	12,316,358	12,316,358	-	63,217
The Nationally Significant Multimodal Freight and Highway Projects Total			<u>27,000,000</u>	<u>12,379,576</u>	<u>12,316,358</u>	<u>12,316,358</u>	<u>-</u>	<u>63,217</u>
Safe Streets and Roads for All (SS4A)								
Safe Streets and Roads for All (SS4A)	20.939	693JJ32340090	6,320,257	277,532	237,455	96,628	-	40,077
Safe Streets and Roads for All (SS4A)			<u>6,320,257</u>	<u>277,532</u>	<u>237,455</u>	<u>96,628</u>	<u>-</u>	<u>40,077</u>
Federal Highway Administration Total			<u>492,736,477</u>	<u>185,875,764</u>	<u>109,857,937</u>	<u>41,192,861</u>	<u>13,593,592</u>	<u>62,424,235</u>
Federal Transit Administration								
Direct Programs:								
Federal Transit Cluster:								
Federal Transit Capital Improvement Grants:								
Sec 5309 Trans Ctr / Bus Park & Shelters	20.500	CA-04-0088	5,570,560	71,452	57,161	57,161	-	14,290
Sec 5309 Westside Purple Line Extension Section 1 New Starts	20.500	CA-2016-017	1,085,000,000	316,550,656	7,954,410	-	-	308,596,246
Sec 5309 Regional Connector Transit Corridor	20.500	CA-2025-078	164,009,999	185,259,236	164,009,999	-	-	21,249,237
Sec 5309 Westside Purple Line Extension Section 2 New Starts	20.500	CA-2016-047	1,187,000,000	281,345,852	100,326,083	-	-	181,019,769
Sec 5309 Westside Purple Line Extension Section 3 New Starts	20.500	CA-2019-170	984,323,457	369,684,599	94,338,753	-	-	275,345,846
Sec 5309-9 EPD Pilot Program LA county East San Fernando Valley Transit Corrido Phase IFFGA	20.500	CA-2024-136	893,319,978	449,532,731	194,464,976	-	-	255,067,755
Federal Transit - Capital Improvement Grants Total			<u>4,319,223,994</u>	<u>1,602,444,526</u>	<u>561,151,382</u>	<u>57,161</u>	<u>-</u>	<u>1,041,293,143</u>
Federal Transit - Formula Grants:								
Sec 5307 Westside Purple Line Ext Section 3 CMAQ & STBG	20.507	CA-2022-144	138,048,302	3,203,635	2,836,178	-	-	367,457
Sec 5307 Rail To Rail ATC (Segment A-1) ATP	20.507	CA-2022-206	8,326,000	2,416,492	1,933,193	-	-	483,298
Sec 5307 Burbank Replacement buses	20.507	CA-2021-177	1,221,190	1,221,190	1,221,190	1,221,190	-	-
Sec 5307 Bus Preventive Maintenance and ATI project	20.507	CA-2024-065	320,030,833	61,577,500	49,261,998	-	-	12,315,501
Sec 5307 FHWA CMAQ - Operating assistance for Metro K Line and RC (FTACML-6065(263))	20.507	CA-2024-159	128,875,000	74,771,825	58,817,460	-	-	14,954,365
Sec 5307-3A FHWA Transfer to Reconnecting Communities Pilot (RCP) Program	20.507	CA-2025-009	139,000,000	3,876,427	3,876,427	-	-	-
Sec 5307 for E-Paper/Bus Stop Electronic Display and Payroll System Replacement FY 21 & 24	20.507	CA-2025-075	22,220,000	6,857,094	5,485,675	-	-	1,371,419
Federal Transit - Formula Grants Total			<u>757,721,325</u>	<u>153,924,163</u>	<u>124,432,121</u>	<u>1,221,190</u>	<u>-</u>	<u>29,492,040</u>
State of Good Repair Grants Program								
Sec 5337 LA Metro Rail Vehicle Midlife Overhauls	20.525	CA-2018-031	151,251,460	41,854,141	33,472,951	-	-	8,381,230
Sec 5337, FY22-23 Rail Preventive Maintenance	20.525	CA-2023-163	222,000,000	13,222,466	10,577,973	-	-	2,644,493
Sec 5337, FY21 Rail Preventive Maintenance	20.525	CA-2024-071	4,184,985	5,231,232	4,184,985	-	-	1,046,247
State of Good Repair Grants Program Total			<u>377,436,445</u>	<u>60,307,879</u>	<u>48,235,909</u>	<u>-</u>	<u>-</u>	<u>12,071,970</u>
Bus and Bus Facilities Formula Program								
Sec 5339 Fareboxes and Equipment for the City of Glendale	20.526	CA-2017-058	1,132,000	719,614	516,553	516,553	-	203,062
Sec 5339 FY22 LoNo for Zero Emission Buses program	20.526	CA-2024-113	104,160,000	41,370	33,096	-	-	8,274
Bus and Bus Facilities Formula Program Total			<u>105,292,000</u>	<u>760,984</u>	<u>549,649</u>	<u>516,553</u>	<u>-</u>	<u>211,336</u>
Federal Transit Cluster Total			<u>5,559,673,764</u>	<u>1,817,437,552</u>	<u>734,369,061</u>	<u>1,794,904</u>	<u>-</u>	<u>1,083,068,489</u>

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AND STATE AWARDS
 Fiscal year ended June 30, 2025

Federal grantor/cluster title/program title/pass-through grantor/project title	Assistance Listing Number	Direct Program and Pass-through Grant Identifying Number	Total Federal Award	Total Expenditures	Federal Share	Federal share passed through to subrecipients	State Share	Local Share
Direct Programs:								
Transit Services Programs Cluster								
Enhanced Mobility of Seniors and Individual with Disabilities								
Sec 5310 Enhanced Mobility of Seniors and Individuals with Disability Program 5310 All	20.513	CA-16-X066	\$ 6,092,451	\$ 121,658	\$ 64,884	\$ 64,884	\$ -	\$ 56,774
Sec 5310 LA County Section 5310 All Subrecipients FY17	20.513	CA-2018-065	9,207,811	487,120	463,119	216,006	-	24,001
Sec 5310 L.A. County Section 5310 All Subrecipients - FY19	20.513	CA-2020-167	9,787,049	3,265,456	2,154,922	2,032,626	-	1,110,535
Sec 5310 Program Administration FY19	20.513	CA-2021-226	1,115,715	178,271	178,271	-	-	-
Sec 5310 Program Administration FY22	20.513	CA-2024-089	1,509,978	1,049,915	1,049,915	-	-	-
Sec 5310 Enhanced Mobility of Senior and Individuals with Disability- ARPA	20.513	CA-2022-142	1,254,836	106,906	106,906	106,906	-	-
Sec 5310 Enhanced Mobility of Senior and Individuals with Disability- CRRSAA	20.513	CA-2022-141	1,254,817	235,787	235,787	235,787	-	-
Sec 5310 FY 2022-2023 FTA L.A. County Subrecipient Projects	20.513	CA-2023-236	13,891,798	4,404,703	3,761,674	3,761,674	-	643,029
Enhanced Mobility of Seniors and Individual with Disabilities Total			44,114,455	9,849,816	8,015,478	6,417,883	-	1,834,338
Job Access and Reverse Commute Program								
Sec 5316 L A County Job Access and Reverse Commute (JARC) Program Administration, FY06-12	20.516	CA-37-X071	5,032,849	217,289	217,289	-	-	-
Sec 5316 Job Access and Reverse Commute Program, Project - LA County Job Access and Program Project	20.516	CA-37-X100	10,343,881	1,107,449	553,724	-	-	553,724
Sec 5316 Job Access and Reverse Commute - Capital/Operating Assist.	20.516	CA-37-X123	13,878,024	41,497	41,497	41,497	-	-
Job Access and Reverse Commute Program			29,254,754	1,366,235	812,510	41,497	-	553,724
New Freedom Program:								
Sec 5317 New Freedom - Capital & Operating, Assistance	20.521	CA-57-X100	7,354,678	112,824	56,412	56,412	-	56,412
Sec 5317 New Freedom - Capital & Operating, Assistance	20.521	CA-57-X048	1,755,553	83,031	41,516	41,516	-	41,516
Sec 5317 New Freedom - Capital & Operating, Assistance	20.521	CA-57-X084	8,702,026	27,930	27,930	27,930	-	-
New Freedom Program Total			17,812,257	223,786	125,858	125,858	-	97,928
Transit Services Programs Cluster Total			91,181,466	11,439,836	8,953,846	6,585,238	-	2,485,990
Other Direct Programs								
Community Project Funding								
Rail to Rail Executed	20.534	CA-2025-030	4,000,000	5,000,000	4,000,000	-	-	1,000,000
National Infrastructure Investments			4,000,000	5,000,000	4,000,000	-	-	1,000,000
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program								
Executed SMART Grant agreement	20.941	69A3552341046	2,000,000	1,334,051	1,334,051	-	-	-
Executed SMART Grant agreement	20.941	69A3552441011	2,000,000	22,625	22,625	-	-	-
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program			4,000,000	1,356,676	1,356,676	-	-	-
Direct Programs Total			5,658,855,230	1,835,234,064	748,679,583	8,380,142	-	1,086,554,479
Federal Railroad Administration								
Federal-State Partnership for Intercity Passenger Rail								
SC Regional Interconnector PRO	20.326	HSR 15-170	15,000,000	350,000	350,000	-	-	-
Federal-State Partnership for Intercity Passenger Rail			15,000,000	350,000	350,000	-	-	-
High Desert Corridor Joint Powers Agency								
High Desert Intercity High-Speed Rail Corridor	20.326	69A36524520600FSPCA	100,000	94,462	94,462	-	-	-
High Desert Corridor Joint Powers Agency			100,000	94,462	94,462	-	-	-
Federal Railroad Administration			15,100,000	444,462	444,462	-	-	-
U.S. Department of Transportation Total			6,166,691,707	2,021,554,291	858,981,982	49,573,003	13,593,592	1,148,978,714

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AND STATE AWARDS
 Fiscal year ended June 30, 2025

Federal grantor/cluster title/program title/pass-through grantor/project title	Assistance Listing Number	Direct Program and Pass-Through Grant Identifying Number	Total Federal Award	Total Expenditures	Federal Share	Federal share passed through to subrecipients	State Share	Local Share
U.S. Department of Homeland Security:								
Direct Programs								
Rail and Transit Security Grant Program								
US DHS-FEMA Video Management System/Security Intelligence	97.075	EMW-2020-RA-00029	\$ 12,180,025	\$ 7,450,021	\$ 7,450,021	\$ -	\$ -	\$ -
Rail and Transit Security Grant Program Total			12,180,025	7,450,021	7,450,021	-	-	-
Passed through State of California Department of Transportation:								
Disaster Grants - Public Assistance								
FEMA-4482-DR-CA	97.036	FEMA-4482-DR-CA	-	8,330,769	8,330,769	-	-	-
Disaster Grants - Public Assistance								
U.S. Department of Homeland Security Total			12,180,025	15,780,790	15,780,790	-	-	-
Total Federal Grants			<u>\$ 6,178,871,732</u>	<u>\$ 2,037,335,080</u>	<u>\$ 874,762,772</u>	<u>\$ 49,573,003</u>	<u>\$ 13,593,592</u>	<u>\$ 1,148,978,714</u>
Grantor/cluster title/program title/pass-through grantor/project title			Total State Award	Total Expenditures			State Share	Local Share
State Grants:								
SC Regional Interconnector PRO			\$ 227,420,000	\$ 34,649,893	\$ -	\$ -	\$ 17,025,225	\$ 17,624,668
CRENSHAW PRE-REVENUE			51,241,974	11,598,833	-	-	11,331,402	267,431
Rosecrans/Marquardt Grade Separation Project			76,665,000	(950,745)	-	-	(6,213,854)	5,263,109
Rosecrans/Marquardt Grade Separation Project			15,000,000	1,987,764	-	-	1,987,764	-
Rosecrans/Marquardt Grade Separation Project			18,000,000	13,690,756	-	-	13,690,756	-
SR-57/60 Confluence Choke Point			118,900,000	248,719	-	-	248,719	-
Metro Electric Bus Charging Infrastructure Project			39,098,039	87,241	-	-	12,924	74,316
Network Integration TIRCP			7,000,000	147,144	-	-	145,376	1,768
Access For All			-	2,703,255	-	-	2,703,255	-
VERMONT TRANSIT CORR			5,000,000	12,756,068	-	-	2,037,144	10,718,924
NEXTGEN BUS IMPROVEMENTS			25,000,000	6,911,588	-	-	3,375,292	3,536,296
TAP BMV Replacement			2,456,000	4,032,850	-	-	2,016,425	2,016,425
SCAG REAP 2.0 Program of 2021(REAP 2.0) Mobility Wallet (LA08)			4,023,750	453,296	-	-	453,296	-
STIP PPM23-6-65(261)			2,836,000	2,836,000	-	-	2,836,000	-
SCAG REAP 2.0 Program of 2021 (REAP 2.0)			15,000,000	814,455	-	-	814,455	-
SCAG REAP 2.0Program of 2021 (REAP 2.0) CountywideSignal Priority Cloud Based Solution (LA03)			4,004,028	126,975	-	-	126,975	-
SCAG REAP 2.0 Traffic Reduction Study (LA04) Program of 2021 (REAP 2.0) Traffic Reduction Study (LA04)			1,000,000	747,583	-	-	747,583	-
SCAG REAP 2.0 Program of 2021 (REAP 2.0) LA06			372,000	18,892	-	-	18,892	-
Metro Red Line and Purple Line Core Capacity Improvements			133,260,000	77,132,255	-	-	37,506,000	39,626,255
North Hollywood-Burbank-Pasadena Corridor Rail transit Feasibility Study			1,000,000	565,306	-	-	565,306	-
FY23/24 Agreement # FSP24-6065(267)			7,746,978	7,746,978	-	-	7,746,978	-
FSP25-6065(273)			7,494,529	7,494,529	-	-	7,494,529	-
FSP25SB1-6065(274)			6,398,633	6,398,633	-	-	6,398,633	-
FY25-27 FSP CO-OP Agreement #07A5869			3,000,000	142,746	-	-	142,746	-
FY22/23 Agreement # FSP23SB1-6065(260)			6,844,484	6,844,484	-	-	6,844,484	-
Metro E Line Operations			51,312,533	51,312,533	-	-	51,312,533	-
STIP PPM FY 2023-2024			2,836,000	2,836,000	-	-	2,836,000	-
SB125 ZTECP			11,142,082	11,142,082	-	-	11,142,082	-
Total State Grants			<u>\$ 842,052,030</u>	<u>\$ 264,476,113</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 185,346,920</u>	<u>\$ 79,129,193</u>

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AND STATE AWARDS
Fiscal year ended June 30, 2025

NOTE 1 – GENERAL

The accompanying schedule of expenditures of federal and state awards (the Schedule) presents the grant activity of all expenditures of federal and state award programs of the Los Angeles County Metropolitan Transportation Authority (LACMTA) 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). All federal awards received directly from federal agencies, as well as federal awards passed through other government agencies, are included in the Schedule. The Schedule also includes state grants that do not participate in the federal awards. LACMTA is the reporting entity as defined in Note 1 to the financial statements of LACMTA's basic financial statements.

NOTE 2 – BASIS OF PRESENTATION

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Expenditures are recognized following, as applicable, either the cost principles in OMB Circular A-87, *Cost Principles for State, Local, and Indian Tribal Governments* or the cost principles contained in Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years. LACMTA has elected not to use the 10-percent de minimis indirect cost rate as allowed under the Uniform Guidance.

NOTE 3 – STATE AND LOCAL FUNDS REIMBURSEMENT

LACMTA utilizes state and local funds when federal funds are not received in a timely manner. Upon receipt of federal funds, LACMTA reimburses state and local funds that were utilized for expenditures for federal programs. Reimbursements are shown as credit balances in the Schedule. Expenditures incurred during the current fiscal year, but before a federal grant is executed are included as state or local on the Schedule in the year the expenditures are incurred and are reported as federal on the Schedule in the year the grant was executed.

NOTE 4 – FEDERAL FINANCIAL ASSISTANCE

Pursuant to the Single Audit Act and Uniform Guidance Compliance Supplement, the federal financial assistance is defined as assistance provided by a federal agency, either directly or indirectly, in the form of grants, contracts, cooperative agreements, loans, loan guarantees, property, interest subsidies, insurance, or direct appropriations. Accordingly, nonmonetary federal assistance is included in federal financial assistance and, therefore, is reported on the Schedule, if applicable. Federal financial assistance does not include direct federal cash assistance to individuals. Solicited contracts between the state and federal government for which the federal government procures tangible goods or services are not considered to be federal financial assistance.

NOTE 5 – MAJOR PROGRAMS

The Single Audit Act and Uniform Guidance establish criteria to be used in defining major federal financial assistance programs. Major programs for LACMTA are those programs selected for testing by the auditor using a risk assessment model, as well as certain minimum expenditure requirements, as outlined in Uniform Guidance. Programs with similar requirements may be grouped into a cluster for testing purposes.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Fiscal year ended June 30, 2025

SECTION I – SUMMARY OF AUDITORS' 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 federal programs:

ALN 20.500 / 20.507 / 20.525 / 20.526 – Federal Transit Cluster

Dollar threshold used to distinguish type A and B programs:

 \$ 3,000,000

Auditee qualified as low-risk auditee?

 X Yes _____ No

(Continued)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Fiscal year ended June 30, 2025

SECTION II – FINANCIAL STATEMENT FINDINGS

None noted in current year.

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None noted in current year.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
PRIOR YEAR FINDINGS AND QUESTIONED COSTS
Fiscal year ended June 30, 2025

PRIOR YEAR FINDINGS AND QUESTIONED COSTS

Finding 2024-001 – Preparation of the Schedule of Expenditures of Federal Awards (Significant Deficiency)

Corrected. Starting with FY25, the Project Accounting team conducted 100% review of the grant cluster classifications, as well as a review of sub-recipient expenditures to ensure no Metro direct costs were included and that all sub-recipient amounts were properly classified. Additionally, training with the entire team was conducted to inform the team of the issues discovered during the audit of the FY24 SEFA and provide instruction on how to prepare and review the SEFA. Grants Management also reviewed the prepared SEFA and revisions, if any, were incorporated in the SEFA.