

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

***FOR THE FISCAL YEARS ENDED
JUNE 30, 2021 AND 2020***



Metro[®]



Simpson & Simpson, LLP
Certified Public Accountants

CITY OF GLENDALE
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FINANCIAL SECTION



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Independent Auditor's Report

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

Report on the Financial Statements

We have audited the accompanying financial statements of the Proposition A Local Return Fund (PALRF), Proposition C Local Return Fund (PCLRF), Measure R Local Return Fund (MRLRF), Measure M Local Return Fund (MMLRF), and Transportation Development Act Article 3 Fund (TDAA3F) (collectively, the Funds), of the City of Glendale, California (the City) as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

Our responsibility is to express 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 from material misstatement.

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

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



Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the PALRF, PCLRF, MRLRF, MMLRF and TDAA3F of the City of Glendale, California, as of June 30, 2021 and 2020, 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 PALRF, PCLRF, MRLRF, MMLRF and TDAA3F of the City and do not purport to, and do not, present fairly the financial position of the City of Glendale, California, as of June 30, 2021 and 2020, 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. The accompanying supplementary information as listed in the table of contents is presented for purposes of additional analysis and is not a required part of the financial statements.

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have issued our report dated December 3, 2021, 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.

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

Los Angeles, California
December 3, 2021

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

	2021	2020
ASSETS		
Cash and investments	\$ 12,402,080	\$ 12,278,423
Accounts receivable	27,698	11,627
Due from other agencies (Note 8)	146,828	159,104
Total assets	\$ 12,576,606	\$ 12,449,154
 LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE		
Liabilities		
Accounts payable	\$ 282,579	\$ 245,456
Accrued wages	25,754	26,571
Total liabilities	308,333	272,027
 Deferred Inflows of Resources		
Unavailable revenues	-	17,054
 Fund Balance		
Restricted	12,268,273	12,160,073
Total fund balance	12,268,273	12,160,073
Total liabilities, deferred inflows of resources and fund balance	\$ 12,576,606	\$ 12,449,154

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

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

	2021	2020
REVENUES		
Proposition A	\$ 4,150,437	\$ 3,917,108
Investment income	173,444	107,102
Project generated revenue (Note 10)	-	4,545
Total revenues	4,323,881	4,028,755
 EXPENDITURES		
Various projects	4,215,681	3,732,168
Total expenditures	4,215,681	3,732,168
 Excess of revenues over expenditures	108,200	296,587
 Fund balance at beginning of year	12,160,073	11,863,486
 Fund balance at end of year	\$ 12,268,273	\$ 12,160,073

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

CITY OF GLENDALE
PROPOSITION A LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
For the Fiscal Year Ended June 30, 2021
(With Comparative Actual Amount for the Fiscal Year Ended June 30, 2020)

Project Code	Project Name	2021			2020 Actual
		Metro Budget	Actual	Variance Favorable (Unfavorable)	
105	Glendale Transit Services	\$ 5,500,000	\$ 4,000,000	\$ 1,500,000	\$ 3,400,000
135	MTA Bus Pass Subsidy	76,000	-	76,000	-
170	Bus and Shelter Maintenance	270,000	179,732	90,268	137,187
215	Beeline Maintenance & Fueling Facility	3,208,000	21,391	3,186,609	168,874
260	Fareboxes for Beeline Buses	445,000	-	445,000	-
470	Assistant to the Board Director	12,000	-	12,000	-
610	Direct Administration	115,000	14,558	100,442	26,107
	Total expenditures	\$ <u>9,626,000</u>	\$ <u>4,215,681</u>	\$ <u>5,410,319</u>	\$ <u>3,732,168</u>

See accompanying independent auditor's report.

CITY OF GLENDALE
PROPOSITION A LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF CAPITAL ASSETS
June 30, 2021

Date Acquired	Description	Balance 7/1/2020	Additions	Deletions	Balance 6/30/2021
6/30/2010	2010 Or Newer Dodge Avenger	\$ 15,846	\$ -	\$ -	\$ 15,846
6/30/2010	2010 Or Newer Dodge Avenger	15,846	-	-	15,846
6/30/2010	New Flyer Bus - C35LF (B66)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C35LF (B67)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C35LF (B68)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C35LF (B69)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C35LF (B70)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C35LF (B71)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C35LF (B72)	227,695	-	-	227,695
6/30/2010	New Flyer Bus - C40LF (B73)	79,320	-	-	79,320
6/30/2010	New Flyer Bus - C40LF (B74)	79,320	-	-	79,320
6/30/2013	New Flyer Bus - C40LF (B75)	83,947	-	-	83,947
6/30/2013	New Flyer Bus - C40LF (B76)	83,947	-	-	83,947
6/30/2013	New Flyer Bus - C40LF (B77)	274,755	-	-	274,755
6/30/2013	New Flyer Bus - C40LF (B78)	274,755	-	-	274,755
6/30/2014	New Flyer Bus - C40LFR (B79)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B80)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B81)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B82)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B83)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B84)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B85)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B86)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B87)	134,734	-	-	134,734
6/30/2014	New Flyer Bus - C40LFR (B88)	134,733	-	-	134,733
6/30/2018	Beeline Fareboxes	15,961	-	-	15,961
6/30/2019	Bus Benches and Shelters	27,943	22,379	-	50,322
6/30/2020	Beeline Maintenance & Operation Facility	168,874	21,391	-	190,265
Total \$		<u>4,061,718</u>	<u>\$ 43,770</u>	<u>\$ -</u>	<u>\$ 4,105,488</u>

See accompanying independent auditor's report.

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

	<u>2021</u>	<u>2020</u>
ASSETS		
Cash and investments	\$ 8,483,459	\$ 8,251,055
Accounts receivable	18,869	5,701
Due from other agencies (Note 8)	100,122	79,637
Total assets	<u>\$ 8,602,450</u>	<u>\$ 8,336,393</u>
 LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE		
Liabilities		
Accounts payable	\$ 248,191	\$ 262,893
Accrued wages	18,852	18,630
Total liabilities	<u>267,043</u>	<u>281,523</u>
 Deferred inflows of resources		
Unavailable revenues	<u>-</u>	<u>8,362</u>
 Fund Balance		
Restricted	<u>8,335,407</u>	<u>8,046,508</u>
Total fund balance	<u>8,335,407</u>	<u>8,046,508</u>
Total liabilities, deferred inflows of resources and fund balance	<u>\$ 8,602,450</u>	<u>\$ 8,336,393</u>

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

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

	2021	2020
REVENUES		
Proposition C	\$ 3,442,639	\$ 3,249,248
Investment income	146,910	70,972
Project generated revenue (Note 10)	3,949	6,379
Total revenues	3,593,498	3,326,599
 EXPENDITURES		
Various projects	3,304,599	2,789,735
Total expenditures	3,304,599	2,789,735
 Excess of revenues over expenditures	288,899	536,864
 Fund balance at beginning of year	8,046,508	7,509,644
 Fund balance at end of year	\$ 8,335,407	\$ 8,046,508

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

CITY OF GLENDALE
PROPOSITION C LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
For the Fiscal Year Ended June 30, 2021
(With Comparative Actual Amount for the Fiscal Year Ended June 30, 2020)

Project Code	Project Name	2021			2020 Actual
		Metro Budget	Actual	Variance Favorable (Unfavorable)	
105	Glendale Transit Services	\$ 3,500,000	\$ 2,401,275	\$ 1,098,725	\$ 1,663,804
107	Dial-A-Ride	1,300,000	672,972	627,028	789,985
155	Recreational Transit	5,000	-	5,000	-
170	Glendale Transportation Center Maintenance	350,000	152,686	197,314	247,105
205	Install Bus Shelters, Benches and Signs	160,000	-	160,000	-
215	Glendale Transportation Center Refurbishment	350,000	30,900	319,100	26,900
280	Orangeline High Speed Maglev Project	40,000	35,631	4,369	35,632
620	Direct Administration	115,000	11,135	103,865	-
715	Street Improvements	75,000	-	75,000	26,309
	Total expenditures	\$ <u>5,895,000</u>	\$ <u>3,304,599</u>	\$ <u>2,590,401</u>	\$ <u>2,789,735</u>

See accompanying independent auditor's report.

CITY OF GLENDALE
PROPOSITION C LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF CAPITAL ASSETS
June 30, 2021

Date Acquired	Description	Balance 7/1/2020	Additions	Deletions	Balance 6/30/2021
6/30/2003	Smart Bus	\$ 113,392	\$ -	\$ -	\$ 113,392
6/30/2003	Bus Maint/Nat Gas Fac	657,469	-	-	657,469
6/30/2006	Bus Shelter/Bench	9,353	-	-	9,353
6/30/2006	Pad Installation	1,612	-	-	1,612
6/30/2006	2005 New Flyer C40LF (B58)	81,688	-	-	81,688
6/30/2006	2005 New Flyer C40LF (B59)	378,711	-	-	378,711
6/30/2009	Digital Recorders for the New Buses	112,694	-	-	112,694
6/30/2016	Refurbishment of Glendale Transportation Center	94,600	-	94,600 *	-
6/30/2017	Green Streets Dem Project	250,000	-	-	250,000
6/30/2017	Refurbishment of Glendale Transportation Center	99,364	-	99,364 *	-
6/30/2018	Bus Stop Improvements per ADA Standards	66,875	-	-	66,875
6/30/2020	Refurbishment of Glendale Transportation Center	26,900	-	26,900 *	-
Total		<u>\$ 1,892,658</u>	<u>\$ -</u>	<u>\$ 220,864</u>	<u>\$ 1,671,794</u>

*Deletion of capital assets was due to Project Code 215 - Refurbishment of Glendale Transportation Center that has been reclassified as maintenance, not capital improvement based on a review of the program department.

See accompanying independent auditor's report.

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

	2021	2020
ASSETS		
Cash and investments	\$ 9,333,207	\$ 11,151,109
Total assets	\$ 9,333,207	\$ 11,151,109
 LIABILITIES AND FUND BALANCE		
Liabilities		
Accounts payable	\$ 64,341	\$ 584,147
Total liabilities	64,341	584,147
 Fund Balance		
Restricted	9,268,866	10,566,962
Total fund balance	9,268,866	10,566,962
Total liabilities and fund balance	\$ 9,333,207	\$ 11,151,109

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

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

	2021	2020
REVENUES		
Measure R	\$ 2,585,557	\$ 2,433,451
Investment income	158,687	90,196
Total revenues	2,744,244	2,523,647
 EXPENDITURES		
Various projects	4,042,340	5,308,240
Total expenditures	4,042,340	5,308,240
 Deficiency of revenues over expenditures	(1,298,096)	(2,784,593)
 Fund balance at beginning of year	10,566,962	13,351,555
 Fund balance at end of year	\$ 9,268,866	\$ 10,566,962

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

CITY OF GLENDALE
MEASURE R LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
For the Fiscal Year Ended June 30, 2021
(With Comparative Actual Amount for the Fiscal Year Ended June 30, 2020)

Project Code	Project Name	2021			2020 Actual
		Metro Budget	Actual	Variance Favorable (Unfavorable)	
210	Purchase Expansion Buses	\$ 3,000,000	\$ 2,814,514	\$ 185,486	\$ -
215	Transit Maintenance Facility	4,128,000	1,196,471	2,931,529	4,898,309 *
245	Onboard Surveillance System	340,000	-	340,000	-
280	Electric Bus Feasibility Study	35,000	31,355	3,645	-
281	Beeline Maintenance Facility	10,000	-	10,000	-
5.10	Bus Purchase	-	-	-	408,774
5.10	Dial-A-Ride Vehicle Purchase 2020	-	-	-	1,157
Total expenditures		\$ 7,513,000	\$ 4,042,340	\$ 3,470,660	\$ 5,308,240

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

See accompanying independent auditor's report.

CITY OF GLENDALE
MEASURE R LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF CAPITAL ASSETS
June 30, 2021

Date Acquired	Description	Balance 7/1/2020	Additions	Deletions	Balance 6/30/2021
6/30/2014	New Flyer Bus - C40LFR (B79)	\$ 31,699	\$ -	\$ -	\$ 31,699
6/30/2014	New Flyer Bus - C40LFR (B80)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B81)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B82)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B83)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B84)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B85)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B86)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B87)	31,699	-	-	31,699
6/30/2014	New Flyer Bus - C40LFR (B88)	31,699	-	-	31,699
6/30/2016	New Flyer Bus - XN40 (B89)	135,269	-	-	135,269
6/30/2016	New Flyer Bus - XN40 (B90)	135,269	-	-	135,269
6/30/2016	New Flyer Bus - XN40 (B91)	135,269	-	-	135,269
6/30/2016	New Flyer Bus - XN40 (B92)	135,269	-	-	135,269
6/30/2016	New Flyer Bus - XN40 (B93)	135,269	-	-	135,269
6/30/2016	New Flyer Bus - XN40 (B94)	135,269	-	-	135,269
6/30/2016	New Flyer Bus - XN40 (B95)	179,332	-	-	179,332
6/30/2016	New Flyer Bus - XN40 (B96)	179,332	-	-	179,332
6/30/2016	New Flyer Bus - XN40 (B97)	179,332	-	-	179,332
6/30/2016	Beeline Maintenance & Operation Facility	122,965	-	-	122,965
6/30/2017	Beeline Maintenance & Operation Facility	54,376	-	-	54,376
12/12/2017	2016 Dodge/Braun	11,583	-	-	11,583
11/7/2017	2016 Dodge/Braun	11,799	-	-	11,799
11/7/2017	2016 Dodge/Braun	11,799	-	-	11,799
11/7/2017	2016 Dodge/Braun	11,799	-	-	11,799
1/25/2018	2017 Spirit of Mobility	31,133	-	-	31,133
1/25/2018	2017 Spirit of Mobility	31,133	-	-	31,133
6/1/2018	Beeline Maintenance & Operation Facility	449,845	-	-	449,845
6/30/2019	Beeline Maintenance & Operation Facility	6,134,821	-	-	6,134,821
6/30/2020	Gillig 40ILFBRT (B98)	204,387	-	-	204,387
6/30/2020	Gillig 40ILFBRT (B99)	204,387	-	-	204,387
6/30/2021	Beeline Maintenance & Operation Facility	-	1,196,471	-	1,196,471
6/30/2021	New Flyer XN35 Beeline Transit Bus	-	562,902	-	562,902
6/30/2021	New Flyer XN35 Beeline Transit Bus	-	562,903	-	562,903
6/30/2021	New Flyer XN35 Beeline Transit Bus	-	562,903	-	562,903
6/30/2021	New Flyer XN35 Beeline Transit Bus	-	562,903	-	562,903
6/30/2021	New Flyer XN35 Beeline Transit Bus	-	562,903	-	562,903
	Total	\$ 8,946,627	\$ 4,010,985	\$ -	\$ 12,957,612

See accompanying independent auditor's report.

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

	2021	2020
ASSETS		
Cash and investments	\$ 8,814,668	\$ 6,785,235
Total assets	\$ 8,814,668	\$ 6,785,235
 LIABILITIES AND FUND BALANCE		
Liabilities		
Accounts payable	\$ 136,805	\$ 2,240
Wages payable	31,073	77,260
Total liabilities	167,878	79,500
 Fund Balance		
Restricted	8,646,790	6,705,735
Total fund balance	8,646,790	6,705,735
Total liabilities and fund balance	\$ 8,814,668	\$ 6,785,235

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

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

	2021	2020
REVENUES		
Measure M	\$ 2,929,531	\$ 2,739,571
Investment income	119,586	61,171
Total revenues	3,049,117	2,800,742
 EXPENDITURES		
Various projects	1,108,062	592,539
Total expenditures	1,108,062	592,539
 Excess of revenues over expenditures	1,941,055	2,208,203
 Fund balance at beginning of year	6,705,735	4,497,532
 Fund balance at end of year	\$ 8,646,790	\$ 6,705,735

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

CITY OF GLENDALE
MEASURE M LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES
ACTUAL AND METRO APPROVED PROJECT BUDGET
For the Fiscal Year Ended June 30, 2021
(With Comparative Actual Amount for the Fiscal Year Ended June 30, 2020)

		2021			
Code	Project Name	Metro Budget	Actual	Variance Favorable (Unfavorable)	2020 Actual
180	Applying for ATP Grants	\$ 84,000	\$ 27,738	\$ 56,262	\$ 26,596
180	Transit Route Analysis	110,000	18,110	91,890	89,618
180	Streetcar Feasibility	23,000	36,462	(13,462)	39,663
180	Circulation Element of the General Plan	2,316,000	182,137	2,133,863	71,007
180	AVCJPA MMRF Coordination	101,000	-	101,000	-
180	South Glendale Community Plan - Transportation Portion	32,000	14,016	17,984	15,354
180	East-West Community Plan - Transportation Portion	91,000	35,881	55,119	30,402
180	Space 134 - Transportation Portion	55,000	33,406	21,594	27,618
280	Pas to NoHo BRT EIR	21,000	10,694	10,306	9,988
314	Citywide Commuter Reduction	112,000	123,533	(11,533)	149,056
324	Safe Routes to School	131,000	17,247	113,753	18,801
324	Traffic Demand Model	254,000	2,286	251,714	1,929
640	Fund Administration (20% cap)	200,000	19,547	180,453	-
806	Train Station 1st/Last Mile - Phase I	688,000	443,842	244,158	49,395
806	Bicycle Transportation Planning	51,000	96,329	(45,329)	23,192
806	Ped Plan Implementation - Traffic Study	372,000	28,511	343,489	22,164
806	Bike Sharing - Match for Metro Grant	301,000	-	301,000	126
806	Safety Education Initiative	88,000	17,453	70,547	17,630
825	LOS Ped/Bike/Scooter	93,000	67	92,933	-
825	Shared Mobility - Bike/Scooter	46,000	803	45,197	-
Total expenditures		<u>\$ 5,169,000</u>	<u>\$ 1,108,062</u>	<u>\$ 4,060,938</u>	<u>\$ 592,539</u>

See accompanying independent auditor's report.

CITY OF GLENDALE
MEASURE M LOCAL RETURN FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF CAPITAL ASSETS
 June 30, 2021

Date <u>Acquired</u>	<u>Description</u>	Balance <u>7/1/2020</u>	<u>Additions</u>	<u>Deletions</u>	Balance <u>6/30/2021</u>
6/30/2021	Train Station 1st/Last Mile - Phase 1	\$ -	\$ 443,842	\$ -	\$ 443,842
	Total	\$ -	\$ 443,842	\$ -	\$ 443,842

See accompanying independent auditor's report.

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

	2021	2020
ASSETS		
Cash and investments	\$ -	\$ 109,762
Due from Metro	123,037	-
Total assets	\$ 123,037	\$ 109,762
 LIABILITIES AND FUND BALANCE		
Liabilities		
Accounts payable	\$ 72,919	\$ -
Due to General Fund	152,270	-
Total liabilities	225,189	-
 Fund Balance		
Restricted	-	109,762
Unassigned	(102,152)	-
Total fund balance	(102,152)	109,762
Total liabilities and fund balance	\$ 123,037	\$ 109,762

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

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

	2021	2020
REVENUES		
TDA 3	\$ 123,037	\$ 133,654
Interest income	1,346	2,125
Total revenues	124,383	135,779
 EXPENDITURES		
Various projects	336,297	166,178
Total expenditures	336,297	166,178
 Deficiency of revenues over expenditures	(211,914)	(30,399)
 Fund balance at beginning of year	109,762	140,161
 Fund balance at end of year	\$ (102,152)	\$ 109,762

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

CITY OF GLENDALE
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND
SUPPLEMENTARY INFORMATION
SCHEDULE OF TRANSPORTATION DEVELOPMENT ACT
ALLOCATION FOR SPECIFIC PROJECTS
For the Fiscal Year Ended June 30, 2021

<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 & Bicycle 1st/Last Mile	2020-21	\$ 86,037	\$ 180,867	\$ (94,830)	Completed
Citywide Pedestrian Implementation	2020-21	37,000	155,430	(118,430)	Completed
	Total	<u>\$ 123,037</u>	<u>\$ 336,297</u>	(213,260)	
Unexpended interest income				1,346	
Fund balance at beginning of year				<u>109,762</u>	
Fund balance at end of year				<u>\$ (102,152)</u>	

See accompanying independent auditor's report.

CITY OF GLENDALE
NOTES TO FINANCIAL STATEMENTS
For the Fiscal Years Ended June 30, 2021 and 2020

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 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 presents increases (revenue and other financing sources) and decreases (expenditures and other financing uses) in net current assets.

Budgets and Budgetary Accounting

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

CITY OF GLENDALE
NOTES TO FINANCIAL STATEMENTS
For the Fiscal Years Ended June 30, 2021 and 2020
(Continued)

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fair Value Measurement

In accordance with Governmental Accounting Standards 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 2021 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, 2021:

- 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).
- Unassigned - The unassigned classification is used only if expenditures incurred for specific purposes exceed the amounts restricted to those purposes.

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

Reclassification

Certain reclassifications have been made to fiscal year 2020 amounts in order to conform to the fiscal year 2021 presentation. Such reclassifications had no effect on the previously reported change in fund balance.

CITY OF GLENDALE
NOTES TO FINANCIAL STATEMENTS
For the Fiscal Years Ended June 30, 2021 and 2020
(Continued)

NOTE 2 – ANNUAL FINANCIAL STATEMENTS

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

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

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

NOTE 4 – MEASURE R LOCAL RETURN COMPLIANCE REQUIREMENTS

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

NOTE 5 – MEASURE M LOCAL RETURN COMPLIANCE REQUIREMENTS

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

NOTE 6 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS

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

NOTE 7 – CASH AND INVESTMENTS

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

CITY OF GLENDALE
NOTES TO FINANCIAL STATEMENTS
For the Fiscal Years Ended June 30, 2021 and 2020
(Continued)

NOTE 8 - DUE FROM OTHER AGENCIES

Due from other agencies as of June 30, 2021 and 2020 consisted of the following:

PALRF

	<u>2021</u>	<u>2020</u>
Metro	\$ 96,734	\$ 101,917
Access Services	-	4,428
LOSSAN Rail Corridor Agency	-	680
Metrolink	1,848	2,466
City of La Cañada Flintridge	48,246	49,613
Total	<u>\$ 146,828</u>	<u>\$ 159,104</u>

PCLRF

	<u>2021</u>	<u>2020</u>
Metro	\$ 58,040	\$ 49,971
Access Services	-	2,171
LOSSAN Rail Corridor Agency	-	334
Metrolink	1,109	1,209
City of La Cañada Flintridge	40,973	25,952
Total	<u>\$ 100,122</u>	<u>\$ 79,637</u>

NOTE 9 – PROPOSITION A DISCRETIONARY INCENTIVE GRANT

In FY 2021 and FY 2020, the City received Proposition A Discretionary Incentive totaling to \$1,037,494 and \$254,716, respectively, which were recorded under the Transit Utility Fund of the City as permitted by Metro. The grant was for the City’s participation in the Glendale Paratransit Program with the City of La Cañada Flintridge and the County of Los Angeles. In the fiscal years ended June 30, 2021 and 2020, in the amount of \$1,037,494 and \$254,716, respectively, were expended in accordance with Prop A Incentive Subregional Paratransit Memorandum of Understanding.

NOTE 10 - PROJECT GENERATED REVENUES - PALRF AND PCLRF

During the years ended June 30, 2021 and 2020 the City’s PALRF earned project generated revenue of \$0 and \$4,545, respectively. Project generated revenues consist of revenues received from Metro Pass sales.

During the years ended June 30, 2021 and 2020 the City’s PCLRF earned project generated revenue of \$3,949 and \$6,379, respectively. Project generated revenues consist of revenues generated from the City’s parking garage.

CITY OF GLENDALE
NOTES TO FINANCIAL STATEMENTS
For the Fiscal Years Ended June 30, 2021 and 2020
(Continued)

NOTE 11 – CAPITAL RESERVE

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

For the fiscal years ended June 30, 2021 and 2020, the following were the Account balances:

		MRLRF	
Account at 6/30/19	\$	2,000,000	
Allocations and earnings during the year		26,898	
Project expenditure during the year		2,026,898	
Account at 6/30/20		-	
Allocations and earnings during the year		-	
Project expenditure during the year		-	
Account at 6/30/21	\$	-	

NOTE 12 – TRANSPORTATION DEVELOPMENT ACT FUND REVENUE ALLOCATION

The revenue allocation for the years ended June 30, 2021 and 2020 consisted of the following:

		2021		2020
FY 2015-16 allocation	\$	-	\$	124,739
FY 2016-17 allocation		123,037		8,915
Total payment requested	\$	123,037	\$	133,654

CITY OF GLENDALE
NOTES TO FINANCIAL STATEMENTS
For the Fiscal Years Ended June 30, 2021 and 2020
(Continued)

NOTE 13 – TRANSPORTATION DEVELOPMENT ACT FUNDS RESERVED

In accordance with TDA Article 3 (SB821) Guidelines, funds not spent during the fiscal year have been placed on reserve in the Local Transportation Fund (LTF) account with the County Auditor-Controller to be drawn down whenever the funds become eligible for a specific project and an approved drawdown request is received by Metro. As of June 30, 2021, and 2020, the City has funds on reserve as follows:

	2021	2020
FY 2016-17 allocation	\$ -	\$ 123,037
FY 2017-18 allocation	131,312	131,312
FY 2018-19 allocation	136,741	136,741
FY 2019-20 allocation	145,769	145,769
FY 2020-21 allocation	114,942	-
Available reserve balance	\$ 528,764	\$ 536,859

NOTE 14 – IMPACT OF CORONAVIRUS

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. 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, including the United States.

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. However, the City’s management believes that the financial impact, if any, will not materially affect the June 30, 2021 Funds’ financial statement.

NOTE 15 – SUBSEQUENT EVENTS

The City has evaluated subsequent events through December 3, 2021, 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.



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**Independent Auditor’s Report on Internal Control Over Financial Reporting
and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in
Accordance with *Government Auditing Standards***

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

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Proposition A Local Return Fund, Proposition C Local Return Fund, Measure R Local Return Fund, Measure M Local Return Fund, and Transportation Development Act Article 3 Fund (collectively, the Funds) of the City of Glendale, California (the City), as of and for the year ended June 30, 2021, and the related notes to the financial statements, and have issued our report thereon dated December 3, 2021.

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) 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 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 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 result of that testing, and not to provide an opinion on the effectiveness of the entity’s internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity’s internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

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

Los Angeles, California
December 3, 2021

COMPLIANCE SECTION



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Independent Auditor’s Report On Compliance

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

Report on Compliance

We have audited the compliance of the City of Glendale, California (the City) with the Proposition A and Proposition C Local Return Guidelines, Measure R Local Return Guidelines, Measure M Local Return Guidelines, Transportation Development Act Article 3, and the Los Angeles County Metropolitan Transportation Authority’s Funding and Allocation Guidelines for the Transportation Development Act Article 3 Bicycle and Pedestrian Funds (collectively, the Guidelines) for the year ended June 30, 2021.

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, 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, 2021.



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
December 3, 2021

CITY OF GLENDALE
COMPLIANCE MATRIX
Year Ended June 30, 2021

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 or has established a separate Proposition A and Proposition C Local Transit Assistance Account for Local Return purposes.	X			None	
2.	Revenues received including allocations, project generated revenues and interest income was properly credited to the Proposition A and/or Proposition C Local Return Account.	X			None	
3.	Funds were expended with Metro’s approval and were not substituted for property tax.	X			None	
4.	Timely use of funds.	X			None	
5.	Administrative expenses are within the 20% cap.	X			None	
6.	Expenditures that exceeded 25% of approved project budget have approved amended Project Description Form (Form A) or electronic equivalent.	X			None	
7.	Annual Project Update Report (Form B) or electronic equivalent was submitted on time.	X			None	
8.	Annual Expenditure Report (Form C) or electronic equivalent was submitted on time.	X			None	
9.	Pavement Management System (PMS) is in place and being used for Street Maintenance or Improvement Projects Expenditures.	X			None	
10.	Local Return Account is credited for reimbursable expenditures.	X			None	
11.	Where Proposition A funds were given, loaned or exchanged by one jurisdiction to another, the receiving jurisdiction has credited its Local Return Account with the funds received.			X	None	Prop A and Prop C funds were not given, loaned, or exchanged in FY20/21.
12.	Self-Certification was completed and submitted for Intelligent Transportation Systems projects and elements.			X	None	There was no Intelligent Transportation Systems projects or elements in FY 20/21.

CITY OF GLENDALE
COMPLIANCE MATRIX
Year Ended June 30, 2021

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						
13.	A separate account was established for Capital reserve funds, Capital reserve was approved by Metro and current status is reported in the Annual Project Update (Form B) or electronic equivalent.			X	None	No capital reserve fund established for Prop A and Prop C funds in FY20/21.
14.	Recreational transit form was submitted on time.			X	None	There was no recreational transit in FY20/21.
15.	Fund exchanges (trades, loans, or gifts) were approved by Metro.			X	None	There were no fund exchanges in FY20/21.
16.	Proposition C Local Return Funds were used to augment, not supplant existing local revenues being used for road improvement purposes.	X			None	
17.	All on-going and carryover projects were reported on Form B or electronic equivalent.	X			None	
18.	Cash or cash equivalents are maintained.	X			None	
19.	Accounting procedures, record keeping, and documentation are adequate.	X			None	

CITY OF GLENDALE
COMPLIANCE MATRIX
Year Ended June 30, 2021
(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.	Separate Measure R Local Return Account was established.	X			None	
3.	Revenues received including allocations, project generated revenues and interest income was properly credited to the Measure R Local Return Account.	X			None	
4.	Funds were expended with Metro's approval.	X			None	
5.	Funds were not substituted for property tax and are in compliance with the Maintenance of Effort.	X			None	
6.	Timely use of funds.	X			None	
7.	Administrative expenses are within the 20% cap.			X	None	There were no administrative expenditures in FY20/21.
8.	Expenditure Plan (Form One or electronic equivalent) was submitted on time.	X			None	
9.	Expenditure Report (Form Two or electronic equivalent) was submitted on time.	X			None	
10.	Where funds expended were reimbursable by other grants or fund sources, the reimbursement was credited to the Local Return Account upon receipt of the reimbursement.	X			None	
11.	Where Measure R funds were given, loaned or exchanged by one jurisdiction to another, the receiving jurisdiction has credited its Local Return Account with the funds received.			X	None	Measure R funds were not given, loaned or exchanged in FY20/21.
12.	A separate account was established for Capital reserve funds and Capital reserve was approved by Metro.	X			None	
13.	Funds were used to augment, not supplant existing local revenues being used for transportation purposes unless there is a fund shortfall.	X			None	

CITY OF GLENDALE
COMPLIANCE MATRIX
 Year Ended June 30, 2021
 (Continued)

Compliance Requirement		In Compliance			Questioned Costs	If no, provide details and management response.
		Yes	No	N/A		
B. Measure R Local Return Fund						
14.	Recreational transit form was submitted on time.			X	None	There was no recreational transit funded by Measure R in FY20/21.
15.	Fund exchanges (trades, loans, or gifts) were approved by Metro.			X	None	There were no fund exchanges in FY20/21.
16.	Accounting procedures, record keeping, and documentation are adequate.	X			None	

CITY OF GLENDALE
COMPLIANCE MATRIX
Year Ended June 30, 2021
(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.	Separate Measure M Local Return Account was established.	X			None	
3.	Revenues received including allocations, project generated revenues and interest income was properly credited to the Measure M Local Return Account.	X			None	
4.	Funds were expended with Metro's approval.	X			None	
5.	Funds were not substituted for property tax and are in compliance with the Maintenance of Effort.	X			None	
6.	Timely use of funds.	X			None	
7.	Administrative expenses are within the 20% cap.	X			None	
8.	Expenditure Plan (Form M-One or electronic equivalent) was submitted on time.	X			None	
9.	Expenditure Report (Form M-Two or electronic equivalent) was submitted on time.	X			None	
10.	Where funds expended were reimbursable by other grants or fund sources, the reimbursement was credited to the Local Return Account upon receipt of the reimbursement.	X			None	
11.	Where Measure M funds were given, loaned or exchanged by one jurisdiction to another, the receiving jurisdiction has credited its Local Return Account with the funds received.			X	None	Measure M funds were not given, loaned or exchanged in FY20/21.
12.	A separate account was established for Capital reserve funds and Capital reserve was approved by Metro.			X	None	No capital reserve fund established for Measure M Fund in FY20/21.
13.	Funds were used to augment, not supplant existing local revenues being used for transportation purposes unless there is a fund shortfall.	X			None	

CITY OF GLENDALE
COMPLIANCE MATRIX
Year Ended June 30, 2021
(Continued)

Compliance Requirement		In Compliance			Questioned Costs	If no, provide details and management response.
		Yes	No	N/A		
C. Measure M Local Return Fund						
14.	Recreational transit form was submitted on time.			X	None	There was no recreational transit funded by Measure M in FY20/21.
15.	Fund exchanges (trades, loans, or gifts) were approved by Metro.			X	None	There were no fund exchanges in FY20/21.
16.	Accounting procedures, record keeping, and documentation are adequate.	X			None	

CITY OF GLENDALE
COMPLIANCE MATRIX
 Year Ended June 30, 2021
 (Continued)

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

CITY OF GLENDALE
SCHEDULE OF FINDINGS AND RECOMMENDATIONS
June 30, 2021

No findings were noted.

EXIT CONFERENCE

CITY OF GLENDALE
PROPOSITION A, PROPOSITION C, MEASURE R, MEASURE M LOCAL RETURN FUNDS,
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND
EXIT CONFERENCE
June 30, 2021

An exit conference was held on December 27, 2021 with the City of Glendale. Those in attendance were:

Simpson & Simpson Representative:

Tian Bian, Senior Auditor

City's Representatives:

Steve Kim, Accountant I

Matters Discussed:

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

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

Theresa Clark, Accounting Manager
Steve Kim, Accountant I

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

RE: CITY OF GLENDALE ANNUAL FINANCIAL REPORT OF THE PROPOSITION A LOCAL RETURN FUND, PROPOSITION C LOCAL RETURN FUND, MEASURE R LOCAL RETURN FUND, MEASURE M LOCAL RETURN FUND, TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020

I have received the annual financial report of the Proposition A Local Return Fund, Proposition C Local Return Fund, Measure R Local Return Fund, Measure M Local Return Fund, Transportation Development Act Article 3 Fund for the fiscal years ended June 30, 2021 and 2020 for the City of Glendale and agree with the contents of the report except as indicated below:

(Attach additional pages if necessary)

Very truly yours,

Name

Title

Date