

***CITY OF GLENDALE
ANNUAL FINANCIAL REPORT OF THE
PROPOSITION A LOCAL RETURN FUND
PROPOSITION C LOCAL RETURN FUND
MEASURE R LOCAL RETURN FUND
MEASURE M LOCAL RETURN FUND
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 3 FUND***

***FOR THE FISCAL YEARS ENDED
JUNE 30, 2020 AND 2019***



Metro[®]



Simpson & Simpson, LLP
Certified Public Accountants

CITY OF GLENDALE
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FINANCIAL SECTION



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Independent Auditor's Report

To the Honorable Members of the City Council of the
City of Glendale, California and the
Los Angeles County Metropolitan Transportation Authority

Report on the Financial Statements

We have audited the accompanying financial statements of the Proposition A Local Return Fund (PALRF), Proposition C Local Return Fund (PCLRF), Measure R Local Return Fund (MRLRF), Measure M Local Return Fund (MMLRF), and Transportation Development Act Article 3 Fund (TDAA3F) (collectively, the Funds), of the City of Glendale, California (the City) as of and for the years ended June 30, 2020 and 2019, 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 opinions 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 of 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 opinions.



Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the PALRF, PCLRF, MRLRF, MMLRF, and TDAA3F of the City of Glendale California, as of June 30, 2020 and 2019, and the respective changes in their financial position 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 2, the financial statements present only the PALRF, PCLRF, MRLRF, MMLRF and TDAA3F of the City and do not purport to, and do not, present fairly the financial position of the City of Glendale, California, as of June 30, 2020 and 2019, and the changes in its financial position for the years then ended in conformity with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Supplementary Information

Our audits were conducted for the purpose of forming opinions on each of the Funds' financial statements. The accompanying supplementary information as listed in the table of contents is presented for purposes of additional analysis and is not a required part of the financial statements.

The supplementary information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the Funds' financial statements. Such 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 Funds' financial statements or to the Funds' financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to each of the Funds' financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have issued our report dated December 10, 2020, on our consideration of the City's internal control over the Funds' 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 the Funds' financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over the Funds' financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over the Funds' financial reporting and compliance.

A handwritten signature in cursive script that reads "Simpson & Simpson".

Los Angeles, California
December 10, 2020

CITY OF GLENDALE
PROPOSITION A LOCAL RETURN FUND
BALANCE SHEETS
June 30

	2020	2019
ASSETS		
Cash and investments	\$ 12,278,423	\$ 12,009,078
Accounts receivable	11,627	27,647
Due from other agencies (Note 8)	159,104	297,584
Interest receivable	-	50,099
Total assets	\$ 12,449,154	\$ 12,384,408
 LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE		
Liabilities		
Accounts payable	\$ 245,456	\$ 474,619
Accrued wages	26,571	24,220
Total liabilities	272,027	498,839
 Deferred Inflows of Resources		
Unavailable revenues	17,054	22,083
 Fund Balance		
Restricted	12,160,073	11,863,486
Total fund balance	12,160,073	11,863,486
Total liabilities, deferred inflows of resources and fund balance	\$ 12,449,154	\$ 12,384,408

The accompanying notes are an integral part of the financial statements.

CITY OF GLENDALE
PROPOSITION A LOCAL RETURN FUND
STATEMENTS OF REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCE
For the Fiscal Years Ended June 30

	2020	2019
REVENUES		
Proposition A	\$ 3,917,108	\$ 4,050,313
Interest income	201,601	226,257
Project generated revenue (Note 10)	4,545	13,883
Unrealized gain (loss) on investments	(94,499)	209,481
Total revenues	4,028,755	4,499,934
 EXPENDITURES		
Various projects	3,732,168	3,606,371
Total expenditures	3,732,168	3,606,371
 Excess of revenues over expenditures	296,587	893,563
 Fund balance at beginning of year	11,863,486	10,969,923
 Fund balance at end of year	\$ 12,160,073	\$ 11,863,486

The accompanying notes are an integral part of the financial statements.

CITY OF GLENDALE
PROPOSITION A LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
For the Fiscal Year Ended June 30, 2020
(With Comparative Actual Amount for the Fiscal Year Ended June 30, 2019)

Project Code	Project Name	2020			2019 Actual
		Metro Budget	Actual	Variance Favorable (Unfavorable)	
110-31	Glendale Transit Services	\$ 5,400,000	\$ 3,400,000	\$ 2,000,000	\$ 3,400,000
170-37	Bus and Shelter Maintenance	270,000	137,187	132,813	170,734
180-01	Fareboxes for Beeline Buses	445,000	-	445,000	4,641
250-05	MTA Bus Pass Subsidy	100,000	-	100,000	12,860
300-34	Beeline Maintenance & Fueling Facility	3,376,000	168,874	3,207,126	-
480-02	Assistant To The Board Director	12,000	-	12,000	-
480-47	Direct Administration	150,000	26,107	123,893	18,136
Total expenditures		\$ <u>9,753,000</u>	\$ <u>3,732,168</u>	\$ <u>6,020,832</u>	\$ <u>3,606,371</u>

See accompanying independent auditor's report.

CITY OF GLENDALE
PROPOSITION A LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF CAPITAL ASSETS
June 30, 2020

Date Acquired	Description	Balance 7/1/2019	Additions	Deletions	Balance 6/30/2020
6/30/2010	2010 Or Newer Dodge Avenger	\$ 15,846	\$ -	\$ -	\$ 15,846
6/30/2010	2010 Or Newer Dodge Avenger	15,846	-	-	15,846
6/30/2010	New Flyer Bus - C35LF (B66)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C35LF (B67)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C35LF (B68)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C35LF (B69)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C35LF (B70)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C35LF (B71)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C35LF (B72)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C40LF (B73)	79,320	-	-	79,320
6/30/2010	New Flyer Bus - C40LF (B74)	79,320	-	-	79,320
6/30/2013	New Flyer Bus - C40LF (B75)	83,947	-	-	83,947
6/30/2013	New Flyer Bus - C40LF (B76)	83,947	-	-	83,947
6/30/2013	New Flyer Bus - C40LF (B77)	274,755	-	-	274,755
6/30/2013	New Flyer Bus - C40LF (B78)	274,755	-	-	274,755
6/30/2014	New Flyer Bus - C40LFR (B79)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B80)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B81)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B82)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B83)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B84)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B85)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B86)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B87)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B88)	134,733	-	-	134,733
6/30/2018	Beeline Fareboxes	15,961	-	-	15,961
6/30/2019	Bus Benches and Shelters	27,943	-	-	27,943
6/30/2020	Beeline Maintenance & Operation Facility	-	168,874	-	168,874
	Total \$	<u>3,892,844</u>	<u>\$ 168,874</u>	<u>\$ -</u>	<u>\$ 4,061,718</u>

See accompanying independent auditor's report.

CITY OF GLENDALE
PROPOSITION C LOCAL RETURN FUND
BALANCE SHEETS
June 30

	2020	2019
ASSETS		
Cash and investments	\$ 8,251,055	\$ 7,784,704
Accounts receivable	5,701	10,079
Due from other agencies (Note 8)	79,637	297,343
Interest receivable	-	43,288
Total assets	\$ 8,336,393	\$ 8,135,414
 LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE		
Liabilities		
Accounts payable	\$ 262,893	\$ 605,675
Accrued wages	18,630	11,149
Total liabilities	281,523	616,824
 Deferred inflows of resources		
Unavailable revenues	8,362	8,946
 Fund Balance		
Restricted	8,046,508	7,509,644
Total fund balance	8,046,508	7,509,644
Total liabilities, deferred inflows of resources and fund balance	\$ 8,336,393	\$ 8,135,414

The accompanying notes are an integral part of the financial statements.

CITY OF GLENDALE
PROPOSITION C LOCAL RETURN FUND
STATEMENTS OF REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCE
For the Fiscal Years Ended June 30

	2020	2019
REVENUES		
Proposition C	\$ 3,249,248	\$ 3,359,620
Interest income	152,625	150,093
Project generated revenue (Note 10)	6,379	6,265
Unrealized gain (loss) on investments	(81,653)	184,468
Total revenues	3,326,599	3,700,446
EXPENDITURES		
Various projects	2,789,735	1,909,631
Total expenditures	2,789,735	1,909,631
Excess of revenues over expenditures	536,864	1,790,815
Fund balance at beginning of year	7,509,644	5,718,829
Fund balance at end of year	\$ 8,046,508	\$ 7,509,644

The accompanying notes are an integral part of the financial statements.

CITY OF GLENDALE
PROPOSITION C LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
For the Fiscal Year Ended June 30, 2020
(With Comparative Actual Amount for the Fiscal Year Ended June 30, 2019)

Project Code	Project Name	2020			2019 Actual
		Metro Budget	Actual	Variance Favorable (Unfavorable)	
110-31	Glendale Transit Services	\$ 3,000,000	\$ 1,663,804	\$ 1,336,196	\$ 881,514
130-07	Dial-A-Ride	1,200,000	789,985	410,015	706,682
140-11	Recreational Transit	5,000	-	5,000	-
160-44	Install Bus Shelters, Benches And Signs	135,000	-	135,000	-
270-49	Orange Line High Speed Maglev Project	40,000	35,632	4,368	27,419
300-35	Glendale Transportation Center Refurbishment	350,000	26,900	323,100	-
310-16	GTC Maintenance	350,000	247,105	102,895	273,859
440-39	Street Improvements	100,000	-	100,000	-
480-47	Direct Administration	150,000	26,309	123,691	20,157
Total expenditures		\$ <u>5,330,000</u>	\$ <u>2,789,735</u>	\$ <u>2,540,265</u>	\$ <u>1,909,631</u>

See accompanying independent auditor's report.

CITY OF GLENDALE
PROPOSITION C LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF CAPITAL ASSETS
June 30, 2020

Date Acquired	Description	Balance 7/1/2019	Additions	Deletions	Balance 6/30/2020
6/30/2003	Smart Bus	\$ 113,392	\$ -	\$ -	\$ 113,392
6/30/2003	Bus Maint/Nat Gas Fac	657,469	-	-	657,469
6/30/2006	Bus Shelter/Bench	9,353	-	-	9,353
6/30/2006	Pad Installation	1,612	-	-	1,612
6/30/2006	2005 New Flyer C40LF (B58)	81,688	-	-	81,688
6/30/2006	2005 New Flyer C40LF (B59)	378,711	-	-	378,711
6/30/2008	Chevy/El Dorado National (D083)	4,925	-	(4,925)	-
6/30/2009	Digital Recorders for the New Buses	112,694	-	-	112,694
6/30/2016	Refurbishment of Glendale Transportation Center	94,600	-	-	94,600
6/30/2017	Green Streets Dem Project	250,000	-	-	250,000
6/30/2017	Refurbishment of Glendale Transportation Center	99,364	-	-	99,364
6/30/2018	Bus Stop Improvements per ADA Standards	66,875	-	-	66,875
6/30/2020	Refurbishment of Glendale Transportation Center	-	26,900	-	26,900
Total \$		<u>1,870,683</u>	<u>\$ 26,900</u>	<u>\$ (4,925)</u>	<u>\$ 1,892,658</u>

See accompanying independent auditor's report.

CITY OF GLENDALE
MEASURE R LOCAL RETURN FUND
BALANCE SHEETS
June 30

	2020	2019
ASSETS		
Cash and investments	\$ 11,151,109	\$ 13,874,225
Due from Metro	-	1,985
Interest receivable	-	67,644
Total assets	\$ 11,151,109	\$ 13,943,854
 LIABILITIES AND FUND BALANCE		
Liabilities		
Accounts payable	\$ 584,147	\$ 592,299
Total liabilities	584,147	592,299
 Fund Balance		
Restricted - Capital reserve - Beeline Maintenance Facility (Note 11)	-	2,000,000
Restricted	10,566,962	11,351,555
Total fund balance	10,566,962	13,351,555
Total liabilities and fund balance	\$ 11,151,109	\$ 13,943,854

The accompanying notes are an integral part of the financial statements.

CITY OF GLENDALE
MEASURE R LOCAL RETURN FUND
STATEMENTS OF REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCE
For the Fiscal Years Ended June 30

	2020	2019
REVENUES		
Measure R	\$ 2,433,451	\$ 2,520,440
Interest income	217,789	262,820
Unrealized gain (loss) on investments	(127,593)	282,330
Total revenues	2,523,647	3,065,590
 EXPENDITURES		
Various projects	5,308,240	1,236,571
Total expenditures	5,308,240	1,236,571
 Excess (deficiency) of revenues over expenditures	(2,784,593)	1,829,019
 Fund balance at beginning of year	13,351,555	11,522,536
 Fund balance at end of year	\$ 10,566,962	\$ 13,351,555

The accompanying notes are an integral part of the financial statements.

CITY OF GLENDALE
MEASURE R LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
For the Fiscal Year Ended June 30, 2020
(With Comparative Actual Amount for the Fiscal Year Ended June 30, 2019)

Project Code	Project Name	2020			2019 Actual
		Metro Budget	Actual	Variance Favorable (Unfavorable)	
5.10	Bus Purchase	\$ 400,000	\$ 408,774	\$ (8,774)	\$ -
5.10	Dial-A-Ride Vehicle Replacement Local Match	-	-	-	(1,246) *
5.10	Dial-A-Ride Vehicle Purchase 2020	50,000	1,157	48,843	-
5.10	Purchase Expansion Buses	3,000,000	-	3,000,000	-
5.15	Transit Maintenance Facility	9,025,650	4,898,309 **	4,127,341	1,236,512
5.45	Onboard Surveillance System	340,000	-	340,000	1,305
7.10	Transportation Model	80,000	-	80,000	-
7.10	MM Subregional Outreach Effort (Glendale Portion)	31,500	-	31,500	-
7.90	Electric Bus Feasibility Study	35,000	-	35,000	-
Total expenditures		\$ 12,962,150	\$ 5,308,240	\$ 7,653,910	\$ 1,236,571

* In FY 2018, the City participates in a Caltrans program to purchase Dial-A-Ride vehicle. In FY 2019, the City received a refund of \$1,246 from Caltrans for closing of an escrow account.

**These expenditures were related to Beeline Maintenance & Operation Facility Project. Of which, \$2,026,898 was funded by Capital Reserve Account. (See Note 11)

See accompanying independent auditor's report.

CITY OF GLENDALE
MEASURE R LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF CAPITAL ASSETS
June 30, 2020

Date Acquired	Description	Balance 7/1/2019	Additions	Deletions	Balance 6/30/2020
6/30/2014	New Flyer Bus - C40LFR (B79)	\$ 31,699	\$ -	\$ -	\$ 31,699
6/30/2014	New Flyer Bus - C40LFR (B80)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B81)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B82)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B83)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B84)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B85)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B86)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B87)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B88)	31,699	-	-	31,699
6/30/2016	New Flyer Bus - XN40 (B89)	135,269	-	-	135,269
6/30/2016	New Flyer Bus - XN40 (B90)	135,269	-	-	135,269
6/30/2016	New Flyer Bus - XN40 (B91)	135,269	-	-	135,269
6/30/2016	New Flyer Bus - XN40 (B92)	135,269	-	-	135,269
6/30/2016	New Flyer Bus - XN40 (B93)	135,269	-	-	135,269
6/30/2016	New Flyer Bus - XN40 (B94)	135,269	-	-	135,269
6/30/2016	New Flyer Bus - XN40 (B95)	179,332	-	-	179,332
6/30/2016	New Flyer Bus - XN40 (B96)	179,332	-	-	179,332
6/30/2016	New Flyer Bus - XN40 (B97)	179,332	-	-	179,332
6/30/2016	Beeline Maintenance & Operation Facility	122,965	-	-	122,965
6/30/2017	Beeline Maintenance & Operation Facility	54,376	-	-	54,376
12/12/2017	2016 Dodge/Braun	11,391	192	-	11,583
11/7/2017	2016 Dodge/Braun	11,606	193	-	11,799
11/7/2017	2016 Dodge/Braun	11,606	193	-	11,799
11/7/2017	2016 Dodge/Braun	11,606	193	-	11,799
1/25/2018	2017 Spirit of Mobility	30,940	193	-	31,133
1/25/2018	2017 Spirit of Mobility	30,940	193	-	31,133
6/1/2018	Beeline Maintenance & Operation Facility	449,845	-	-	449,845
6/30/2019	Beeline Maintenance & Operation Facility	1,236,512	4,898,309	-	6,134,821
6/30/2020	Gillig 40ILFBRT (B98)	-	204,387	-	204,387
6/30/2020	Gillig 40ILFBRT (B99)	-	204,387	-	204,387
Total		\$ 3,638,387	\$ 5,308,240	\$ -	\$ 8,946,627

See accompanying independent auditor's report.

CITY OF GLENDALE
MEASURE M LOCAL RETURN FUND
BALANCE SHEETS
June 30

	2020	2019
ASSETS		
Cash and investments	\$ 6,785,235	\$ 4,537,925
Due from Metro	-	31,310
Interest receivable	-	21,176
Total assets	\$ 6,785,235	\$ 4,590,411
 LIABILITIES AND FUND BALANCE		
Liabilities		
Accounts payable	\$ 2,240	\$ 37,445
Wages payable	77,260	55,434
Total liabilities	79,500	92,879
 Fund Balance		
Restricted	6,705,735	4,497,532
Total fund balance	6,705,735	4,497,532
Total liabilities and fund balance	\$ 6,785,235	\$ 4,590,411

The accompanying notes are an integral part of the financial statements.

CITY OF GLENDALE
MEASURE M LOCAL RETURN FUND
STATEMENTS OF REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCE
For the Fiscal Years Ended June 30

	2020	2019
REVENUES		
Measure M	\$ 2,739,571	\$ 2,869,639
Interest income	101,116	74,313
Unrealized gain (loss) on investments	(39,945)	65,442
Total revenues	2,800,742	3,009,394
 EXPENDITURES		
Various projects	592,539	624,100
Total expenditures	592,539	624,100
 Excess of revenues over expenditures	2,208,203	2,385,294
 Fund balance at beginning of year	4,497,532	2,112,238
 Fund balance at end of year	\$ 6,705,735	\$ 4,497,532

The accompanying notes are an integral part of the financial statements.

CITY OF GLENDALE
MEASURE M LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
For the Fiscal Year Ended June 30, 2020
(With Comparative Actual Amount for the Fiscal Year Ended June 30, 2019)

		2020			
Code	Project Name	Metro Budget	Actual	Variance Favorable (Unfavorable)	2019 Actual
2.14	Citywide Commuter Reduction	\$ 260,926	\$ 149,056	\$ 111,870	\$ 101,058
2.19	Safe Routes to School	149,421	18,801	130,620	21,401
2.19	Traffic Demand Model	256,067	1,929	254,138	3,014
3.05	Bicycle Transportation Planning	74,238	23,192	51,046	24,822
3.05	Ped Plan Implementation - Traffic Study	393,937	22,164	371,773	28,823
3.25	Bike Sharing - Match for Metro Grant	300,822	126	300,696	2,844
3.25	Shared Mobility - Bike/Scooter	45,976	-	45,976	-
3.90	Train Station 1st/Last Mile- Phase I	737,500	49,395	688,105	44,554
3.90	Safety Education Initiative	105,988	17,630	88,358	17,028
3.90	Applying for ATP Grants	110,900	26,596	84,304	27,709
3.90	LOS Ped/Bike/Scooter	92,820	-	92,820	-
4.90	Transit Route Analysis	200,000	89,618	110,382	176,284
5.90	Pas to NoHo BRT EIR	30,948	9,988	20,960	10,254
5.90	Streetcar Feasibility	62,982	39,663	23,319	33,601
7.10	AVCJPA MMRF Coordination	101,370	-	101,370	31,310
7.90	Circulation Element of the General Plan	2,387,086	71,007	2,316,079	12,997
7.90	South Glendale Community Plan - Transportation Portion	47,087	15,354	31,733	30,279
7.90	East-West Community Plan - Transportation Portion	121,048	30,402	90,646	28,346
8.10	Fund Administration (20% cap)	200,000	-	200,000	-
10.1	Space 134 -Transportation Portion	82,701	27,618	55,083	29,776
	Total expenditures \$	<u>5,761,817</u>	<u>\$ 592,539</u>	<u>\$ 5,169,278</u>	<u>\$ 624,100</u>

See accompanying independent auditor's report.

CITY OF GLENDALE
MEASURE M LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF CAPITAL ASSETS
 June 30, 2020

<u>Date Acquired</u>	<u>Description</u>	<u>Balance 7/1/2019</u>	<u>Additions</u>	<u>Deletions</u>	<u>Balance 6/30/2020</u>
None		\$ -	\$ -	\$ -	\$ -
	Total	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

See accompanying independent auditor's report.

CITY OF GLENDALE
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND
(PURSUANT TO PUBLIC UTILITIES CODE SECTION 99234)
BALANCE SHEETS
June 30

	2020	2019
ASSETS		
Cash and investments	\$ 109,762	\$ 140,100
Interest receivable	-	61
Total assets	\$ 109,762	\$ 140,161
 LIABILITIES AND FUND BALANCE		
Liabilities		
Accounts payable	\$ -	\$ -
Total liabilities	-	-
 Fund Balance		
Restricted	109,762	140,161
Total fund balance	109,762	140,161
Total liabilities and fund balance	\$ 109,762	\$ 140,161

The accompanying notes are an integral part of the financial statements.

CITY OF GLENDALE
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND
STATEMENTS OF REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCE
For the Fiscal Years Ended June 30

	2020	2019
REVENUES		
TDA 3	\$ 133,654	\$ 127,780
Interest income	2,125	1,345
Total revenues	135,779	129,125
 EXPENDITURES		
Various projects	166,178	71,318
Total expenditures	166,178	71,318
 Excess (deficiency) of revenues over expenditures	(30,399)	57,807
 Fund balance at beginning of year	140,161	82,354
 Fund balance at end of year	\$ 109,762	\$ 140,161

The accompanying notes are an integral part of the financial statements.

CITY OF GLENDALE
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF TRANSPORTATION DEVELOPMENT ACT
ALLOCATION FOR SPECIFIC PROJECTS
For the Fiscal Year Ended June 30, 2020

<u>Project Description</u>	<u>Program Year</u>	<u>Allocations</u>	<u>Expenditures</u>	<u>Unexpended Allocations</u>	<u>Project Status</u>
Local allocations					
SR 134 - Freeway Ramps Engineering - Pedestrian, Bicycle, BRT, 1st/Last Mile Amenities	2019-20	\$ 103,654	\$ 103,654	\$ -	Ongoing
Citywide Pedestrian Plan - Implementation Adoption	2019-20	<u>30,000</u>	<u>62,524</u>	<u>(32,524)</u>	Ongoing
	Total	\$ 133,654	\$ 166,178	<u>(32,524)</u>	
Fund balance at beginning of year				<u>140,161</u>	
Fund balance at end of year				<u>\$ 107,637</u> *	

* The City has encumbered the remaining fund balance of \$107,637 for both projects listed as of June 30, 2020.

See accompanying independent auditor's report.

CITY OF GLENDALE
NOTES TO FINANCIAL STATEMENTS
For the Fiscal Years Ended June 30, 2020 and 2019

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Fund Accounting

The operations of the Proposition A Local Return Fund (PALRF), Proposition C Local Return Fund (PCLRF), Measure R Local Return Fund (MRLRF), Measure M Local Return Fund (MMLRF) and Transportation Development Act Article 3 Fund (TDAA3F) (collectively, the Funds) are accounted for in separate sets of self-balancing accounts that comprise their assets, liabilities, fund balance, revenues and expenditures.

PALRF and PCLRF represent 25% and 20%, respectively, of the ½ cent Proposition A and ½ cent Proposition C sales taxes which are distributed to the jurisdictions within Los Angeles County based on population and must be used exclusively for transportation related programs and projects.

MRLRF is derived from 15% of a county-wide ½ cent sales tax which is distributed to the jurisdictions within Los Angeles County based on a per capita basis and must be used exclusively for transportation purposes.

MMLRF is derived from 17% of a county-wide ½ cent sales tax which is distributed to the jurisdictions within Los Angeles County based on a per capita basis and must be used exclusively for transportation purposes.

TDAA3F is a Special Revenue Fund that accounts for the City’s share of the Transportation Development Act Article 3 allocations which are legally restricted for specific purposes.

Basis of Accounting and Measurement Focus

PALRF, PCLRF, MRLRF, MMLRF and TDAA3F are accounted for using the modified accrual basis of accounting whereby revenues are recognized when they become both measurable and available to finance expenditures of the current period and expenditures are generally recognized when the related fund liabilities are incurred.

Special Revenue Funds are reported on the spending or “financial flow” measurement focus. This means that generally only current assets, current liabilities and deferred inflows and outflows of resources are included on their balance sheets. The statement of revenues, expenditures and change in fund balance for Special Revenue Funds generally presents increases (revenues and other financing sources) and decreases (expenditures and other financing uses) in net current assets.

Budgets and Budgetary Accounting

The budgeted amounts presented in this report for comparison to the actual amounts are presented in accordance with accounting principles generally accepted in the United States of America.

CITY OF GLENDALE
NOTES TO FINANCIAL STATEMENTS
For the Fiscal Years Ended June 30, 2020 and 2019
(Continued)

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fair Value Measurement

In accordance with Governmental Accounting Standard Board (GASB) Statement No. 72, *Fair Value Measurement and Application*, which became effective for the fiscal year ended June 30, 2016, the City categorizes its fair value measurement within the fair value hierarchy that is based on the valuation inputs used to measure the fair value of the investment. Level 1 inputs are quoted prices in active markets for identical investments; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. Accordingly, the City reports its investment at fair value and recognizes unrealized gain (loss) on investments.

Refer to City's 2020 Comprehensive Annual Financial Report for detailed disclosures regarding the City's investment policy and fair value measurement.

Fund Balance Reporting

GASB Statement No.54, *Fund Balance Reporting and Governmental Fund Type Definitions*, establishes the fund balance classifications that comprise a hierarchy based primarily on the extent to which a government is bound to observe constraints imposed upon the use of resources reported in governmental funds.

The PALRF, PCLRF, MRLRF, MMLRF and TDAA3F report the following fund balance classification as of June 30, 2020:

- Restricted – Amounts that are constrained for specific purpose, which are externally imposed by providers, such as creditors, or amounts constrained due to constitutional provisions or enabling legislation. The uses of the funds' remaining fund balances are restricted for projects approved by Los Angeles County Metropolitan Transportation Authority (Metro).

Information regarding the fund balance reporting policy adopted by the City is described in Note 1 to the City's Comprehensive Annual Financial Report.

NOTE 2 – ANNUAL FINANCIAL STATEMENTS

The financial statements reflect only the financial position and results of operations of the PALRF, PCLRF, MRLRF, MMLRF and TDAA3F and their compliance with the Proposition A and Proposition C Local Return Program Guidelines, Measure R Local Return Program Guidelines, Measure M Local Return Program Guidelines and Transportation Development Act Article 3 and the Los Angeles County Metropolitan Transportation Authority Funding and Allocation Guidelines for Transportation Development Act Article 3 Bicycle and Pedestrian Funds.

CITY OF GLENDALE
NOTES TO FINANCIAL STATEMENTS
For the Fiscal Years Ended June 30, 2020 and 2019
(Continued)

NOTE 3 – PROPOSITION A AND PROPOSITION C LOCAL RETURN COMPLIANCE REQUIREMENTS

In accordance with Proposition A and Proposition C Local Return Program Guidelines, funds received pursuant to these guidelines may only be used for Proposition A and Proposition C Local Return approved programs. See accompanying Compliance Matrix.

NOTE 4 – MEASURE R LOCAL RETURN COMPLIANCE REQUIREMENTS

In accordance with Measure R Local Return Program Guidelines, funds received pursuant to these guidelines may only be used for Measure R Local Return approved programs. See accompanying Compliance Matrix.

NOTE 5 – MEASURE M LOCAL RETURN COMPLIANCE REQUIREMENTS

On June 23, 2016, the Metro Board of Directors approved the Los Angeles County Traffic Improvement Plan Ordinance, known as Measure M. In accordance with Measure M Local Return Program Guidelines, funds received pursuant to these guidelines may only be used for Measure M Local Return approved programs. The first revenue allocation was received in the current period. See accompanying Compliance Matrix.

NOTE 6 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS

In accordance with Public Utilities Code Section 99234, funds received pursuant to this Code's section may only be used for activities relating to pedestrians and bicycle facilities. See accompanying Compliance Matrix.

NOTE 7 – CASH AND INVESTMENTS

The PALRF, PCLRF, MRLRF, MMLRF and TDAA3F's cash and investment balances were pooled with various other City funds for deposit and investment purposes. The share of each fund in the pooled cash and investments account was separately maintained and interest income was apportioned to the participating funds based on the relationship of their average quarterly balances to the total of the pooled cash and investments.

CITY OF GLENDALE
NOTES TO FINANCIAL STATEMENTS
For the Fiscal Years Ended June 30, 2020 and 2019
(Continued)

NOTE 8 - DUE FROM OTHER AGENCIES

Due from other agencies as of June 30, 2020 and 2019 consisted of the following:

PALRF

	<u>2020</u>	<u>2019</u>
Metro	\$ 101,917	\$ 218,035
Access Services	4,428	16,194
LOSSAN Rail Corridor Agency	680	953
Metrolink	2,466	11,898
City of La Cañada Flintridge	49,613	50,504
Total payment requested	<u>\$ 159,104</u>	<u>\$ 297,584</u>

PCLRF

	<u>2020</u>	<u>2019</u>
Metro	\$ 49,971	\$ 244,126
Access Services	2,171	4,201
LOSSAN Rail Corridor Agency	334	247
Metrolink	1,209	14,865
City of La Cañada Flintridge	25,952	33,904
Total payment requested	<u>\$ 79,637</u>	<u>\$ 297,343</u>

NOTE 9 – PROPOSITION A DISCRETIONARY INCENTIVE GRANTS

In FY 2020 and FY 2019, the City received Proposition A Discretionary Incentive Grants totaling to \$0 and \$274,603, respectively, which were recorded under the Transit Utility Fund of the City as permitted by Metro. The grant was for the City’s participation in the Glendale Paratransit Program with the City of La Cañada Flintridge and the County of Los Angeles.

NOTE 10 - PROJECT GENERATED REVENUES - PALRF AND PCLRF

During the year ended June 30, 2020 and 2019 the City’s PALRF earned project generated revenue of \$4,545 and \$13,883, respectively. Project generated revenues consist of revenues received from Metro Pass sales.

During the year ended June 30, 2020 and 2019 the City’s PCLRF earned project generated revenue of \$6,379 and \$6,265, respectively. Project generated revenues consist of revenues generated from the City’s parking garage.

CITY OF GLENDALE
NOTES TO FINANCIAL STATEMENTS
For the Fiscal Years Ended June 30, 2020 and 2019
(Continued)

NOTE 11 – CAPITAL RESERVE

In June 2019, Metro and the City entered into an agreement to establish a capital reserve account (Account) in the amount of \$2,000,000 for Beeline Maintenance Facility (Project). The Account will be funded with the MRLRF of \$2,000,000. All interest and investment earnings shall be accrued and placed in the Account for exclusive use of the Project. With the exception granted by Metro in writing to extend the terms, unexpended funds will be automatically lapsed in three (3) years. The City intends to use the funds for the Project on or before June 30, 2022 and will submit annual program reports for the use of funds from the Account.

For the fiscal years ended June 30, 2020 and 2019, the following were the Account balances:

		MRLRF	
Account at 6/30/18	\$	-	
Allocations and earnings during the year		2,000,000	
Account at 6/30/19		2,000,000	
Allocations and earnings during the year		26,898	
Project expenditure during the year		(2,026,898)	
Account at 6/30/20	\$	-	

NOTE 12 – TRANSPORTATION DEVELOPMENT ACT FUND REVENUE ALLOCATION

The revenue allocation for the years ended June 30, 2020 and 2019 consisted of the following:

		2020		2019
FY 2014-15 allocation	\$	-	\$	127,780
FY 2015-16 allocation		124,739		-
FY 2016-17 allocation		8,915		-
Total payment requested	\$	133,654	\$	127,780

CITY OF GLENDALE
NOTES TO FINANCIAL STATEMENTS
For the Fiscal Years Ended June 30, 2020 and 2019
(Continued)

NOTE 13 – TRANSPORTATION DEVELOPMENT ACT FUNDS RESERVED

In accordance with TDA Article 3 (SB821) Guidelines, funds not spent during the fiscal year have been placed on reserve in the Local Transportation Fund (LTF) account with the County Auditor-Controller to be drawn down whenever the funds become eligible for a specific project and an approved drawdown request is received by Metro. As of June 30, 2020, and 2019, the City has funds on reserve as follows:

	2020	2019
FY 2015-16 allocation	\$ -	\$ 124,739
FY 2016-17 allocation	123,037	131,952
FY 2017-18 allocation	131,312	131,312
FY 2018-19 allocation	136,741	136,741
FY 2019-20 allocation	145,769	-
Available reserve balance	\$ 536,859	\$ 524,744

NOTE 14 - SUBSEQUENT EVENTS

On January 30, 2020, the World Health Organization declared the coronavirus outbreak a "Public Health Emergency of International Concern" and on March 10, 2020, declared it to be a pandemic. Actions taken around the world to help mitigate the spread of the coronavirus include restrictions on travel, and quarantines in certain areas, and forced closures for certain types of public places and businesses. The coronavirus and actions taken to mitigate it have had and are expected to continue to have an adverse impact on the economies and financial markets of many countries. To date, it is unknown how long these conditions will last and what the complete financial effect will be to businesses and other affected organizations, including local governmental entities.

The City has evaluated subsequent events through December 10, 2020, the date the financial statements were available to be issued and concluded no other events have occurred that require disclosure or adjustments to the financial statements.



SIMPSON & SIMPSON
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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***

To the Honorable Members of the City Council of the
City of Glendale, California and the
Los Angeles County Metropolitan Transit Authority

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States, the financial statements of the Proposition A Local Return Fund, Proposition C Local Return Fund, Measure R Local Return Fund, Measure M Local Return Fund, and Transportation Development Act Article 3 Fund (collectively, the Funds) of the City of Glendale, California (the City), as of and for the year ended June 30, 2020, and the related notes to the financial statements, and have issued our report thereon dated December 10, 2020.

Internal Control Over Financial Reporting

In planning and performing our audit of the Funds’ financial statements, we considered the City’s internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the Funds’ financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City’s internal control. Accordingly, we do not express an opinion on the effectiveness of the City’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 City’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 City's Proposition A Local Return Fund, Proposition C Local Return Fund, Measure R Local Return Fund, Measure M Local Return Fund and Transportation Development Act Article 3 Fund financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audits, 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 result 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 cursive script that reads "Simpson & Simpson".

Los Angeles, California
December 10, 2020

COMPLIANCE SECTION



SIMPSON & SIMPSON

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Independent Auditor's Report On Compliance

To the Honorable Members of the City Council of the
City of Glendale, California and the
Los Angeles County Metropolitan Transit Authority

Report on Compliance

We have audited the compliance of the City of Glendale, California (the City) with the Proposition A and Proposition C Local Return Guidelines, Measure R Local Return Guidelines, Measure M Local Return Guidelines, Transportation Development Act Article 3, and the Los Angeles County Metropolitan Transportation Authority's Funding and Allocation Guidelines for the Transportation Development Act Article 3 Bicycle and Pedestrian Funds (collectively, the Guidelines) for the year ended June 30, 2020.

Management's Responsibility

Management is responsible for the City's compliance with the Guidelines.

Auditor's Responsibility

Our responsibility is to express an opinion on the City's compliance based on our audit. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and the Guidelines referred to in the preceding paragraph. Those standards and the Guidelines require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on Proposition A Local Return Program, Proposition C Local Return Program, Measure R Local Return Program, Measure M Local Return Program, and Transportation Development Act Articles 3 Program occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance with the Guidelines. However, our audit does not provide a legal determination of the City's compliance with the Guidelines.

Opinion on Each Local Return Program, Transportation Development Act Article 3

In our opinion, the City complied, in all material respects, with the compliance requirements of the Guidelines for the year ended June 30, 2020.



Report on Internal Control Over Compliance

Management of the City is responsible for establishing and maintaining effective internal control over compliance with the Guidelines referred to above. In planning and performing our audit of compliance, we considered the City's internal control over compliance to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the City's internal control over compliance.

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

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

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

A handwritten signature in cursive script that reads "Simpson & Simpson".

Los Angeles, California
December 10, 2020

CITY OF GLENDALE
COMPLIANCE MATRIX
Year Ended June 30, 2020

Compliance Requirement		In Compliance			Questioned Costs	If no, provide details and management response.
		Yes	No	N/A		
A. Proposition A and Proposition C Local Return Funds						
1.	Uses the State Controller's Uniform System of Accounts and Records.	X			None	
2.	Timely use of funds.	X			None	
3.	Funds expended were approved and have not been substituted for property tax.	X			None	
4.	Expenditures that exceeded 25% of approved project budget have approved amended project Description Form (Form A).	X			None	
5.	Administrative expenditures are within the 20% cap of the total annual Local Return Expenditures.	X			None	
6.	All on-going and carryover projects were reported in Form B.	X			None	
7.	Annual Project Summary Report (Form B) was submitted on time.	X			None	
8.	Annual Expenditure Report (Form C) was submitted on time.	X			None	
9.	Cash or cash equivalents are maintained.	X			None	
10.	Accounting procedures, record keeping and documentation are adequate.	X			None	
11.	Pavement Management System (PMS) was in place and being used for Street Maintenance or Improvement Projects Expenditures.			X	None	There were no Pavement Management System projects in FY 2019/20.
12.	Local Return Account is credited for reimbursable expenditures.	X			None	
13.	Self-Certification was completed and submitted for Intelligent Transportation Systems projects or elements.			X	None	There was no Intelligent Transportation Systems projects or elements in FY 2019/20.
14.	Assurances and Understandings form was on file.	X			None	
15.	Recreational transit form was submitted on time.			X	None	There was no recreational transit in FY 2019/20.

CITY OF GLENDALE
COMPLIANCE MATRIX
Year Ended June 30, 2020
(Continued)

Compliance Requirement		In Compliance			Questioned Costs	If no, provide details and management response.
		Yes	No	N/A		
B. Measure R Local Return Fund						
1.	Funds were expended for transportation purposes.	X			None	
2.	Fund were used to augment, not supplant, existing local revenues being used for transportation purposes unless there is a funding shortfall.	X			None	
3.	Signed Assurances and Understandings was on file.	X			None	
4.	Separate Measure R Local Return Account was established.	X			None	
5.	Revenues received including allocations, project generated revenues and interest income was properly credited to the Measure R Local Return Account.	X			None	
6.	Funds were expended with Metro's approval.	X			None	
7.	Expenditure Plan (Form One) was submitted on time.	X			None	
8.	Expenditure Report (Form Two) was submitted on time.	X			None	
9.	Timely use of funds.	X			None	
10.	Administrative expenditures are within the 20% cap.			X	None	There were no administrative expenditures in FY 2019/20.
11.	Fund exchanges were approved by Metro.			X	None	There were no fund exchanges in FY 2019/20.
12.	A separate account was established for capital reserve funds and capital reserve was approved by Metro.	X			None	
13.	Recreational transit form was submitted on time.			X	None	There was no recreational transit in FY 2019/20.

CITY OF GLENDALE
COMPLIANCE MATRIX
Year Ended June 30, 2020
(Continued)

Compliance Requirement		In Compliance			Questioned Costs	If no, provide details and management response.
		Yes	No	N/A		
C. Measure M Local Return Fund						
1.	Funds were expended for transportation purposes.	X			None	
2.	Funds were used to augment, not supplant existing local revenues being used for transportation purposes unless there is a fund shortfall.	X			None	
3.	Signed Assurances and Understandings was on file.	X			None	
4.	Separate Measure M Local Return Account was established.	X			None	
5.	Revenue received including allocations, project generated revenues and interest income was properly credited to the Measure M Local Return Account.	X			None	
6.	Funds were expended with Metro's approval.	X			None	
7.	Expenditure Plan (Form One) was submitted on time.	X			None	
8.	Expenditure Report (Form Two) was submitted on time.	X			None	
9.	Timely use of funds.	X			None	
10.	Administrative expenses are within the 20% cap.			X	None	There were no administrative expenditures in FY 2019/20.
11.	Fund exchanges were approved by Metro.			X	None	There were no fund exchanges in FY 2019/20.
12.	A separate account was established for capital reserve funds and capital reserve was approved by Metro.			X	None	There were no capital reserve funds in FY2019/20.
13.	Recreational transit form was submitted timely.			X	None	There was no recreational transit in FY 2019/20.

CITY OF GLENDALE
COMPLIANCE MATRIX
 Year Ended June 30, 2020
 (Continued)

Compliance Requirement		In Compliance			Questioned Costs	If no, provide details and management response.
		Yes	No	N/A		
D. Transportation Development Act Article 3 Fund						
1.	Timely use of funds.	X			None	
2.	Expenditures were incurred for activities relating to pedestrian and bicycle facilities and amenities.	X			None	

CITY OF GLENDALE
SCHEDULE OF FINDINGS AND RECOMMENDATIONS
June 30, 2020

No findings were noted.

EXIT CONFERENCE

CITY OF GLENDALE
PROPOSITION A, PROPOSITION C, MEASURE R, MEASURE M LOCAL RETURN FUNDS,
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND
EXIT CONFERENCE
June 30, 2020

An exit conference was held on December 10, 2020 with the City of Glendale. Those in attendance were:

Simpson & Simpson Representative:

Tian Bian, Senior Auditor

City's Representatives:

Theresa Clark, Accounting Manager
Steve Kim, Accountant I
Bradley Calvert, Asst. Director of Community Development
Martha D' Andrea, Transit Manager
Silva Baghdanian, Asst. Transit Manager

Matters Discussed:

Results of the audit disclosed no significant control deficiencies and no non-compliance issue with Metro Guidelines.

A copy of this report was forwarded to the following City representative(s) for their comments prior to the issuance of the final report:

Theresa Clark, Accounting Manager
Steve Kim, Accountant I

Simpson & Simpson, LLP
633 West 5th Street, Suite 3320
Los Angeles, CA 90071

RE: CITY OF GLENDALE ANNUAL FINANCIAL REPORT OF THE PROPOSITION A LOCAL RETURN FUND, PROPOSITION C LOCAL RETURN FUND, MEASURE R LOCAL RETURN FUND, MEASURE M LOCAL RETURN FUND, TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND FOR THE FISCAL YEARS ENDED JUNE 30, 2020 AND 2019

I have received the annual financial report of the Proposition A Local Return Fund, Proposition C Local Return Fund, Measure R Local Return Fund, Measure M Local Return Fund, Transportation Development Act Article 3 Fund for the fiscal years ended June 30, 2020 and 2019 for the City of Glendale and agree with the contents of the report except as indicated below:

(Attach additional pages if necessary)

Very truly yours,

Name

Title

Date