

***CITY OF LONG BEACH
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 LONG BEACH
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FINANCIAL SECTION



SIMPSON & SIMPSON
CERTIFIED PUBLIC ACCOUNTANTS

FOUNDING PARTNERS
BRAINARD C. SIMPSON, CPA
MELBA W. SIMPSON, CPA

Independent Auditor's Report

To the Honorable Members of the City Council of the
City of Long Beach, 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 Long Beach, 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 Long Beach, 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 Long Beach, 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 October 23, 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
October 23, 2020

CITY OF LONG BEACH
PROPOSITION A LOCAL RETURN FUND
BALANCE SHEETS
June 30

	2020	2019
ASSETS		
Cash and investments	\$ 12,299,413	\$ 12,419,454
Total assets	\$ 12,299,413	\$ 12,419,454
 LIABILITIES AND FUND BALANCE		
Liabilities		
Due to CIP Fund	\$ -	\$ 395,433
Accrued payroll and employee benefits	420	1,999
Total liabilities	420	397,432
 Fund Balance		
Restricted	12,298,993	12,022,022
Total fund balance	12,298,993	12,022,022
Total liabilities and fund balance	\$ 12,299,413	\$ 12,419,454

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

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

	<u>2020</u>	<u>2019</u>
REVENUES		
Proposition A	\$ 9,275,529	\$ 9,640,000
Interest income	243,306	259,217
Other income (Note 8)	865	1,419
Total revenues	<u>9,519,700</u>	<u>9,900,636</u>
 EXPENDITURES		
Various projects	<u>9,242,729</u>	<u>10,606,160</u>
Total expenditures	<u>9,242,729</u>	<u>10,606,160</u>
Excess (deficiency) of revenues over expenditures	276,971	(705,524)
Fund balance at beginning of year	<u>12,022,022</u>	<u>12,727,546</u>
Fund balance at end of year	<u>\$ 12,298,993</u>	<u>\$ 12,022,022</u>

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

CITY OF LONG BEACH
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		Variance	2019 Actual
		Metro Budget	Actual	Favorable (Unfavorable)	
110-02	Operation and Maintenance of Downtown Busways Promenade and Boardwalk	\$ 875,000	\$ 156,740	\$ 718,260	\$ 159,500
110-03	Apportionment to Long Beach Transit (Note 9)	5,500,000	6,009,181	(509,181)	6,170,100
110-04	Marina Drive Shuttle Bus Pilot Project	150,000	-	150,000	37,808
110-07	Homeless Transit Services Program	10,000	-	10,000	-
110-08	Student Transit Services Pilot Program	175,000	-	175,000	-
120-08	Downtown Long Beach Microtransit Pilot	100,000	-	100,000	-
140-07	Recreational Transit - Handi-Van	121,000	39,600	81,400	43,320
140-30	Youth and Senior Recreational Transit	135,000	56,715	78,285	74,069
150-36	Bus Stop Improvement Program	268,034	-	268,034	-
150-96	Bus Stop Improvements on Redondo Avenue between Hill Street and Industry Drive	110,000	-	110,000	-
150-97	Marina Drive between 2nd Street and Studebaker Road	100,000	-	100,000	-
150-98	Crosswalk and ADA Improvements Along Bus Corridors	150,000	64,828	85,172	-
150-103	Anaheim Street Bus Stop Expansions	1,100,000	-	1,100,000	-
150-104	LB Boulevard and 20th Street Bus Improvements	60,000	-	60,000	-
160-01	Bus Stop Improvements at Orange Avenue and 4th Street	400,000	-	400,000	-
160-13	Bus Stop Improvements on Carson Street between City Limits and Clark Avenue	150,000	-	150,000	-
160-14	Bus Stop Improvements on Magnolia Avenue between Spring Street and Wardlow Road	90,000	-	90,000	39,670
	Sub-total	<u>9,494,034</u>	<u>6,327,064</u>	<u>3,166,970</u>	<u>6,524,467</u>

See accompanying independent auditor's report.

CITY OF LONG BEACH
PROPOSITION A LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
(Continued)

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		Variance Favorable (Unfavorable)	2019 Actual
		Metro Budget	Actual		
160-15	Bus Stop Improvements on Anaheim Street between Atlantic Avenue and Alamitos Avenue	\$ 150,000	\$ -	\$ 150,000	\$ -
160-16	Bus Stop Improvements on Artesia Boulevard between Paramount Boulevard and Downey Avenue	120,000	-	120,000	-
160-18	Bus Shelter Demonstration	300,000	-	300,000	-
160-20	City of Long Beach and Long Beach Transit Partnership Projects	950,000	1,755	948,245	5,472
160-21	Bus Stop Improvements on Long Beach Boulevard	70,000	-	70,000	-
160-23	Bus Stop Improvements on 4th Street	75,000	-	75,000	-
160-27	Bus Stop Improvements on Atlantic Avenue between 10th Street and Anaheim Street	30,000	-	30,000	-
160-28	Bus Stop Improvements on Long Beach Boulevard between Victoria Street and Neece Street	90,000	-	90,000	-
160-29	Bus Stop Improvements on Market Street	235,000	-	235,000	21,000
160-30	Bus Stop Improvement at Harvey Milk Plaza	100,000	-	100,000	-
160-31	Bus Stop Improvements on Atlantic Avenue	550,000	5,604	544,396	14,559
160-32	Long Beach Boulevard Pedestrian Improvements - Willow to 405	1,100,000	-	1,100,000	-
160-33	10th Street and Cherry Avenue Bus Stop Improvements	30,000	840	29,160	3,241
	Sub-total	<u>3,800,000</u>	<u>8,199</u>	<u>3,791,801</u>	<u>44,272</u>

See accompanying independent auditor's report.

CITY OF LONG BEACH
PROPOSITION A LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
(Continued)

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)	
160-34	Bus Stop Improvements on Palo Verde Avenue between Alley N/Barbanell and Wardlow Road	\$ 150,000	\$ -	\$ 150,000	\$ -
160-35	Willow Street between Magnolia Avenue and Pacific Avenue	30,000	1,305	28,695	4,320
160-36	Atherton Street between Palo Verde Avenue and Knoxville Avenue	30,000	1,785	28,215	4,680
160-37	East 10th Street between Orange Avenue and Cherry Avenue	200,000	-	200,000	-
160-38	Long Beach Boulevard Pedestrian Improvement Project	600,000	-	600,000	-
210-70	Atlantic Avenue Transit Priority Project	50,000	-	50,000	-
270-11	I-710 Corridor Study	300,000	-	300,000	-
270-93	Atlantic Corridor Complete Streets Study	24,000	22,800	1,200	-
300-14	Office Equipment	65,000	-	65,000	-
320-01	Long Beach Blue Line Priority Project	2,100,000	31,412	2,068,588	1,284,675
350-95	East Anaheim Street and Redondo	550,000	15,968	534,032	271,889
350-96	Willow Street Pedestrian Bus Stop Improvements	760,000	13,822	746,178	77,535
370-01	Metro Blue Line Landscaping and Fencing Improvement Project	2,500,000	421,408	2,078,592	1,313,817
370-02	First Street Transit Mall Station Enhancement Project	550,000	-	550,000	-
370-03	Metro Blue Line Signal and Lighting Upgrades	400,000	353,958	46,042	-
390-05	Landscape Maintenance Blue Line	439,000	90,684	348,316	98,067
400-17	Maintain Metro Blue Line Facilities in Long Beach	6,690	-	6,690	-
410-01	Belmont Shore Employee Bus Pass Program	270,000	-	270,000	-
	Sub-total	<u>9,024,690</u>	<u>953,142</u>	<u>8,071,548</u>	<u>3,054,983</u>

See accompanying independent auditor's report.

CITY OF LONG BEACH
PROPOSITION A LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
(Continued)

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)	
410-03	Citywide TDM Program	\$ 250,000	\$ 55,672	\$ 194,328	\$ 51,350
410-04	Long Beach Bike Share Expansion	3,500,000	1,493,415	2,006,585	632,586
410-05	Park or Ride TDM Project	500,000	-	500,000	-
410-06	Long Beach Bike Share Supplement	500,000	260,363	239,637	-
480-13	Direct Administration	1,000,000	144,874	855,126	298,502
480-98	Government Affairs Support	25,000	-	25,000	-
500-07	Long Beach Transit Mall Lighting	5,000	-	5,000	-
Total expenditures		\$ 28,098,724	\$ 9,242,729	\$ 18,855,995	\$ 10,606,160

See accompanying independent auditor's report.

CITY OF LONG BEACH
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
None		\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ -	\$ -

See accompanying independent auditor's report.

CITY OF LONG BEACH
PROPOSITION C LOCAL RETURN FUND
BALANCE SHEETS
June 30

	2020	2019
ASSETS		
Cash and investments	\$ 20,085,615	\$ 18,941,813
Total assets	\$ 20,085,615	\$ 18,941,813
 LIABILITIES AND FUND BALANCE		
Liabilities		
Due to CIP Fund	\$ 43,098	\$ 957,972
Total liabilities	43,098	957,972
 Fund Balance		
Restricted	20,042,517	17,983,841
Total fund balance	20,042,517	17,983,841
Total liabilities and fund balance	\$ 20,085,615	\$ 18,941,813

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

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

	<u>2020</u>	<u>2019</u>
REVENUES		
Proposition C	\$ 7,694,072	\$ 7,996,109
Interest income	348,112	366,826
Other income (Note 8)	1,277	-
Total revenues	<u>8,043,461</u>	<u>8,362,935</u>
 EXPENDITURES		
Various projects	<u>5,984,785</u>	<u>9,820,950</u>
Total expenditures	<u>5,984,785</u>	<u>9,820,950</u>
 Excess (deficiency) of revenues over expenditures	 2,058,676	 (1,458,015)
 Fund balance at beginning of year	 <u>17,983,841</u>	 <u>19,441,856</u>
 Fund balance at end of year	 <u>\$ 20,042,517</u>	 <u>\$ 17,983,841</u>

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

CITY OF LONG BEACH
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		Variance Favorable (Unfavorable)	2019 Actual
		Metro Budget	Actual		
210-67	Funding for Strategic Transportation Planning and Implementation	\$ 87,000	\$ -	\$ 87,000	\$ -
270-63	City Portion - Gateway Cities COG/MTA Employee	25,000	-	25,000	-
270-90	I-710 Long Beach Community Livability Plan (Amended)	50,000	-	50,000	-
270-91	I-710 Corridor Project Draft EIR/EIS Review	300,000	-	300,000	37,500
270-93	Atlantic Corridor Complete Streets Study	126,000	101,417	24,583	-
270-134	Planning for Transportation Projects	100,000	-	100,000	-
270-135	Systemic Safety Analysis Report Program	55,000	734	54,266	23,426
300-13	Steam Cleaning of First Street Sidewalks	9,000	-	9,000	-
350-94	Metro Blue Line Fence on Long Beach Boulevard	500,000	-	500,000	-
360-61	Downtown Bike Station Operations at Promenade and First Street	1,150,000	-	1,150,000	3,958
400-55	Signal Synchronization Operations	400,000	2,355	397,645	-
410-02	Parking and Wayfinding Signage	250,000	-	250,000	-
420-09	CMP Compliance	25,000	-	25,000	-
430-96	Pacific Avenue between Willow and Spring Street	27,000	-	27,000	-
430-99	3rd and Broadway Cycle Tracks	3,130,000	23,620	3,106,380	130,741
430-100	2nd Street Bike Improvements	150,000	23,078	126,922	-
430-116	Metro Blue Line Bike and Pedestrian Access Plan	30,000	-	30,000	-
430-119	Bike Boulevards	500,000	-	500,000	-
430-122	Willow Street Pedestrian Improvements	918,000	48,333	869,667	431,622
430-123	Long Beach Boulevard Pedestrian Improvements	970,824	98,838	871,986	70,982
	Sub-total	8,802,824	298,375	8,504,449	698,229

See accompanying independent auditor's report.

CITY OF LONG BEACH
PROPOSITION C LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
(Continued)

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)	
430-135	Bike Gap Closures and Access to the LA River	\$ 400,000	\$ -	\$ 400,000	\$ -
430-140	Artesia Boulevard Improvements (Atlantic Avenue to Orange Avenue)	220,000	-	220,000	-
430-141	15th Street Bicycle Boulevard of Parks	600,000	262,500	337,500	187,500
430-142	Citywide 8 to 80 Bike Connections	400,000	-	400,000	-
430-143	Citywide Bicycle Parking	150,000	2,449	147,551	-
440-06	Ocean Boulevard between Long Beach Boulevard and Atlantic Avenue	270,000	337,437	(67,437)	833
440-07	Redondo Avenue between Wilton Street and PCH	275,000	32,374	242,626	13,830
440-09	Citywide Transit Corridor Sinkhole Repair	300,000	118,392	181,608	137,454
440-124	Atherton Street Improvements	620,000	-	620,000	-
440-132	Atherton Street between Outer Traffic Circle and Bellflower Boulevard	280,899	-	280,899	-
440-203	Orange Avenue between Wardlow Road and Bixby Road	890,000	-	890,000	-
440-208	Street Maintenance on Artesia Boulevard between Paramount Boulevard and Downey Avenue	960,000	-	960,000	-
440-210	Street Maintenance on Carson Street between City Limits and Clark Avenue	1,892,000	8,549	1,883,451	14,678
440-211	Street Maintenance on Magnolia Avenue between Spring Street and Wardlow Road	1,490,000	-	1,490,000	-
440-212	Street Maintenance on Magnolia Avenue between Spring Street and Wardlow Road	-	-	-	585,808
	Sub-total	<u>8,747,899</u>	<u>761,701</u>	<u>7,986,198</u>	<u>940,103</u>

See accompanying independent auditor's report.

CITY OF LONG BEACH
PROPOSITION C LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
(Continued)

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)	
440-213	Street Maintenance on Anaheim Street between Atlantic Avenue and Alamitos Avenue	\$ 880,000	\$ -	\$ 880,000	\$ 21,739
440-304	Del Amo Boulevard between West City Limits and Long Beach Boulevard	1,372,000	623,100	748,900	55,205
440-305	Orange Avenue between Artesia Boulevard and 72nd Street	1,957,000	1,407,763	549,237	31,334
440-307	Studebaker Road between Los Santos and Willow Street	1,023,000	3,750	1,019,250	70,417
440-309	Anaheim Street between Oregon Avenue and Pacific Avenue	950,000	11	949,989	3,357
440-310	Broadway between Lindero Avenue and Redondo Avenue	2,465,000	-	2,465,000	2,066,191
440-311	Queens Way Drive between Queens Way Underpass and Harbor Plaza	1,100,000	764,337	335,663	19,634
440-312	Long Beach Boulevard between Victoria Street and Neece Street	610,000	-	610,000	75,672
440-313	Atlantic Avenue Between 10th and Anaheim Street	145,000	-	145,000	593
440-314	South Street between Atlantic Avenue and Walnut Avenue	750,000	-	750,000	593
440-315	Clark Avenue between Carson Street and Harvey Way	200,000	92,479	107,521	1,606
440-316	Broadway and 3rd between Magnolia Avenue and Alamitos Avenue	4,150,000	580,385	3,569,615	3,810,254
440-317	Palo Verde Avenue between Alley N/Barbanell and Wardlow Road	850,000	-	850,000	17,355
440-318	Magnolia Avenue between 4th and Anaheim	1,700,000	(145,382)	1,845,382	1,410,344
	Sub-total	<u>18,152,000</u>	<u>3,326,443</u>	<u>14,825,557</u>	<u>7,584,294</u>

See accompanying independent auditor's report.

CITY OF LONG BEACH
PROPOSITION C LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET

(Continued)

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)	
440-319	Willow Street between Magnolia Avenue and Pacific Avenue	\$ 840,000	\$ 35,147	\$ 804,853	\$ 31,475
440-320	East 10th Street between Orange Avenue and Cherry Avenue	700,000	282,826	417,174	56,325
440-321	Santa Fe Avenue between Willow Street and 27th Street	400,000	17,039	382,961	35,302
440-322	Atherton Street between Palo Verde and Knoxville Avenue	690,000	14,906	675,094	48,972
440-323	Outer Traffic Circle between Hathaway and Lakewood Boulevard	540,000	-	540,000	-
440-324	Marina Drive between 2nd Street and Studebaker Road	1,150,000	879,270	270,730	75,982
440-325	Willow Street Improvements	40,000	3,328	36,672	-
450-100	Artesia Great Boulevard	1,750,000	34,033	1,715,967	-
460-84	Traffic Signal Enhancements and Installations	583,000	-	583,000	-
470-08	Maintaining Pavement Management System	50,000	-	50,000	-
480-54	Transit Program Development (Prev Coded 270)	88,000	-	88,000	-
480-56	Transportation Software Systems Maintenance (Prev Coded 270)	58,000	-	58,000	-
480-57	Collision Database System Operations (Prev Coded 270)	25,000	31,250	(6,250)	31,092
480-71	Transportation Programs Management	600,000	200,818	399,182	146,884
480-72	Engineering Administration - Proposition C Projects	360,000	99,649	260,351	133,884
480-73	Traffic and Transportation Administration	115,000	-	115,000	38,408
480-98	Government Affairs Support	86,000	-	86,000	-
	Total expenditures	\$ 43,777,723	\$ 5,984,785	\$ 37,792,938	\$ 9,820,950

See accompanying independent auditor's report.

CITY OF LONG BEACH
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
None		\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ -	\$ -

See accompanying independent auditor's report.

CITY OF LONG BEACH
MEASURE R LOCAL RETURN FUND
BALANCE SHEETS
June 30

	<u>2020</u>	<u>2019</u>
ASSETS		
Cash and investments	\$ <u>2,672,363</u>	\$ <u>2,968,722</u>
Total assets	\$ <u><u>2,672,363</u></u>	\$ <u><u>2,968,722</u></u>
 LIABILITIES AND FUND BALANCE		
Liabilities		
Accounts payable	\$ <u>1,137,935</u>	\$ <u>-</u>
Total liabilities	<u>1,137,935</u>	<u>-</u>
 Fund Balance		
Restricted	<u>1,534,428</u>	<u>2,968,722</u>
Total fund balance	<u>1,534,428</u>	<u>2,968,722</u>
Total liabilities and fund balance	\$ <u><u>2,672,363</u></u>	\$ <u><u>2,968,722</u></u>

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

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

	<u>2020</u>	<u>2019</u>
REVENUES		
Measure R	\$ 5,762,299	\$ 5,998,806
Interest income	<u>68,864</u>	<u>47,363</u>
Total revenues	<u>5,831,163</u>	<u>6,046,169</u>
 EXPENDITURES		
Various projects	<u>7,265,457</u>	<u>5,008,502</u>
Total expenditures	<u>7,265,457</u>	<u>5,008,502</u>
 Excess (deficiency) of revenues over expenditures	 (1,434,294)	 1,037,667
 Fund balance at beginning of year	 <u>2,968,722</u>	 <u>1,931,055</u>
 Fund balance at end of year	 \$ <u><u>1,534,428</u></u>	 \$ <u><u>2,968,722</u></u>

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

CITY OF LONG BEACH
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		Variance	2019 Actual
		Metro Budget	Actual	Favorable (Unfavorable)	
1.05	FY20 Citywide Residential Street Repair	\$ 5,930,000	\$ 7,259,657	\$ (1,329,657)	\$ -
1.05	Citywide Residential Street Repair	600,000	-	600,000	4,153,729
1.90	Major Corridor Enhancement Program	200,000	-	200,000	-
2.03	Traffic and Pedestrian Signals	200,000	5,800	194,200	-
3.05	Construction of Bicycle Facilities	-	-	-	737,026
8.10	Fund Administration (20% cap)	-	-	-	117,747
Total expenditures		\$ 6,930,000	\$ 7,265,457	\$ (335,457)	\$ 5,008,502

See accompanying independent auditor's report.

CITY OF LONG BEACH
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
None		\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ -	\$ -

See accompanying independent auditor's report.

CITY OF LONG BEACH
MEASURE M LOCAL RETURN FUND
BALANCE SHEETS
June 30

	2020	2019
ASSETS		
Cash and investments	\$ 1,501,901	\$ 4,708,897
Total assets	\$ 1,501,901	\$ 4,708,897
 LIABILITIES AND FUND BALANCE		
Liabilities		
Due to CIP Fund	\$ -	\$ 230,638
Total liabilities	-	230,638
 Fund Balance		
Restricted	1,501,901	4,478,259
Total fund balance	1,501,901	4,478,259
Total liabilities and fund balance	\$ 1,501,901	\$ 4,708,897

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

CITY OF LONG BEACH
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	\$ 6,480,453	\$ 6,762,129
Interest income	87,258	72,733
Total revenues	6,567,711	6,834,862
EXPENDITURES		
Various projects	9,544,069	4,729,133
Total expenditures	9,544,069	4,729,133
Excess (deficiency) of revenues over expenditures	(2,976,358)	2,105,729
Fund balance at beginning of year	4,478,259	2,372,530
Fund balance at end of year	\$ 1,501,901	\$ 4,478,259

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

CITY OF LONG BEACH
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)

Project Code	Project Name	2020			2019 Actual
		Metro Budget	Actual	Variance Favorable (Unfavorable)	
1.05	FY20 Citywide Residential Street Repair \$	5,176,000	\$ 9,326,314	\$ (4,150,314)	-
1.05	FY19 Citywide Residential Street Repair	-	-	-	4,481,541
2.03	Traffic and Pedestrian Signals	500,000	464	499,536	-
2.29	Citywide Striping and Signage Program	750,000	63,986	686,014	-
3.90	Sustainable Transportation Improvements	871,000	153,305	717,695	201,874
3.90	Neighborhood Traffic Mitigation	82,000	-	82,000	-
8.10	Fund Administration	-	-	-	45,718
Total expenditures \$		<u>7,379,000</u>	<u>\$ 9,544,069</u>	<u>\$ (2,165,069)</u>	<u>\$ 4,729,133</u>

See accompanying independent auditor's report.

CITY OF LONG BEACH
MEASURE M 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
None		\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ -	\$ -

See accompanying independent auditor's report.

CITY OF LONG BEACH
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND
(PURSUANT TO PUBLIC UTILITIES CODE SECTION 99234)
BALANCE SHEETS

June 30

	2020	2019
ASSETS		
Due from Metro	\$ -	\$ 30,895
Total assets	\$ -	\$ 30,895
 LIABILITIES AND FUND BALANCE		
Liabilities		
Due to CIP Fund	\$ -	\$ 30,895
Total liabilities	-	30,895
 Fund Balance		
Restricted	-	-
Total fund balance	-	-
Total liabilities and fund balance	\$ -	\$ 30,895

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

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

	<u>2020</u>	<u>2019</u>
REVENUES		
TDA 3	\$ 59,632	\$ 325,782
Total revenues	<u>59,632</u>	<u>325,782</u>
 EXPENDITURES		
Pedestrian and Bicycle Infrastructure Improvements	<u>59,632</u>	<u>325,782</u>
Total expenditures	<u>59,632</u>	<u>325,782</u>
 Excess of revenues over expenditures	-	-
 Fund balance at beginning of year	<u>-</u>	<u>-</u>
 Fund balance at end of year	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>

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

CITY OF LONG BEACH
 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					
Pedestrian and Bicycle Infrastructure Improvements	2019-20	\$ 59,632	\$ 59,632	\$ -	Ongoing
Total		<u>\$ 59,632</u>	<u>\$ 59,632</u>	-	
Fund balance at beginning of year				-	
Fund balance at end of year				<u>\$ -</u>	

See accompanying independent auditor's report.

CITY OF LONG BEACH
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 changes in fund balance for Special Revenue Funds generally present 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 LONG BEACH
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 Government 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, 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 LONG BEACH
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. 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 balances to the total of the pooled cash and investments.

NOTE 8 – OTHER INCOME - PALRF AND PCLRF

Other income for PALRF and PCLRF were settlement distributions received resulting from the Lehman Brothers bankruptcy in 2008. PALRF recognized \$865 and \$1,419 in fiscal years ended June 30, 2020 and June 30, 2019, respectively, while PCLRF recognized \$1,277 in fiscal year ended June 30, 2020. Both funds were included in a pooled cash account and received a part of the distribution.

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

NOTE 9 – APPORTIONMENT TO LONG BEACH PUBLIC TRANSPORTATION - PALRF

In fiscal years 2019-20 and 2018-19, transfers were made from PALRF to Long Beach Public Transportation in the amounts of \$6,009,181 and \$6,170,100, respectively, for the services provided to the City of Long Beach and were charged to Project Code 110-03, Apportionment to Long Beach Transit.

NOTE 10 – 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 2018-19 allocation	\$	-	\$	325,782
FY 2019-20 allocation		59,632		-
Total payment requested	\$	59,632	\$	325,782

NOTE 11 – 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 2019-20 allocation	\$	285,522	\$	-
Available reserve balance	\$	285,522	\$	-

NOTE 12 – 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 government agencies.

The City has evaluated subsequent events through October 23, 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
CERTIFIED PUBLIC ACCOUNTANTS

FOUNDING PARTNERS
BRAINARD C. SIMPSON, CPA
MELBA W. SIMPSON, CPA

**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 Long Beach, 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 Long Beach, 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 October 23, 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 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 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
October 23, 2020

COMPLIANCE SECTION



SIMPSON & SIMPSON
CERTIFIED PUBLIC ACCOUNTANTS

FOUNDING PARTNERS
BRAINARD C. SIMPSON, CPA
MELBA W. SIMPSON, CPA

Independent Auditor's Report on Compliance

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

Report on Compliance

We have audited the compliance of the City of Long Beach, 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 Article 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 and 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 requirements 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
October 23, 2020

CITY OF LONG BEACH
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 expenses 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) is in place and being used for Street Maintenance or Improvement Projects Expenditures.	X			None	
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	
14.	Signed Assurances and Understandings form was on file.	X			None	
15.	Recreational transit form was submitted on time.	X			None	

CITY OF LONG BEACH
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.	Funds 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 form 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	
11.	Fund exchanges were approved by Metro.			X	None	
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	

CITY OF LONG BEACH
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 form 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 M-One) was submitted on time.	X			None	
8.	Expenditure Report (Form M-Two) was submitted on time.	X			None	
9.	Timely use of funds.	X			None	
10.	Administrative expenses are within the 20% cap.			X	None	
11.	Fund exchanges were approved by Metro.			X	None	
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 timely.			X	None	

CITY OF LONG BEACH
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 LONG BEACH
SCHEDULE OF FINDINGS AND RECOMMENDATIONS
June 30, 2020

No findings were noted.

EXIT CONFERENCE

CITY OF LONG BEACH
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
EXIT CONFERENCE
June 30, 2020

An exit conference was held on November 30, 2020 with the City of Long Beach. Those in attendance were:

Simpson & Simpson Representative:

Yung Dang, Senior Auditor

City's Representatives:

Ruby Carrillo-Quincey, Controller
Georgia Will, Senior Accountant
Sarah Castillo-Wright, Accountant
Alex Powers, Accountant

Matters Discussed:

Results of the audit disclosed no significant control deficiencies or non-compliance issues 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:

Sarah Castillo-Wright, Accountant

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

RE: CITY OF LONG BEACH 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, AND 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, and Transportation Development Act Article 3 Fund for the years ended June 30, 2020 and 2019 for the City of Long Beach and agree with the contents of the report except as indicated below:

(Attach additional pages if necessary)

Very truly yours,

Name

Title

Date