



**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
STATE TRANSIT ASSISTANCE
SPECIAL REVENUE FUND**

Financial Statements

Fiscal Years Ended June 30, 2022 and 2021

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
STATE TRANSIT ASSISTANCE
SPECIAL REVENUE FUND**

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INDEPENDENT AUDITOR'S REPORT

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

Report on the Audit of the Financial Statements***Opinion***

We have audited the financial statements of the State Transit Assistance Fund (the STA Fund) of the Los Angeles County Metropolitan Transportation Authority (LACMTA), as of and for the years ended June 30, 2022 and 2021, and the related notes to the 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 financial position of the STA Fund, of LACMTA, as of June 30, 2022 and 2021, and the changes in its financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards (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 LACMTA, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the STA Fund and do not purport to, and do not, present fairly the financial position of LACMTA, as of June 30, 2022 and 2021, and the changes in its financial position, or, where applicable, its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

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

Auditor's Responsibility 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 opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

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

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

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.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the management's discussion and analysis, budgetary comparison information, schedule of allocations, and schedule of expenditures and transfers but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does 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 January 24, 2023 on our consideration of the STA Fund'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 STA Fund'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 STA Fund's internal control over financial reporting and compliance.


Crowe LLP

Los Angeles, California
January 24, 2023

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

The 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 State Transit Assistance Fund (the STA Fund) of the Los Angeles County Metropolitan Transportation Authority (LACMTA), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the STA Fund's financial statements, and have issued our report thereon dated January 24, 2023. As discussed in Note 1, the financial statements present only the STA Fund and do not purport to, and do not, present fairly the financial position of LACMTA, the changes in its financial position, or where applicable, its cash flows in accordance with accounting principles generally accepted in the United States of America.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the STA Fund'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 opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the STA Fund's internal control. Accordingly, we do not express an opinion on the effectiveness of the STA Fund'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.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the STA Fund'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
January 24, 2023

Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund
Management's Discussion and Analysis (Unaudited)
Fiscal years ended June 30, 2022 and 2021

The Los Angeles County Metropolitan Transportation Authority's State Transit Assistance Special Revenue Fund (the STA Fund) was created in accordance with the provisions of the Transportation Development Act (the Act) as administered by the Department of Transportation of the State of California (the State). Sales tax revenues of the STA Fund represent an allocation of sales tax on diesel and gas fuel collected by the California Department of Tax and Fee Administration. Expenditures from the STA Fund are made by Los Angeles County (the County) in accordance with written instructions issued by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under the terms of the Act.

Our discussion and analysis of STA Fund's financial performance presents an overview of the STA Fund's financial activities during the fiscal years ended June 30, 2022, and 2021. We encourage readers to consider information presented here in conjunction with the financial statements (beginning on page 8). The financial statements, notes to the financial statements, and this discussion and analysis were prepared by management and are the responsibility of the management.

All amounts are expressed in thousands of dollars unless otherwise indicated.

2022 Financial Highlights

- Sales tax revenues for the fiscal year increased by \$48,726 or 30.48% compared with prior year. Despite an average decrease of 5.06% in the first quarter over the same period last year, sales tax revenues increased an average of 44% in the last three quarters compared to the same quarters of FY21. The sales tax during the last 3 quarters of FY22 significantly increased as the economy recovered from the Covid-19 pandemic.
- Actual sales tax revenues in FY22 totaled \$208,607 was higher by \$111,877 or 116% than the original and final budget of \$96,730 which was projected at 65.29% lower than FY21 actual revenues.
- Total transfers out decreased by \$52,372 or 37.30% compared to prior year mainly due to decrease in subsidies for Metro's rail operations and maintenance costs. Transportation subsidies to cities/other agencies also decreased by \$4,837 or 19.36% over FY21 due to lesser claims and lower city allocations in the current year.

2021 Financial Highlights

- Sales tax revenues for the fiscal year decreased by \$38,409 or 19.37% compared with prior year. Despite an average increase of 3.00% in the first quarter over the same period last year, sales tax revenues dropped an average of 25% in the last three quarters compared to the same quarters of FY20. The decrease in sales tax during the 2nd & 3rd quarters of FY21 may be attributed in part to decreased travelling, many businesses closed or operating at reduced hours as mandated due to the COVID 19 pandemic and unemployment.
- Actual sales tax revenues in FY21 totaled \$159,881 was higher by \$1,662 or 1.05% than the original and final budget of \$158,219 which was projected at 20% lower than FY20 actual revenues.
- Total transfers out decreased by \$71,306 or 33.68% compared to prior year mainly due to decrease in subsidies for Metro's rail operations and maintenance costs. Transportation subsidies to cities/other agencies also decreased by \$14,228 or 36.29% over FY20 in anticipation of decreased sales tax revenues over the prior year.

Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund
Management's Discussion and Analysis (Unaudited)
Fiscal years ended June 30, 2022 and 2021

Overview of Financial Statements

This discussion and analysis serves as an introduction to the financial statements. The STA Fund's financial statements consisted of two components: (1) the fund financial statements, and (2) the notes to the financial statements. This report also contains other information in addition to the financial statements.

The condensed balance sheets show the STA Fund's assets and liabilities as of June 30, 2022, 2021, and 2020. The differences between the assets and liabilities are reported as fund balances. The fund balance may serve as a useful indicator of the STA Fund's financial health.

The comparative statements of revenues, expenditures and changes in fund balance for the fiscal years show the underlying events or activities of the fund that impacted the fund balances.

Condensed Balance Sheets

	2022	2021	2020
Total assets	\$ 165,726	\$ 116,799	\$ 123,284
Total liabilities	41,230	93,198	94,573
Fund balances	124,496	23,601	28,711
Total liabilities and fund balances	\$ 165,726	\$ 116,799	\$ 123,284

Total assets increased by \$48,927 or 41.89% as of June 30, 2022 compared to June 30, 2021 primarily due to the increase in sales tax receipts and higher sales tax and interest receivables. Total liabilities decreased by \$51,968 or 55.76% as of June 30, 2022 compared to June 30, 2021 mainly due to the decrease in accrual of subsidies allocated to LACMTA Enterprise Fund for bus and rail operations and maintenance.

Total assets decreased by \$6,485 or 5.26% as of June 30, 2021 compared to June 30, 2020 primarily due to the decrease in sales tax receipts and lower sales tax and interest receivables. Total liabilities decreased by \$1,374 or 1.45% as of June 30, 2021 compared to June 30, 2020 mainly due to the decrease in accrual of subsidies allocated to LACMTA Enterprise Fund for bus and rail operations and maintenance.

Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund
Management's Discussion and Analysis (Unaudited)
Fiscal years ended June 30, 2022 and 2021

Condensed Statement of Revenues, Expenditures, and Changes in Fund Balances

	<u>2022</u>	<u>2021</u>	<u>2020</u>
Revenues	\$ 209,072	\$ 160,276	\$ 199,760
Expenditures and other financing uses of funds	<u>(108,177)</u>	<u>(165,386)</u>	<u>(250,920)</u>
Net change in fund balances	100,895	(5,110)	(51,160)
Fund balances – beginning of year	<u>23,601</u>	<u>28,711</u>	<u>79,871</u>
Fund balances – end of year	<u>\$ 124,496</u>	<u>\$ 23,601</u>	<u>\$ 28,711</u>

Total revenues increased by \$48,796 or 30.44% during fiscal year 2022 compared to fiscal year 2021. Despite an average decrease of 5.06% in the first quarter over the same period last year, sales tax revenues increased an average of 44% in the last three quarters compared to the same quarters of FY21. Expenditures and other financing uses decreased by \$57,209 or 34.59% during fiscal 2022 compared to fiscal year 2021 mainly due to decrease in bus and rail operating subsidies transferred to the LACMTA Enterprise Fund and a decrease in local transportation subsidies claims by the cities/other local transportation agencies.

Total revenues decreased by \$39,484 or 19.77% during fiscal year 2021 compared to fiscal year 2020. Despite an average increase of 2.81% in the first quarter over the same period last year, sales tax revenues dropped an average of 25% in the last three quarters compared to the same quarters of FY20. Expenditures and other financing uses decreased by \$85,534 or 34.09% during fiscal 2021 compared to fiscal year 2020 mainly due to decrease in bus and rail operating subsidies transferred to the LACMTA Enterprise Fund and a decrease in local transportation subsidies claims by the cities/other local transportation agencies.

Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund
Balance Sheets
June 30, 2022 and 2021
(Amounts expressed in thousands)

	2022	2021
Assets		
Cash and cash equivalents	\$ 106,208	\$ 36,558
Interest receivable	259	95
Sales tax receivable	59,259	41,214
Due from other funds	-	38,932
Total assets	165,726	116,799
Liabilities		
Accounts payable and accrued liabilities	4,190	6,861
Due to other funds	37,040	86,337
Total liabilities	41,230	93,198
Fund balances		
Restricted	124,496	23,601
Total liabilities and fund balances	\$ 165,726	\$ 116,799

See accompanying notes to financial statements.

**Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund**

Statements of Revenues, Expenditures, and Changes in Fund Balances
Fiscal years ended June 30, 2022 and 2021
(Amounts expressed in thousands)

	2022	2021
Revenues:		
Sales tax	\$ 208,607	\$ 159,881
Investment income	465	395
Total revenues	209,072	160,276
Expenditures:		
Transportation subsidies	20,146	24,983
Excess of revenues over expenditures	188,926	135,293
Other financing uses:		
Transfers out	(88,031)	(140,403)
Net change in fund balances	100,895	(5,110)
Fund balances - beginning of year	23,601	28,711
Fund balances - end of year	\$ 124,496	\$ 23,601

See accompanying notes to financial statements.

**Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund**

Notes to Financial Statements
June 30, 2022 and 2021

1. Summary of Significant Accounting Policies

(a) General Description

The Los Angeles County Metropolitan Transportation Authority's State Transit Assistance Special Revenue Fund (the STA Fund) was created in accordance with the provisions of the Transportation Development Act (the Act) as administered by the Department of Transportation of the State of California (the State). Sales tax revenues of the STA Fund represent an allocation of retail sales tax on diesel and gas fuel collected by the California Department of Tax and Fee Administration. Expenditures from the STA Fund are made by Los Angeles County (the County) in accordance with written instructions issued by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under the terms of the Act.

(b) Basis of Accounting

The STA Fund is reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as they become both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, LACMTA considers revenues to be available if they are collected within 90 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred and a valid claim is presented. Transportation subsidies are recorded when all of the eligibility requirements have been met, including the receipt of the reimbursement request.

(c) Fund Accounting

LACMTA utilizes fund accounting to report its financial position and the results of its operations. Fund accounting is designed to demonstrate legal compliance and to aid financial management by segregating transactions related to certain governmental functions or activities. The STA Fund is considered a governmental fund. The measurement focus is the determination of changes in financial position, rather than net income determination. Additionally, the STA Fund is considered a special revenue governmental fund. Special revenue funds are used to account for proceeds of specific revenue sources including sales tax that are legally restricted to expenditures for specified purposes.

(d) Financial Statement Presentation

The accompanying financial statements present only the STA Fund and do not purport to, and do not, present fairly the financial position of the LACMTA as of June 30, 2022 and 2021, the changes in its financial position, or where applicable, its cash flows for the year then ended in accordance with U.S. generally accepted accounting principles.

**Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund**

Notes to Financial Statements
June 30, 2022 and 2021

(e) Cash and Cash Equivalents

The STA Fund's cash and cash equivalents include deposits with the Los Angeles County Investment Pool (LACIP). The STA Fund is an involuntary participant in the LACIP.

(f) Sales Tax Receivable

Sales tax receivables represent uncollected amounts from the allocation of retail sales tax on diesel fuel and gas fuel collected by the California Department of Tax and Fee Administration. As of June 30, 2022 and 2021, the STA Fund had receivables of \$59,259 and \$41,214 respectively.

2. Cash and Investments

Cash balances of the STA Fund are pooled with other County funds and invested by the Los Angeles County Treasurer (the Treasurer). These funds are subject to withdrawal from the Treasurer's pool upon demand.

STA Fund's pooled cash and investments with the LACIP amounted to \$106,208 at June 30, 2022 and \$36,558 at June 30, 2021. The County Board of Supervisors provides regulatory oversight for the LACIP. The value of the position in the investment pool is the same as the value of the pool. The investment pool is not rated for purposes of evaluating credit risk as of June 30, 2022 and 2021.

Detailed information concerning the County's pooled cash and investments can be found in the County of Los Angeles Annual Comprehensive Financial Report (ACFR). A copy of the County's ACFR can be obtained by writing to the Los Angeles County Auditor-Controller, 500 West Temple Street, Room 525, Los Angeles, CA 90012-2766.

3. Due to/from Other Funds

Due to or from other funds represent payables owed to or receivable from a particular LACMTA fund for temporary loans, advances, goods delivered, or services rendered. As of June 30, 2022 and 2021, the STA Fund had a net payable mainly to LACMTA's Enterprise Fund for \$37,040 and \$86,337, respectively, for various unpaid operating and capital subsidies. Due mainly from Enterprise Fund is \$38,932 as of June 30, 2021 and none as of June 30, 2022.

4. Interfund Transfers

Transfers represent permanent, legally authorized transfers from a fund receiving revenue to the fund through which resources are to be expended. These transfers represent operating and capital subsidies given out from one fund to another fund. For the fiscal years ended June 30, 2022 and 2021, the STA Fund transferred \$88,031 and \$140,403 to LACMTA Enterprise Fund, respectively.

**Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund**

Notes to Financial Statements
June 30, 2022 and 2021

5. Sales Tax Revenue

Sales tax revenue represents amounts from the allocation of retail sales tax on diesel fuel and gas fuel collected by the California Department of Tax and Fee Administration. For the years ended June 30, 2022 and 2021, the STA Fund received an allocation of \$208,607 and \$159,881 respectively.

6. Payable to Cities and Jurisdictions

As of June 30, 2022 and 2021, the STA Fund had accrued liabilities to various cities and other jurisdictions of \$4,190 and \$6,861, respectively. These accrued liabilities represented claims for the current fiscal year allocation that were disbursed by the STA Fund in the following fiscal year.

**Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund**

Schedule of Revenues, Expenditures, and Changes in Fund Balances – Budget and Actual
(Unaudited)
Fiscal year ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance with Final budget
Revenues:				
Sales tax	\$ 96,730	\$ 96,730	\$ 208,607	\$ 111,877
Investment income	—	—	465	465
Total revenues	96,730	96,730	209,072	112,342
Expenditures:				
Transportation subsidies	18,018	18,018	20,146	(2,128)
Excess of revenues over expenditures	78,713	78,713	188,926	110,213
Other financing sources (uses):				
Transfers out	(87,293)	(87,293)	(88,031)	(738)
Net change in fund balances	(8,580)	(8,580)	100,895	109,475
Fund balances – beginning of year	23,601	23,601	23,601	—
Fund balances – end of year	\$ 15,021	\$ 15,021	\$ 124,496	\$ 109,475

Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund
Schedule of Allocations (Unaudited)
Fiscal years ended June 30, 2022 and 2021
(Amounts expressed in thousands)

CCR Code	Operating 6730(a)	Capital 6730(b)	Rail 6730(c)	2021 Total	2020 Total
Arcadia	\$ 57	\$ —	\$ —	\$ 57	\$ 89
Claremont	20	—	—	20	32
Commerce	65	—	—	65	109
Culver City	875	—	—	875	1,357
Foothill Transit	4,096	—	—	4,096	6,309
Gardena	875	—	—	875	1,372
La Mirada	16	—	—	16	26
Long Beach	3,815	—	—	3,815	5,984
LACMTA	45,152	—	48,774	93,926	146,380
Montebello	1,335	—	—	1,335	2,101
Norwalk	523	—	—	523	804
Redondo Beach	122	—	—	122	192
Santa Monica	3,268	—	—	3,268	5,090
Torrance	1,034	—	—	1,034	1,613
Antelope Valley	450	—	—	450	706
LADOT	884	—	—	884	1,372
Santa Clarita	395	—	—	395	622
Foothill –BSCP	189	—	—	189	296
Total STA fund allocations	\$ 63,170	\$ —	\$ 48,774	\$ 111,944	\$ 174,454

**Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund**

Schedule of Expenditures and Transfers (Unaudited)
Fiscal years ended June 30, 2022 and 2021
(Amounts expressed in thousands)

CCR Code	FY2022				FY2021			
	Operating 6730(a)	Capital 6730(b)	Rail 6730(c)	Total	Operating 6730(a)	Capital 6730(b)	Rail 6730(c)	Total
Antelope Valley	\$ 2,588	\$ —	\$ —	\$ 2,588	\$ —	\$ —	\$ —	\$ —
Arcadia	—	—	—	—	68	—	—	68
Claremont	—	—	—	—	27	—	—	27
Commerce	65	—	—	65	146	—	—	146
Culver City	875	184	—	1,059	1,173	—	—	1,173
Foothill Transit	4,285	—	—	4,285	6,605	—	—	6,605
Gardena	871	90	—	961	1,372	—	—	1,372
La Mirada	—	—	—	—	20	—	—	20
Long Beach	3,814	—	—	3,814	5,984	—	—	5,984
LACMTA	45,152	—	42,879	88,031	70,148	—	70,255	140,403
LADOT	—	—	—	—	—	—	—	—
Montebello	2,030	—	—	2,030	1,199	—	—	1,199
Norwalk	523	—	—	523	804	—	—	804
Redondo Beach	122	2	—	124	258	2	—	260
Santa Clarita	395	—	—	395	622	—	—	622
Santa Monica	3,268	—	—	3,268	5,090	—	—	5,090
Torrance	1,034	—	—	1,034	1,613	—	—	1,613
Total expenditures & transfers	\$ 65,022	\$ 276	\$ 42,879	\$ 108,177	\$ 95,129	\$ 2	\$ 70,255	\$ 165,386

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE

The 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 State Transit Assistance Fund (the STA Fund) of the Los Angeles County Metropolitan Transportation Authority (LACMTA), which comprise the balance sheet as of June 30, 2022 and 2021, and the related statements of revenues, expenditures, and changes in fund balance for the years then ended, and have issued our report thereon dated January 24, 2023.

In connection with our audit, nothing came to our attention that caused us to believe that LACMTA failed to comply with the terms, covenants, provisions, or conditions of Section 6751 of the California Code of Regulations, insofar as they relate to accounting matters. However, our audit was not directed primarily toward obtaining knowledge of such noncompliance. Accordingly, had we performed additional procedures, other matters may have come to our attention regarding LACMTA's noncompliance with the above-referenced terms, covenants, provisions, or conditions, insofar as they relate to accounting matters.

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


Crowe LLP

Los Angeles, California
January 24, 2023