



Metro[™]

**City of Inglewood
Annual Financial Report of its**

**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**

**As of and for the Years Ended June 30, 2020 and 2019
with Report of Independent Auditors**

	<u>PAGE</u>
FINANCIAL SECTION	
Report of Independent Auditors	1
Proposition A Local Return Fund:	
Basic Financial Statements:	
Balance Sheets	4
Statements of Revenues, Expenditures and Changes in Fund Balance	5
Supplementary Information:	
Schedule of Expenditures – Actual and LACMTA Approved Project Budget	6
Schedule of Capital Assets	7
Proposition C Local Return Fund:	
Basic Financial Statements:	
Balance Sheets	8
Statements of Revenues, Expenditures and Changes in Fund Balance	9
Supplementary Information:	
Schedule of Expenditures – Actual and LACMTA Approved Project Budget	10
Schedule of Capital Assets	11
Measure R Local Return Fund:	
Basic Financial Statements:	
Balance Sheets	12
Statements of Revenues, Expenditures and Changes in Fund Balance	13
Supplementary Information:	
Schedule of Expenditures – Actual and LACMTA Approved Project Budget	14
Schedule of Capital Assets	15
Measure M Local Return Fund:	
Basic Financial Statements:	
Balance Sheets	16
Statements of Revenues, Expenditures and Changes in Fund Balance	17
Supplementary Information:	
Schedule of Expenditures – Actual and LACMTA Approved Project Budget	18
Schedule of Capital Assets	19
Transportation Development Act Article 3 Fund:	
Basic Financial Statements:	
Balance Sheets	20
Statements of Revenues, Expenditures and Changes in Fund Balance	21
Notes to Funds Financial Statements	22
Report of Independent Auditors on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	28

	<u>PAGE</u>
COMPLIANCE SECTION	
Report of Independent Auditors on Compliance	30
Compliance Matrix	32
SCHEDULE OF FINDINGS AND QUESTIONED COSTS	36
EXIT CONFERENCE	37

FINANCIAL SECTION

Report of Independent Auditors

**To the Honorable Members of the City Council of the
City of Inglewood, 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, the Proposition C Local Return Fund, the Measure R Local Return Fund, the Measure M Local Return Fund and the Transportation Development Act Article 3 Fund (collectively, the Funds) of the City of Inglewood, California (the City) which comprise the Funds' balance sheets as of June 30, 2020 and 2019, and the related statements of revenues, expenditures and changes in fund balances for the years then ended, and the related notes to the financial statements.

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.

Auditors' 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 audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.



An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City'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 City'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 Proposition A Local Return Fund, the Proposition C Local Return Fund, the Measure R Local Return Fund, the Measure M Local Return Fund and the Transportation Development Act Article 3 Fund of the City of Inglewood, California, as of June 30, 2020 and 2019, and the respective changes in 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 Proposition A Local Return Fund, the Proposition C Local Return Fund, the Measure R Local Return Fund, the Measure M Local Return Fund and the Transportation Development Act Article 3 Fund of the City of Inglewood, California, and do not purport to, and do not present fairly the financial position of the City as of June 30, 2020 and 2019, and the changes in its financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America. 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 as a whole. The supplementary information identified in the table of contents is presented for purposes of additional analysis and is not a required part of the basic financial statements.

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



Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 16, 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 solely 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 the effectiveness of the City's 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.

Vasquez & Company LLP

**Glendale, California
December 16, 2020**

**City of Inglewood
Proposition A Local Return Fund
Balance Sheets**

		June 30	
		2020	2019
ASSETS			
Cash and investments		\$ 3,318,519	\$ 5,436,761
	Total assets	\$ 3,318,519	\$ 5,436,761
LIABILITIES AND FUND BALANCE			
Liabilities			
Accounts payable		\$ 787,562	\$ 681,025
Retention payable		70,676	40,253
Accrued wages payable		119,898	99,631
	Total liabilities	978,136	820,909
Fund balance			
Restricted		2,340,383	4,615,852
	Total fund balance	2,340,383	4,615,852
	Total liabilities and fund balance	\$ 3,318,519	\$ 5,436,761

See notes to Funds financial statements.

City of Inglewood
Proposition A Local Return Fund
Statements of Revenues, Expenditures and Changes in Fund Balance

	Years ended June 30	
	2020	2019
Revenues		
Proposition A	\$ 2,203,702	\$ 2,306,744
Investment income	75,394	128,692
Total revenues	2,279,096	2,435,436
 Expenditures		
Various projects	4,554,565	4,010,113
Total expenditures	4,554,565	4,010,113
 Deficiency of revenues over expenditures	 (2,275,469)	 (1,574,677)
 Fund balance at beginning of year	 4,615,852	 6,190,529
 Fund balance at end of year	 \$ 2,340,383	 \$ 4,615,852

See notes to Funds financial statements.

City of Inglewood
Proposition A Local Return Fund
Supplementary Information
Schedule of Expenditures – Actual and LACMTA Approved Project Budget
Year ended June 30, 2020
(With Comparative Actuals for 2019)

Project Code	Project Name	2020		Variance Positive (Negative)	2019 Actual
		LACMTA Budget	Actual		
150-08	Transit Stop Improvements	\$ 1	\$ -	\$ 1	202,458
150-22	Van Ness Avenue Bus Stop Improvement Project	350,000	349,299	701	-
150-23	N La Brea Ave Bus Stop Improvement Project	17,000	16,237	763	669,837
150-24	Imperial Highway Bus Stop Improvement Project	1	-	1	45,183
150-25	Century Blvd Bus Stop and Mobility Improvement Project	58,805	58,805	-	-
200-10	Paratransit Vehicles and Radios	80,858	-	80,858	-
200-11	Paratransit Vehicles and Radios	89,812	82,153	7,659	-
220-01	Transit Security	1,220,000	1,117,518	102,482	717,231
270-01	City Last Mile Transit Connector	2,363,144	2,208,875	154,269	2,375,404
270-02	Inglewood Transit Facility - Construction	597,873	622,782	(24,909)	-
270-03	Inglewood Transit Connector	79,118	98,896	(19,778)	-
Total expenditures		\$ 4,856,612	\$ 4,554,565	\$ 302,047	\$ 4,010,113

See report of independent auditors.

City of Inglewood
Proposition A Local Return Fund
Supplementary Information
Schedule of Capital Assets
Year ended June 30, 2020

Date Acquired	Description	Balance July 1, 2019	Additions / Adjustments	Deletions / Adjustments	Balance June 30, 2020
2019	Transit Stop Improvement	\$ 689,428	\$ -	\$ 39,659	\$ 649,769
2019	N La Brea Avenue Improvement	555,230	130,844	-	686,074
2019	City Last Mile Transit Connector	1,854,169	2,090,734	-	3,944,903
2020	Van Ness Avenue Improvement	-	349,299	-	349,299
2020	Imperial Highway Improvement Project	-	45,183	-	45,183
2020	Century Blvd Mobility Improvement Project	-	58,805	-	58,805
2020	Inglewood Transit Facility	-	550,637	-	550,637
2020	Inglewood Transit Connector	-	73,724	-	73,724
Total		\$ 3,098,827	\$ 3,299,226	\$ 39,659	\$ 6,358,394

See report of independent auditors.

**City of Inglewood
Proposition C Local Return Fund
Balance Sheets**

		June 30	
		2020	2019
ASSETS			
Cash and investments	\$	791,638	\$ 1,029,418
Due from LACMTA		99,709	73,546
Due from other agencies		116,623	120,940
Total assets	\$	<u>1,007,970</u>	<u>\$ 1,223,904</u>
LIABILITIES AND FUND BALANCE			
Liabilities			
Accounts payable	\$	289,795	\$ 516,078
Retention payable		7,336	147,076
Accrued wages payable		37,177	30,632
Total liabilities		<u>334,308</u>	<u>693,786</u>
Fund balance			
Restricted		673,662	530,118
Total fund balance		<u>673,662</u>	<u>530,118</u>
Total liabilities and fund balance	\$	<u>1,007,970</u>	<u>\$ 1,223,904</u>

See notes to Funds financial statements.

City of Inglewood
Proposition C Local Return Fund
Statements of Revenues, Expenditures and Changes in Fund Balance

	Years ended June 30	
	2020	2019
Revenues		
Proposition C	\$ 1,827,976	\$ 1,913,379
Proposition A Discretionary Incentive Program grant	177,270	191,894
Investment income	8,651	60,253
Project generated revenues	235,865	300,424
Total revenues	2,249,762	2,465,950
 Expenditures		
Various projects	2,106,218	6,490,741
Total expenditures	2,106,218	6,490,741
 Excess (deficiency) of revenues over expenditures	 143,544	 (4,024,791)
 Fund balance at beginning of year	 530,118	 4,554,909
 Fund balance at end of year	 \$ 673,662	 \$ 530,118

See notes to Funds financial statements.

City of Inglewood
Proposition C Local Return Fund
Supplementary Information
Schedule of Expenditures – Actual and LACMTA Approved Project Budget
Year ended June 30, 2020
(With Comparative Actuals for 2019)

Project Code	Project Name	2020		Variance Positive (Negative)	2019 Actual
		LACMTA Budget	Actual		
110-05	Market Street Trolley	\$ 100,000	\$ 84,081	\$ 15,919	\$ 86,947
130-04	Senior Citizen Paratransit	825,000	756,726	68,274	782,522
240-10	Subsidized Taxi Services	100,000	89,603	10,397	147,420
250-07	Reduced Fare Bus Passes	70,000	48,718	21,282	72,309
270-01	City Last Mile Transit Connector	150,687	137,771	12,916	1,618,628
400-03	Intelligent Transportation System - ITS - Phase 4B	171,677	152,865	18,812	4,650
400-10	Intelligent Transportation System - ITS - Phase 5	134,733	29,885	104,848	
450-02	Street Geometry Improvement	9,092	9,092	-	233,810
450-13	Crenshaw Blvd/84th Street HSIP	1	-	1	155
450-15	La Tijera Elementary School SR2S Project	1	-	1	85,819
450-16	N La Brea Ave Project	633,200	636,877	(3,677)	778,663
450-17	Centinela Avenue Improvement Project	85,552	105,701	(20,149)	23,188
450-20	Streets and Alleys Rehabilitation	2,340	2,340	-	2,336,114
450-21	Imperial Highway Improvement Project	1	-	1	2,325
450-22	Pavement Resurfacing & Handicapped Ramps - Crenshaw and Century	1	-	1	-
450-23	Manchester Blvd Project	8,585	8,585	-	-
450-24	Street Signs & Marking Rehabilitation	38,671	43,974	(5,303)	
480-01	Transportation Management and Grants	1	-	1	318,191
Total expenditures		\$ 2,329,542	\$ 2,106,218	\$ 223,324	\$ 6,490,741

See report of independent auditors.

City of Inglewood
Proposition C Local Return Fund
Supplementary Information
Schedule of Capital Assets
Year ended June 30, 2020

Date Acquired	Description	Balance July 1, 2019	Additions / Adjustments	Deletions / Adjustments	Balance June 30, 2020
2010	Intersection and Street Reconstruction	\$ 172,171	\$ -	\$ 15,651	\$ 156,520
2010	La Brea - Manchester to Century	2,025,851	-	184,168	1,841,683
2010	Arbor Vitae Project East	47,045	-	4,277	42,768
2011	Crenshaw/Century Installation of Signals	15,721	-	1,310	14,411
2012	Annual Street Improvements	196,770	-	15,136	181,634
2013	Resurfacing of Local Streets	436,389	-	36,059	400,330
2014	La Brea Ave Improvement Project Phase II	392,639	-	26,176	366,463
2014	Pavement Management System	47,898	-	3,416	44,482
2015	Traffic Sign Replacement Project	13,656	-	853	12,803
2015	La Brea Ave Improvement Project Phase I	9,000	-	658	8,342
2015	Street Improvements at La Cienega	136,005	-	8,500	127,505
2015	La Brea - Intersection Realignment	195,327	-	12,208	183,119
2016	Century Blvd Corridor Design Project	2,162,920	-	134,946	2,027,974
2019	Florence Ave Regional Transp	1,342,933	-	83,884	1,259,049
2019	La Brea TLSP - PRO 1B	524,300	-	27,716	496,584
2019	Crenshaw Blvd and 84th Street HSIP	61,485	-	3,250	58,235
2019	La Tijera Elementary School Project	441,590	1,639	-	443,229
2019	Highway Improvement Project	69,237	-	-	69,237
2019	Centinela Avenue Improvement	113,073	18,037	-	131,110
2019	N La Brea Avenue Improvement	594,259	886,539	-	1,480,798
2019	Street Geometry Improvement Project	624,016	7,292	32,551	598,757
2019	Intelligent Transp System ITS Phase 4b	35,843	109,379	-	145,222
2019	Street Rehabilitation Project	2,334,212	450	123,968	2,210,694
2019	City Last Mile Transit Connector	2,292,015	422,141	-	2,714,156
2019	Stadium Project Planning and Improvement	122,382	-	-	122,382
2020	Intelligent Transp System ITS Phase V	-	25,935	-	25,935
2020	Street Signs and Marking Rehabilitation	-	8,619	-	8,619
2020	Manchester Blvd Project - SBCCOG	-	8,585	-	8,585
Total		\$ 14,406,737	\$ 1,488,616	\$ 714,727	\$ 15,180,626

See report of independent auditors.

**City of Inglewood
Measure R Local Return Fund
Balance Sheets**

		June 30	
		2020	2019
ASSETS			
Cash and investments		\$ 3,190,553	\$ 4,569,404
	Total assets	\$ 3,190,553	\$ 4,569,404
LIABILITIES AND FUND BALANCE			
Liabilities			
Accounts payable		\$ 185,800	\$ 530,138
Retention payable		86,427	61,517
	Total liabilities	272,227	591,655
Fund balance			
Restricted		2,918,326	3,977,749
	Total fund balance	2,918,326	3,977,749
	Total liabilities and fund balance	\$ 3,190,553	\$ 4,569,404

See notes to Funds financial statements.

City of Inglewood
Measure R Local Return Fund

Statements of Revenues, Expenditures and Changes in Fund Balance

	Years ended June 30	
	2020	2019
Revenues		
Measure R	\$ 1,369,021	\$ 1,435,447
Investment income	59,582	89,759
Total revenues	1,428,603	1,525,206
 Expenditures		
Various projects	2,488,026	2,276,640
Total expenditures	2,488,026	2,276,640
 Deficiency of revenues over expenditures	 (1,059,423)	 (751,434)
 Fund balance at beginning of year	 3,977,749	 4,729,183
 Fund balance at end of year	 \$ <u>2,918,326</u>	 \$ <u>3,977,749</u>

See notes to Funds financial statements.

City of Inglewood
Measure R Local Return Fund
Supplementary Information
Schedule of Expenditures – Actual and LACMTA Approved Project Budget
Year ended June 30, 2020
(With Comparative Actuals for 2019)

Project Code	Project Name	2020			2019 Actual
		LACMTA Budget	Actual	Variance Positive (Negative)	
1.05	Resurfacing of Local Streets	\$ -	\$ -	\$ -	6,569
1.05	Street Lighting and Roadway Safety Improvements	2,700	23,287	(20,587)	49,348
1.05	N La Brea Avenue Improvements	438,432	429,132	9,300	523,978
1.05	South Prairie Improvement Project	27,421	69,941	(42,520)	217,260
1.05	Imperial Highway Improvement Project	-	-	-	(1,080)
1.05	Streets Rehabilitation Project	3,720	3,000	720	776,137
1.05	Sidewalk and Ramp Rehabilitation Project	3,600	3,600	-	431,349
1.05	Van Ness Ave Improvement Project	542,332	480,947	61,385	-
1.05	Century Blvd Mobility Improvement Project	1,429,332	1,294,960	134,372	19,855
2.09	ITS Master Plan	-	-	-	62,557
2.29	Annual Traffic Signal Improvement Program	131,308	183,159	(51,851)	190,667
Total expenditures		\$ 2,578,845	\$ 2,488,026	\$ 90,819	\$ 2,276,640

See report of independent auditors.

**City of Inglewood
Measure R Local Return Fund
Supplementary Information
Schedule of Capital Assets
Year ended June 30, 2020**

Date Acquired	Description	Balance July 1, 2019	Additions / Adjustments	Deletions / Adjustments	Balance June 30, 2020
2018	Traffic Signal Improvement Program	\$ 975,901	\$ 14,890	\$ 81,889	\$ 908,902
2018	Imperial Highway Project	3,480	-	3,480	-
2018	ITS Master Plan	131,594	-	131,594	-
2018	South Prairie Improvement Project	94,802	-	94,802	-
2019	Century Blvd Mobility Improvement Project	8,100	1,286,378	-	1,294,478
2019	ITS Phase IV	753	-	-	753
2019	Van Ness Avenue Improvement	7,200	473,747	-	480,947
2019	Imperial Highway Improvement Project	3,480	-	-	3,480
2019	N La Brea Ave Improvement	166,712	864,307	6,535	1,024,484
2019	Annual Traffic Signal Improvement	896,228	159,281	415,953	639,556
2019	Street Lighting and Roadway Safety Improvement	983,312	49,836	503,474	529,674
2019	ITS Master Plan	203,230	-	-	203,230
2019	South Prairie Improvement Project	303,211	42,080	-	345,291
2019	Resurfacing of Local Streets	3,434,401	-	983,279	2,451,122
2019	Sidewalk and Ramp Rehabilitation	756,594	3,483	209,843	550,234
2019	Streets Rehabilitation Project	767,686	15,155	42,546	740,295
Total		\$ 8,736,684	\$ 2,909,157	\$ 2,473,395	\$ 9,172,446

See report of independent auditors.

**City of Inglewood
Measure M Local Return Fund
Balance Sheets**

		June 30	
		2020	2019
ASSETS			
Cash and investments		\$ 4,142,299	\$ 2,888,285
	Total assets	\$ 4,142,299	\$ 2,888,285
LIABILITIES AND FUND BALANCE			
Liabilities			
Accounts payable		\$ 895,890	\$ -
Retention payable		62,500	-
	Total liabilities	958,390	-
Fund balance			
Restricted		3,183,909	2,888,285
	Total fund balance	3,183,909	2,888,285
	Total liabilities and fund balance	\$ 4,142,299	\$ 2,888,285

See notes to Funds financial statements.

City of Inglewood
Measure M Local Return Fund

Statements of Revenues, Expenditures and Changes in Fund Balance

	Years ended June 30	
	2020	2019
Revenues		
Measure M	\$ 1,538,816	\$ 1,618,916
Investment income	59,772	38,291
Total revenues	1,598,588	1,657,207
Expenditures		
Various projects	1,302,964	-
Total expenditures	1,302,964	-
Excess of revenues over expenditures	295,624	1,657,207
Fund balance at beginning of year	2,888,285	1,231,078
Fund balance at end of year	\$ 3,183,909	\$ 2,888,285

See notes to Funds financial statements.

City of Inglewood
Measure M Local Return Fund
Supplementary Information
Schedule of Expenditures – Actual and LACMTA Approved Project Budget
Year ended June 30, 2020
(With Comparative Actuals for 2019)

<u>Project Code</u>	<u>Project Name</u>	<u>2020</u>			<u>2019 Actual</u>
		<u>LACMTA Budget</u>	<u>Actual</u>	<u>Variance Positive (Negative)</u>	
1.05	South Prairie Improvement Project	\$ 586,333	\$ 1,302,964	\$ (716,631)	\$ -
	Total expenditures	<u>\$ 586,333</u>	<u>\$ 1,302,964</u>	<u>\$ (716,631)</u>	<u>\$ -</u>

See report of independent auditors.

City of Inglewood
Measure M Local Return Fund
Supplementary Information
Schedule of Capital Assets
Year ended June 30, 2020

<u>Date Acquired</u>	<u>Description</u>	<u>Balance July 1, 2019</u>	<u>Additions</u>	<u>Deletions</u>	<u>Balance June 30, 2020</u>
2020	South Praire Improvement Project	\$ -	\$ 407,073	\$ -	\$ 407,073
	Total	<u>\$ -</u>	<u>\$ 407,073</u>	<u>\$ -</u>	<u>\$ 407,073</u>

See report of independent auditors.

City of Inglewood
Transportation Development Act Article 3 Fund
Pursuant to Public Utilities Code Section 99234
Balance Sheets

		June 30	
		2020	2019
ASSETS			
Cash		\$ -	\$ -
	Total assets	\$ -	\$ -
LIABILITIES AND FUND BALANCE			
Liabilities			
Accounts payable		\$ -	\$ -
	Total liabilities	-	-
Fund balance			
Restricted		-	-
	Total fund balance	-	-
	Total liabilities and fund balance	\$ -	\$ -

See notes to Funds financial statements.

City of Inglewood
 Transportation Development Act Article 3 Fund
 Pursuant to Public Utilities Code Section 99234
Statements of Revenues, Expenditures and Changes in Fund Balance

	Years ended June 30	
	2020	2019
Revenues		
Intergovernmental Allocations:		
Article 3	\$ -	\$ 56,915
Total revenues	-	56,915
Expenditures		
Sidewalk Replacement Project	-	-
Total expenditures	-	-
Excess of revenues over expenditures	-	56,915
Fund balance (deficit) at beginning of year	-	(56,915)
Fund balance at end of year	\$ -	\$ -

See notes to Funds financial statements.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Fund Accounting

The operations of the Proposition A Local Return Fund (PALRF), the Proposition C Local Return Fund (PCLRF), the Measure R Local Return Fund (MRLRF), the Measure M Local Return Fund (MMLRF) and the 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 the county-wide ½ cent Measure R 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 the county-wide ½ cent Measure M 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

The PALRF, PCLRF, MRLRF, MMLRF and TDAA3F are reported as Special Revenue Funds of the City and are accounted for using the modified accrual basis of accounting. Revenues are recognized when they become "susceptible to accrual", that is, measurable and available to finance expenditures of the current period. Expenditures are recorded when the liability is incurred.

Special Revenue Funds are reported on a 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. Statements of revenues, expenditures and changes in fund balances 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 based on budgets approved by LACMTA and are presented in accordance with accounting principles generally accepted in the United States of America.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Fair Value Measurement

In accordance with GASB Statement No. 72, *Fair Value Measurement and Application*, 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 investments at fair value and recognizes unrealized gain (loss) on investments.

Refer to the City's Comprehensive Annual Financial Report (CAFR) for detailed disclosures regarding the City's investments policy and fair value measurement disclosures.

Fund Balance Reporting

Governmental Accounting Standards Board (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 the resources reported in governmental funds.

The PALRF, PCLRF, MRLRF, MMLRF and TDAA3F report the following fund balance classification as of June 30, 2020 and 2019:

- Restricted - Amounts that are constrained for specific purposes, which are externally imposed by providers, such as creditors, or amounts constrained due to constitutional provisions or enabling legislation. The use of the Funds' remaining fund balances is restricted for projects approved by LACMTA.

Information regarding the fund balance reporting policy adopted by the City is described in the City's CAFR.

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 do not purport to, and do not present fairly the City's financial position as of June 30, 2020 and 2019, and the changes in its financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America.

NOTE 3 PROPOSITION A AND PROPOSITION C LOCAL RETURN COMPLIANCE REQUIREMENTS

The Proposition A Ordinance requires that Local Return (LR) funds be used exclusively to benefit public transit. Expenditures related to fixed route and paratransit services, Transportation Demand Management, Transportation Systems Management and fare subsidy programs that exclusively benefit transit are all eligible uses of Proposition A LR funds. Proposition A LR funds may also be traded with other Jurisdictions in exchange for general or other funds.

The Proposition C Ordinance directs that LR funds also be used to benefit public transit, as described above, but provides an expanded list of eligible project expenditures including Congestion Management Programs, bikeways and bike lanes, street improvements supporting public transit service, and Pavement Management System projects. Proposition C LR funds cannot be traded.

Proposition A and Proposition C LR funds must be expended within three years of the last day of the fiscal year in which funds were originally allocated.

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

The Measure R Ordinance specifies that LR funds be used exclusively for transportation purposes.

Measure R LR funds must be expended within five years of the first day of the fiscal year in which funds were originally allocated or received.

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

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Los Angeles County Traffic Improvement Plan Ordinance approved by the Metro Board of Directors on June 23, 2016. The Measure M Ordinance specifies that LR funds be used exclusively for transportation purposes.

Measure M LR funds must be expended within five years of the first day of the fiscal year in which funds were originally allocated or received.

NOTE 5 MEASURE M LOCAL RETURN COMPLIANCE REQUIREMENTS (CONTINUED)

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 cash balances were pooled with various other City funds for deposit and investment purposes. The share of each fund in the pooled cash 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.

Please refer to the CAFR for a full description of risks relating to cash and investments.

NOTE 8 DUE FROM OTHER AGENCIES – PCLRF

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

		2020		2019
Hawthorne Paratransit	\$	87,924	\$	89,882
Lennox Paratransit		28,699		31,058
	\$	116,623	\$	120,940

NOTE 9 PROPOSITION A DISCRETIONARY INCENTIVE PROGRAM GRANTS

The City received Proposition A Discretionary Incentive Program grant amounting to \$177,270 and \$191,894 for the years ended June 30, 2020 and 2019, respectively, which represents additional funds received from LACMTA for participating in the sub-regional paratransit services program. The City used this grant to operate a demand-response paratransit Dial-A-Ride program available to eligible disabled residents.

The Proposition A Discretionary Incentive Grants were recorded in PCLRF.

NOTE 10 PROJECT GENERATED REVENUES

Project generated revenues under PCLRF for the years ended June 30, 2020 and 2019 consisted of the following:

		<u>2020</u>		<u>2019</u>
Hawthorne Paratransit	\$	141,477	\$	175,575
Lennox Paratransit		44,349		61,613
Subsidized Taxi Vouchers		22,895		25,785
Reduced Fare Bus Passes		23,486		32,210
Fare Donation		3,658		3,920
Other		-		1,321
	\$	<u>235,865</u>	\$	<u>300,424</u>

NOTE 11 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND REVENUE ALLOCATION

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

		<u>2020</u>		<u>2019</u>
FY 2018/19 allocation	\$	-	\$	56,915
	\$	<u>-</u>	\$	<u>56,915</u>

NOTE 12 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUNDS RESERVED

In accordance with TDA Article 3 (SB821) Guidelines, funds which will not be 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 LACMTA. As of June 30, 2020 and 2019, the City has funds on reserve as follows:

		<u>2020</u>		<u>2019</u>
FY 2018/19 allocation	\$	20,968	\$	20,968
FY 2019/20 allocation		82,013		-
Total reserve	\$	<u>102,981</u>	\$	<u>20,968</u>

For FY 2019/20, any TDA Article 3 funds left on reserve for FY 2015/16 or prior, are subject to lapse if not claimed by the City by June 30, 2020. There were no funds that lapsed in FY 2019/20.

NOTE 13 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 events subsequent to June 30, 2020 to assess the need for potential recognition or disclosure in the financial statements. Such events were evaluated through December 16, 2020, the date the financial statements were available to be issued. Based upon this evaluation, it was determined that no other subsequent events occurred that require recognition or additional disclosure in the financial statements.

**Report of Independent Auditors 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 Inglewood, California and the
Los Angeles County Metropolitan Transportation Authority**

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Proposition A Local Return Fund, the Proposition C Local Return Fund, the Measure R Local Return Fund, the Measure M Local Return Fund and the Transportation Development Act Article 3 Fund (collectively, the Funds) of the City of Inglewood, 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 16, 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 the Funds' financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the 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 Funds' 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 financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City'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 City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

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

**Glendale, California
December 16, 2020**

COMPLIANCE SECTION

Report of Independent Auditors on Compliance

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

Report on Compliance

We have audited the compliance of the City of Inglewood, 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 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.

Auditors' Responsibility

Our responsibility is to express an opinion on the City's compliance with the Guidelines based on our audit. We conducted our audit of compliance in accordance with the 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. Those standards and the Guidelines require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the 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

In our opinion, the City of Inglewood, California 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 compliance requirements 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 a combination of deficiencies, in internal control over compliance with the requirements, such that there is a reasonable possibility that material noncompliance 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 requirements 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 might 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 black ink that reads "Vasquez & Company LLP".

Glendale, California
December 16, 2020

**City of Inglewood
Compliance Matrix
Year ended June 30, 2020**

Compliance Requirements	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				
2. Timely use of funds.	X				
3. Funds expended were approved and have not been substituted for property tax.	X				
4. Expenditures that exceeded 25% of approved project budget have approved amended Project Description Form (Form A)	X				
5. Administrative expenses are within the 20% cap of the total annual Local Return Expenditures.	X				
6. All on-going and carryover projects were reported in Form B.	X				
7. Annual Project Summary Report (Form B) was submitted timely.	X				
8. Annual Expenditure Report (Form C) was submitted timely.	X				
9. Cash or cash equivalents are maintained.	X				
10. Accounting procedures, record keeping and documentation are adequate.	X				
11. Pavement Management System (PMS) in place and being used for Street Maintenance or Improvement Projects Expenditures.	X				
12. Local Return Account is credited for reimbursable expenditures.	X				
13. Self-Certification was completed and submitted for Intelligent Transportation Systems projects or elements.			X		
14. Assurances and Understandings form was on file.	X				
15. Recreational Transit Form was submitted timely.			X		

See report of independent auditors on compliance.

**City of Inglewood
Compliance Matrix
Year ended June 30, 2020**

Compliance Requirements	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				
2. Funds were used to augment, not supplant, existing local revenues being used for transportation purposes unless there is a funding shortfall.	X				
3. Signed Assurances and Understandings on file.	X				
4. Separate Measure R Local Return Account was established.	X				
5. Revenues received including allocations, project generated revenues and interest income was properly credited to the Measure R Local Return Account.	X				
6. Funds were expended with LACMTA's approval.	X				
7. Expenditure Plan (Form One) was submitted timely.	X				
8. Expenditure Report (Form Two) was submitted timely.	X				
9. Timely use of funds.	X				
10. Administrative expenses are within the 20% cap.	X				
11. Fund exchanges were approved by LACMTA.			X		
12. A separate account was established for Capital reserve funds and Capital reserve was approved by LACMTA.			X		
13. Recreational transit form was submitted timely.			X		

See report of independent auditors on compliance.

**City of Inglewood
Compliance Matrix
Year ended June 30, 2020**

Compliance Requirements	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				
2. Funds were used to augment, not supplant, existing local revenues being used for transportation purposes unless there is a fund shortfall.	X				
3. Signed Assurances and Understandings on file.	X				
4. Separate Measure M Local Return Account was established.	X				
5. Revenues received including allocations, project generated revenues and interest income was properly credited to the Measure M Local Return Account.	X				
6. Funds were expended with LACMTA's approval.	X				
7. Expenditure Plan (Form M-One) was submitted timely.	X				
8. Expenditure Report (Form M-Two) was submitted timely.	X				
9. Timely use of funds.	X				
10. Administrative expenses are within the 20% cap.	X				
11. Fund exchanges were approved by LACMTA.			X		
12. A separate account was established for Capital reserve funds and Capital reserve was approved by LACMTA.			X		
13. Recreational transit form was submitted timely.			X		

See report of independent auditors on compliance.

**City of Inglewood
Compliance Matrix
Year ended June 30, 2020**

Compliance Requirements	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				
2. Expenditures were incurred for activities relating to pedestrian and bicycle facilities and amenities.			X		There were no expenditures in FY 2019/20.

See report of independent auditors on compliance.

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

**City of Inglewood
Schedule of Findings and Questioned Costs
Year ended June 30, 2020**

There were no findings noted.

EXIT CONFERENCE

An exit conference was held on December 16, 2020 with the City of Inglewood representatives. Those in attendance were:

Vasquez and Company LLP representative:
Marialyn Salvador – Audit Senior Manager

City of Inglewood representatives:
Luisana Gomez – Accounting Manager
Aleathia Scott – Senior Accountant

Matters discussed:

Results of the audit disclosed no significant compliance or financial statement issues.

A copy of this report was forwarded to the following City of Inglewood representatives for comments prior to the issuance of the final report:

Sharon Koike – Assistant Finance Director
Luisana Gomez – Accounting Manager
Aleathia Scott – Senior Accountant



www.vasquezcpa.com

Vasquez & Company LLP has 50 years of experience in performing audit, accounting & consulting services for all types of nonprofit organizations, for-profit companies, governmental entities and publicly traded companies. Vasquez is a member of the RSM US Alliance. RSM US Alliance provides its members with access to resources of RSM US LLP. RSM US Alliance member firms are separate and independent businesses and legal entities that are responsible for their own acts and omissions, and each are separate and independent from RSM US LLP. RSM US LLP is the U.S. member firm of RSM International, a global network of independent audit, tax, and consulting firms. Members of RSM US Alliance have access to RSM International resources through RSM US LLP but are not member firms of RSM International. Visit rsmus.com/about-us for more information regarding RSM US LLP and RSM International. The RSM™ logo is used under license by RSM US LLP. RSM US Alliance products and services are proprietary to RSM US LLP.

655 N Central Avenue, Suite 1550 • Glendale, California 91203-1437 • Ph. (213) 873-1700 • Fax (213) 873-1777