



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

Financial Statements

Fiscal Years Ended June 30, 2021 and 2020

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

Table of Contents

	Page
Independent Auditor’s Report	1
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 <i>Government Auditing Standards</i>	3
Management’s Discussion and Analysis (Unaudited)	5
Financial Statements:	
Balance Sheets	9
Statements of Revenues, Expenditures, and Changes in Fund Balances	10
Notes to the Financial Statements	11
Supplementary Information (Unaudited)	
Schedule of Revenues, Expenditures, and Changes in Fund Balances – Budget and Actual	14
Schedule of Allocations	15
Schedule of Expenditures and Transfers	16
Independent Auditor’s Report on Compliance	17

INDEPENDENT AUDITOR'S REPORT

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

Report on the Financial Statements

We have audited the accompanying financial statements of the State Transit Assistance Fund (the STA Fund), a special revenue fund of the Los Angeles County Metropolitan Transportation Authority (LACMTA), as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the STA Fund, of the LACMTA, as of June 30, 2021 and 2020, and the changes in its financial position thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

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 the Los Angeles County Metropolitan Transportation Authority, as of June 30, 2021 and 2020, 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.

Other Matter

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The management's discussion and analysis, budgetary comparison information, schedule of allocations, and schedule of expenditures and transfers are presented for purposes of additional analysis and are not a required part of the financial statements.

The management's discussion and analysis, budgetary comparison information, schedule of allocations, and schedule of expenditures and transfers, as listed in the table of contents, have not been subjected to the auditing procedures applied in the audit of the financial statements and accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 8, 2021 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 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 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 STA Fund's internal control over financial reporting and compliance.



Crowe LLP

Los Angeles, California
December 8, 2021

**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), a special revenue fund of the Los Angeles County Metropolitan Transportation Authority (LACMTA), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the STA Fund's financial statements, and have issued our report thereon dated December 8, 2021. 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.

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 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.

A handwritten signature in black ink that reads "Crowe LLP". The signature is written in a cursive, flowing style.

Crowe LLP

Los Angeles, California
December 8, 2021

Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund
Management's Discussion and Analysis (Unaudited)
Fiscal years ended June 30, 2021 and 2020

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, 2021 and 2020. 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.

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.

2020 Financial Highlights

- Sales tax revenues for the year increased by \$2,418 or 1.23% compared with prior year. Despite an average increase of 3.00% in the first three quarters over the same period last year, sales tax revenues dropped more than 12% in the last quarter compared to the third quarter of FY20 or a 3% decrease compared to the same period in FY19. The decrease in sales tax during the last quarter of FY20 may be attributed in part to decreased travelling resulting from coronavirus lockdowns and stay-home orders due to the COVID 19 pandemic.

Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund
Management's Discussion and Analysis (Unaudited)
Fiscal years ended June 30, 2021 and 2020

- Actual sales tax revenues in FY20 totaled \$198,290 was lower by \$17,533 or 8.12% than the original and final budget of \$215,823 which was projected at 10% higher than FY19 actual revenues. Actual receipts decreased 3% during the period of April through June 2020 as compared to the same period in FY19, and decreased 12% over the revenues compared to the third quarter of FY20.
- 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, while transportation subsidies to cities/other agencies also decreased by \$14,227 or 36.28% over FY20 due to lower subsidy allocations in FY21.

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 supplementary information in addition to the financial statements.

The condensed balance sheets show the STA Fund's assets and liabilities as of June 30, 2021, 2020, and 2019. 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

	<u>2021</u>	<u>2020</u>	<u>2019</u>
Total assets	<u>\$ 116,799</u>	<u>\$ 123,284</u>	<u>\$ 103,909</u>
Total liabilities	93,198	94,573	24,038
Fund balances	<u>23,601</u>	<u>28,711</u>	<u>79,871</u>
Total liabilities and fund balances	<u>\$ 116,799</u>	<u>\$ 123,284</u>	<u>\$ 103,909</u>

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 receipts and lower sales tax and interest receivables. Total liabilities decreased by \$1,375 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.

Total assets increased by \$19,375 or 18.64% as of June 30, 2020 compared to June 30, 2019 primarily due to collection of sales tax receivables in prior year in addition to the timing of payment of accounts payable and accrued liabilities due at year-end. Total liabilities increased by \$70,535 or 293.43% as of June

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

Management's Discussion and Analysis (Unaudited)
Fiscal years ended June 30, 2021 and 2020

30, 2020 compared to June 30, 2019 mainly due to increase in interfund payable to the Enterprise Fund resulting from the timing of interfund transfers of subsidies allocated for bus and rail operations and maintenance and an increase in accounts payable and accrued liabilities also attributed to timing of payments of subsidies due at year-end.

Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund
Management's Discussion and Analysis (Unaudited)
Fiscal years ended June 30, 2021 and 2020

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

	<u>2021</u>	<u>2020</u>	<u>2019</u>
Revenues	\$ 160,276	\$ 199,760	\$ 197,998
Expenditures and other financing uses of funds	<u>(165,386)</u>	<u>(250,920)</u>	<u>(223,556)</u>
Net change in fund balances	(5,110)	(51,160)	(25,558)
Fund balances – beginning of year	<u>28,711</u>	<u>79,871</u>	<u>105,429</u>
Fund balances – end of year	<u><u>\$ 23,601</u></u>	<u><u>\$ 28,711</u></u>	<u><u>\$ 79,871</u></u>

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.

Total revenues increased by \$1,762 or 0.89% during fiscal year 2020 compared to fiscal year 2019. Despite more than 3% average increase in sales tax revenues in the first three quarters of FY20 compared to the same period of FY19, it decreased 12% in the fourth quarter compared to the third quarter or a 3% decrease over the same period of FY19. Expenditures and other financing uses increased by \$27,364 or 12.24% during fiscal 2020 compared to fiscal year 2019 mainly due to higher bus and rail operating subsidies transferred to the LACMTA Enterprise Fund, and an increase in local transportation subsidies paid to the cities/other local transportation agencies

Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund
Balance Sheets
June 30, 2021 and 2020
(Amounts expressed in thousands)

	2021	2020
Assets		
Cash and cash equivalents	\$ 36,558	\$ 72,926
Interest receivable	95	258
Sales tax receivable	41,214	50,100
Due from other funds	38,932	-
Total assets	116,799	123,284
Liabilities		
Accounts payable and accrued liabilities	6,861	10,185
Due to other funds	86,337	84,388
Total liabilities	93,198	94,573
Fund balances		
Restricted	23,601	28,711
Total liabilities and fund balances	\$ 116,799	\$ 123,284

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, 2021 and 2020
(Amounts expressed in thousands)

	2021	2020
Revenues:		
Sales tax	\$ 159,881	\$ 198,290
Investment income	395	1,470
Total revenues	160,276	199,760
Expenditures:		
Transportation subsidies	24,983	39,211
Excess of revenues over expenditures	135,293	160,549
Other financing uses:		
Transfers out	(140,403)	(211,709)
Net change in fund balances	(5,110)	(51,160)
Fund balances - beginning of year	28,711	79,871
Fund balances - end of year	\$ 23,601	\$ 28,711

See accompanying notes to financial statements.

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

Notes to Financial Statements
June 30, 2021 and 2020

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, 2021 and 2020, 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, 2021 and 2020

(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, 2021 and 2020, the STA Fund had receivables of \$41,214 and \$50,100 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 \$36,558 at June 30, 2021 and \$72,926 at June 30, 2020. 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, 2021 and 2020.

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, 2021 and 2020, the STA Fund had a net payable mainly to LACMTA's Enterprise Fund for \$86,337 and \$84,388, respectively, for various unpaid operating and capital subsidies. Due from other funds mainly from Enterprise Fund is \$38,932 as of June 30, 2021 and none as of June 30, 2020.

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, 2021 and 2020, the STA Fund transferred \$140,403 and \$211,709 to LACMTA Enterprise Fund, respectively.

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

Notes to Financial Statements
June 30, 2021 and 2020

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, 2021 and 2020, the STA Fund received an allocation of \$159,881 and \$198,290 respectively.

6. Payable to Cities and Jurisdictions

As of June 30, 2021 and 2020, the STA Fund had accrued liabilities to various cities and other jurisdictions of \$6,861 and \$10,185, 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, 2021

	Original Budget	Final Budget	Actual	Variance with Final budget
Revenues:				
Sales tax	\$ 158,219	\$ 158,219	\$ 159,881	\$ 1,662
Investment income	—	—	395	395
Total revenues	158,219	158,219	160,276	2,057
Expenditures:				
Transportation subsidies	28,074	28,074	24,983	3,091
Excess of revenues over expenditures	130,145	130,145	135,293	5,148
Other financing sources (uses):				
Transfers out	(179,711)	(179,711)	(140,403)	39,308
Net change in fund balances	(49,565)	(49,565)	(5,110)	44,455
Fund balances – beginning of year	28,711	28,711	28,711	—
Fund balances – end of year	<u>\$ (20,854)</u>	<u>\$ (20,854)</u>	<u>\$ 23,601</u>	<u>\$ 44,455</u>

Los Angeles County
Metropolitan Transportation Authority
State Transit Assistance
Special Revenue Fund
Schedule of Allocations (Unaudited)
Fiscal years ended June 30, 2021 and 2020
(Amounts expressed in thousands)

CCR Code	Operating 6730(a)	Capital 6730(b)	Rail 6730(c)	2021 Total	2020 Total
Arcadia	\$ 89	\$ —	\$ —	\$ 89	\$ 118
Claremont	32	—	—	32	45
Commerce	109	—	—	109	153
Culver City	1,357	—	—	1,357	1,873
Foothill Transit	6,309	—	—	6,309	8,695
Gardena	1,372	—	—	1,372	1,904
La Mirada	26	—	—	26	35
Long Beach	5,984	—	—	5,984	8,203
LACMTA	70,148	—	76,232	146,380	201,818
Montebello	2,101	—	—	2,101	2,879
Norwalk	804	—	—	804	1,107
Redondo Beach	192	—	—	192	262
Santa Monica	5,090	—	—	5,090	7,035
Torrance	1,613	—	—	1,613	2,223
Antelope Valley	706	—	—	706	886
LADOT	1,372	—	—	1,372	1,695
Santa Clarita	622	—	—	622	800
Foothill –BSCP	296	—	—	296	376
Total STA fund allocations	\$ 98,222	\$ —	\$ 76,232	\$ 174,454	\$ 240,108

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

Schedule of Expenditures and Transfers (Unaudited)
Fiscal years ended June 30, 2021 and 2020
(Amounts expressed in thousands)

CCR Code	FY2021				FY2020			
	Operating 6730(a)	Capital 6730(b)	Rail 6730(c)	Total	Operating 6730(a)	Capital 6730(b)	Rail 6730(c)	Total
Arcadia	\$ 68	\$ —	\$ —	\$ 68	\$ 54	\$ —	\$ —	\$ 54
Claremont	27	—	—	27	20	—	—	20
Commerce	146	—	—	146	113	3	—	116
Culver City	1,173	—	—	1,173	1,873	—	—	1,873
Foothill Transit	6,605	—	—	6,605	9,071	1,798	—	10,869
Gardena	1,372	—	—	1,372	1,904	—	—	1,904
La Mirada	20	—	—	20	16	17	—	33
Long Beach	5,984	—	—	5,984	8,203	—	—	8,203
LACMTA	70,148	—	70,255	140,403	96,667	—	115,042	211,709
LADOT	—	—	—	—	1,695	—	—	1,695
Montebello	1,199	—	—	1,199	1,744	—	—	1,744
Norwalk	804	—	—	804	1,107	—	—	1,107
Redondo Beach	258	2	—	260	197	—	—	197
Santa Clarita	622	—	—	622	800	—	—	800
Santa Monica	5,090	—	—	5,090	7,035	1,338	—	8,373
Torrance	1,613	—	—	1,613	2,223	—	—	2,223
Total expenditures & transfers	\$ 96,824	\$ 2	\$ 70,255	\$ 165,386	\$132,722	\$ 3,156	\$ 115,042	\$ 250,920

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), a special revenue fund of the Los Angeles County Metropolitan Transportation Authority (LACMTA), which comprise the balance sheet as of June 30, 2021 and 2020, and the related statements of revenues, expenditures, and changes in fund balance for the years then ended, and have issued our report thereon dated December 8, 2021.

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
December 8, 2021