



MetroTM

**City of Santa Monica
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, 2025 and 2024
with Independent Auditor's Report**



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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 Santa Monica, California and the
Los Angeles County Metropolitan Transportation Authority**

Report of the Audit of the Financial Statements

Opinions

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 Santa Monica, California (the City) which comprise the Funds' balance sheets as of June 30, 2025 and 2024, the related statements of revenues, expenditures and changes in fund balances for the years then ended, and the related notes to the Funds financial statements, as listed in the table of contents.

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 Santa Monica, California as of June 30, 2025 and 2024, 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.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.



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 Santa Monica, California, and do not purport to, and do not, present fairly the financial position of the City as of June 30, 2025 and 2024, 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.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for 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 Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.



We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

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. Such 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' basic financial statements. The 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 GAAS. 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 18, 2025 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.

Glendale, California
December 18, 2025

**City of Santa Monica
Proposition A Local Return Fund
Balance Sheets**

		June 30	
		2025	2024
ASSETS			
Cash and investments	\$	7,001,026	\$ 5,521,350
Interest receivable		40,998	32,434
Accounts Receivable		-	144,783
Total assets	\$	<u>7,042,024</u>	<u>5,698,567</u>
LIABILITIES AND FUND BALANCE			
Liabilities			
Accounts payable	\$	67,738	\$ 53,253
Total liabilities		<u>67,738</u>	<u>53,253</u>
Fund balance			
Restricted - Rail Reserve (Note 9)		449,639	428,011
Restricted		6,524,647	5,217,303
Total fund balance		<u>6,974,286</u>	<u>5,645,314</u>
Total liabilities and fund balance	\$	<u>7,042,024</u>	<u>5,698,567</u>

See notes to Funds financial statements.

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

		Years ended June 30	
		2025	2024
Revenues			
Proposition A	\$	2,406,615	\$ 2,450,326
Investment income		310,988	216,532
Project generated revenues (Note 8)		17,133	10,477
Total revenues		<u>2,734,736</u>	<u>2,677,335</u>
Expenditures			
Various projects		<u>1,405,764</u>	<u>1,397,217</u>
Total expenditures		<u>1,405,764</u>	<u>1,397,217</u>
Excess of revenues over expenditures		1,328,972	1,280,118
Fund balance at beginning of year		<u>5,645,314</u>	<u>4,365,196</u>
Fund balance at end of year	\$	<u><u>6,974,286</u></u>	\$ <u><u>5,645,314</u></u>

See notes to Funds financial statements.

City of Santa Monica
Proposition A Local Return Fund
Supplementary Information
Schedule of Expenditures – Actual and Metro Approved Project Budget
Year Ended June 30, 2025
(With Comparative Actuals for 2024)

Project Code	Project Name	2025		Variance Positive (Negative)	2024 Actual
		Metro Budget	Actual		
105	Fixed Route Transit	\$ 664,974	\$ 601,654	\$ 63,320	\$ 612,581
106	Paratransit Service	850,938	512,623	338,315	582,412
107	Disabled Transit	25,000	17,312	7,688	16,690
155	Youth Transportation	56,600	67,771	(11,171)	56,600
155	Arts Transportation	15,000	6,999	8,001	12,732
170	Bus Stop Shelter Maintenance	60,000	60,000	-	60,000
205	PCH and Sunset Bus Terminal	1,000,000	-	1,000,000	-
205	Bus Pads at Bus Stops				
	on Transit Routes - 2025	100,000	-	100,000	-
205	Bus Pads at Bus Stops				
	on Transit Routes - 2025	50,000	-	50,000	-
314	Rideshare Program	96,000	119,381	(23,381)	50,384
610	Direct Administration - Prop A	50,000	20,024	29,976	5,818
Total expenditures		\$ 2,968,512	\$ 1,405,764	\$ 1,562,748	\$ 1,397,217

See Independent Auditor's Report.

City of Santa Monica
Proposition A Local Return Fund
Supplementary Information
Schedule of Capital Assets
Year Ended June 30, 2025

Date Acquired	Description	Balance July 1, 2024	Additions	Deletions	Balance June 30, 2025
07/30/2008	Wall Mounted Brochure Holder	\$ 20,036	\$ -	\$ -	\$ 20,036
07/30/2008	Wall Mounted Brochure Holder	20,036	-	-	20,036
07/30/2008	3 Sided Freestanding Display	13,630	-	-	13,630
06/29/2013	Expo - Maintenance Yard Buffer	1,608,300	-	-	1,608,300
06/29/2014	Bus PADS - Prop A Light Rail	244,503	-	-	244,503
06/29/2014	Downtown Expo - Colorado Barriers	172,214	-	-	172,214
06/29/2018	Bus Shelters	1,193,559	-	-	1,193,559
Total		\$ 3,272,278	\$ -	\$ -	\$ 3,272,278

See Independent Auditor's Report.

**City of Santa Monica
Proposition C Local Return Fund
Balance Sheets**

		June 30	
		2025	2024
ASSETS			
Cash and investments	\$	7,334,629	\$ 7,129,296
Interest receivable		50,675	41,074
Accounts receivable		2,545	160,282
Total assets	\$	<u>7,387,849</u>	<u>7,330,652</u>
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE			
Liabilities			
Accounts payable	\$	283,144	\$ 199,196
Retainage payable		110,285	82,923
Total liabilities		<u>393,429</u>	<u>282,119</u>
Deferred inflows of resources			
Unavailable revenue		1,272	-
Total deferred inflows of resources		<u>1,272</u>	<u>-</u>
Fund balance			
Restricted		6,993,148	7,048,533
Total fund balance		<u>6,993,148</u>	<u>7,048,533</u>
Total liabilities, deferred inflows of resources and fund balance	\$	<u>7,387,849</u>	<u>7,330,652</u>

See notes to Funds financial statements.

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

		Years ended June 30	
		2025	2024
Revenues			
Proposition C	\$	1,996,226	\$ 2,032,489
Investment income		385,019	270,427
Rent Income		6,361	-
Project generated revenues (Note 8)		-	7,634
Total revenues		<u>2,387,606</u>	<u>2,310,550</u>
Expenditures			
Various projects		<u>2,442,991</u>	<u>384,589</u>
Total expenditures		<u>2,442,991</u>	<u>384,589</u>
Excess (deficiency) of revenues over expenditures		(55,385)	1,925,961
Fund balance at beginning of year		<u>7,048,533</u>	<u>5,122,572</u>
Fund balance at end of year	\$	<u><u>6,993,148</u></u>	\$ <u><u>7,048,533</u></u>

See notes to Funds financial statements.

City of Santa Monica
Proposition C Local Return Fund
Supplementary Information
Schedule of Expenditures – Actual and Metro Approved Project Budget
Year Ended June 30, 2025
(With Comparative Actuals for 2024)

Project Code	Project Name	2025			2024 Actual
		Metro Budget	Actual	Variance Positive (Negative)	
620	Direct Administration Prop C	\$ 25,000	\$ 9,426	\$ 15,574	\$ 3,960
705	Annual Paving and Sidewalk Repair Program - FY2021-22	44,394	-	44,394	69
705	FY23-24 Annual Paving and Sidewalk Repair Program	-	-	-	920
705	Annual Paving and Sidewalk Repair - FY24-25	900,000	328,722	571,278	-
715	Street Modernization Program	2,639,891	1,119,384	1,520,507	360,109
715	Stewart Street & Pennsylvania Avenue Safety Enhancement Project	40,000	-	40,000	-
715	Lincoln Boulevard Street Improvements - Phase 1	900,000	-	900,000	-
720	Crosswalk and Bikeway Pavement Markings Refresh	150,000	-	150,000	-
720	Colorado Avenue Protected Bike lane- Prop C	46,900	-	46,900	-
725	Pier Bridge Replacement Project	1,725,000	976,680	748,320	-
806	Pier and Beach Bike Path Connector	10,915	8,779	2,136	12,565
806	17th St/SMC/Expo Bike Path Connection	-	-	-	6,966
Total expenditures		\$ 6,482,100	\$ 2,442,991	\$ 4,039,109	\$ 384,589

See Independent Auditor's Report.

**City of Santa Monica
Proposition C Local Return Fund
Supplementary Information
Schedule of Capital Assets
Year Ended June 30, 2025**

Date Acquired	Description	Balance July 1, 2024	Additions	Deletions	Balance June 30, 2025
02/15/2011	Transit Mall Kiosk	\$ 46,662	\$ -	\$ -	\$ 46,662
06/12/2011	Train Operations and Existing Traffic Circulation	78,021	-	-	78,021
06/24/2011	Train Operations - Colorado Esplanade	97,850	-	-	97,850
06/28/2011	Citywide Bikeway Network	100,000	-	-	100,000
08/02/2011	Bike Center	633,532	-	-	633,532
06/29/2013	20th and Cloverfield Improvement Project	999,318	-	-	999,318
06/29/2013	Street Resurfacing-Ocean Park Blvd	539,339	-	-	539,339
06/29/2014	ATMS Phase 4	233,250	-	-	233,250
06/29/2015	Colorado Esplanade	1,175,227	-	-	1,175,227
06/29/2016	Downtown Temp Use TOD site	1,180,000	-	-	1,180,000
06/29/2016	Expo Bike Path Blue Phones	149,700	-	-	149,700
06/29/2019	17th St/SMC/Expo Pedestrian Improvements	475,416	-	-	475,416
06/29/2019	Montana Avenue Signal Synchronization	1,569,700	-	-	1,569,700
06/30/2024	Pier and Beach Bike Path Connection (Metro 2015)	12,565	8,779	-	21,344
6/30/2025	Pier Bridge Replacement Project	-	976,680	-	976,680
Total		\$ 7,290,580	\$ 985,459	\$ -	\$ 8,276,039

See Independent Auditor's Report.

**City of Santa Monica
Measure R Local Return Fund
Balance Sheets**

		June 30	
		2025	2024
ASSETS			
Cash and investments	\$	5,148,266	\$ 4,152,260
Interest receivable		31,131	25,903
Accounts receivable		-	120,086
Total assets	\$	<u>5,179,397</u>	<u>4,298,249</u>
LIABILITIES AND FUND BALANCE			
Liabilities			
Accounts payable	\$	133,168	\$ 57,910
Retainage payable		24,095	47,946
Total liabilities		<u>157,263</u>	<u>105,856</u>
Fund balance			
Restricted		<u>5,022,134</u>	<u>4,192,393</u>
Total fund balance		<u>5,022,134</u>	<u>4,192,393</u>
Total liabilities and fund balance	\$	<u>5,179,397</u>	<u>4,298,249</u>

See notes to Funds financial statements.

City of Santa Monica
Measure R Local Return Fund

Statements of Revenues, Expenditures and Changes in Fund Balance

		Years ended June 30	
		2025	2024
Revenues			
Measure R	\$	1,496,892	\$ 1,523,890
Investment income		237,237	182,812
Total revenues		1,734,129	1,706,702
Expenditures			
Various projects		904,388	655,383
Total expenditures		904,388	655,383
Excess of revenues over expenditures		829,741	1,051,319
Fund balance at beginning of year		4,192,393	3,141,074
Fund balance at end of year	\$	5,022,134	\$ 4,192,393

See notes to Funds financial statements.

City of Santa Monica
Measure R Local Return Fund
Supplementary Information
**Schedule of Expenditures – Actual and Metro Approved Project Budget
Year Ended June 30, 2025
(With Comparative Actuals for 2024)**

Project Code	Project Name	2025			2024 Actual
		Metro Budget	Actual	Variance Positive (Negative)	
705	Annual Paving and Sidewalk Repair Program - FY 2022-23	\$ -	\$ -	\$ -	276,000
705	Annual Paving and Sidewalk Repair Program - FY 2021-22	-	-	-	99,915
705	Annual Paving and Sidewalk Repair Program - FY 2019-20	-	-	-	105,071
705	Annual Paving and Sidewalk Repair Program -FY2024-24	1,348,340	413,498	934,842	69,630
715	Streetlight Modernization Program	1,061,703	23,115	1,038,588	18,660
715	Construction of Olympic Blvd Improvements	550,830	-	550,830	-
715	Stewart Street And Pennsylvania Avenue Improvement Project	308,364	-	308,364	-
725	Pier Bridge Replacement Project	2,296,983	402,606	1,894,377	1,164
805	Michigan Ave Greenway 20th Street Bike Connection	15,304	-	15,304	46,065
805	Pico Blvd and Santa Monica College Pedestrian Safety Improvements	-	-	-	3,197
805	Pedestrian Action Plan Implementation	90,490	65,169	25,321	35,681
Total expenditures		\$ 5,672,014	\$ 904,388	\$ 4,767,626	\$ 655,383

See Independent Auditor's Report.

**City of Santa Monica
Measure R Local Return Fund
Supplementary Information
Schedule of Capital Assets
Year Ended June 30, 2025**

Date Acquired	Description	Balance July 1, 2024	Additions	Deletions	Balance June 30, 2025
06/30/2021	Pedestrian Improvements at Four Schools	\$ 495,428	\$ -	\$ -	\$ 495,428
06/30/2024	Bike/Pedestrian Construction (Pico Blvd & Santa Monica College Pedestrian Safety Improvements)	189,521	-	-	189,521
06/30/2024	Michigan Avenue Greenway 20	46,065	-	-	46,065
06/30/2025	Wilshire & 16th Safety Improvements	-	50,000 *	-	50,000
06/30/2025	Pier Bridge Replacement Project	-	402,606 *	-	402,606
Total		\$ 731,014	\$ 452,606	\$ -	\$ 1,183,620

* Capital assets capitalized in FY2024/25 were funded by MRLRF from allocations in both prior and current years.

See Independent Auditor's Report.

**City of Santa Monica
Measure M Local Return Fund
Balance Sheets**

		June 30	
		2025	2024
ASSETS			
Cash and investments	\$	7,175,385	\$ 5,683,327
Interest receivable		40,616	36,931
Accounts receivable		-	136,147
Total assets	\$	<u>7,216,001</u>	<u>\$ 5,856,405</u>
LIABILITIES AND FUND BALANCE			
Liabilities			
Accounts payable	\$	185,737	\$ 63,278
Retainage payable		1,625	152,292
Total liabilities		<u>187,362</u>	<u>215,570</u>
Fund balance			
Restricted		7,028,639	5,640,835
Total fund balance		<u>7,028,639</u>	<u>5,640,835</u>
Total liabilities and fund balance	\$	<u>7,216,001</u>	<u>\$ 5,856,405</u>

See notes to Funds financial statements.

City of Santa Monica
Measure M Local Return Fund
Statements of Revenues, Expenditures and Changes in Fund Balance

		Years ended June 30	
		2025	2024
Revenues			
Measure M	\$	1,695,929	\$ 1,720,796
Investment income		312,122	282,199
Project reimbursement (Note 10)		-	299,774
Total revenues		<u>2,008,051</u>	<u>2,302,769</u>
Expenditures			
Various projects		<u>620,247</u>	858,210
Total expenditures		<u>620,247</u>	<u>858,210</u>
Excess of revenues over expenditures		1,387,804	1,444,559
Fund balance at beginning of year		<u>5,640,835</u>	<u>4,196,276</u>
Fund balance at end of year	\$	<u><u>7,028,639</u></u>	\$ <u><u>5,640,835</u></u>

See notes to Funds financial statements.

City of Santa Monica
Measure M Local Return Fund
Supplementary Information
Schedule of Expenditures – Actual and Metro Approved Project Budget
Year Ended June 30, 2025
(With Comparative Actuals for 2024)

Project Code	Project Name	2025		Variance Positive (Negative)	2024 Actual
		Metro Budget	Actual		
280	Parking Structure Study - Measure M	\$ 218,291	\$ 137,286	\$ 81,005	\$ 31,709
705	Annual Paving and Sidewalk Repair Program	800,000	-	800,000	354,247
715	Pier and Beach Bike Path Connection	154,233	41,279	112,954	13,598
715	FY23-24 Streetlight Modernization Program-Measure M	877,256	170,246	707,010	131,864
720	Crosswalk and Bikeway Pavement Markings Refresh	150,000	-	150,000	-
720	Palisades Bluffs Stabilization Phase III	100,000	-	100,000	-
725	Pier Bridge Replacement Project	2,653,332	176,124	2,477,208	1,578
805	Pedestrian Improvements at 4 Schools	10,382	23	10,359	3,033
805	17th Street Expo Bike Connectivity Improvement	507,548	9,119	498,429	295,662
815	Active Again Pilot Program - Safe Routes for Seniors	4,754	-	4,754	26,519
890	Pier/beach bike path connector	86,170	86,170	-	-
Total expenditures		\$ 5,561,966	\$ 620,247	\$ 4,941,719	\$ 858,210

See Independent Auditor's Report.

City of Santa Monica
Measure M Local Return Fund
Supplementary Information
Schedule of Capital Assets
Year Ended June 30, 2025

Date Acquired	Description	Balance July 1, 2024	Additions	Deletions	Balance June 30, 2025
06/30/2021	Pedestrian Improvements at Four Schools	\$ 80,616	\$ -	\$ -	\$ 80,616
06/30/2023	17th St/SMC/Expo Pedestrian Improvements	2,881,121	9,119	-	2,890,240
06/30/2024	Pier and Beach Bike Path Connection (Metro 2015)	13,598	127,449	-	141,047
6/30/2025	Pier Brige Replacement	-	176,124	-	176,124
Total		\$ 2,975,335	\$ 312,692	\$ -	\$ 3,288,027

See Independent Auditor's Report.

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

		June 30	
		2025	2024
ASSETS			
Due from Metro		\$ -	\$ 61,553
Total assets		<u>\$ -</u>	<u>\$ 61,553</u>
LIABILITIES AND FUND DEFICIT			
Liabilities			
Cash overdraft		\$ 47,789	\$ 94,648
Accounts payable		<u>1,096</u>	<u>5,350</u>
Total liabilities		<u>48,885</u>	<u>99,998</u>
Fund deficit			
Restricted		<u>(48,885)</u>	<u>(38,445)</u>
Total fund deficit		<u>(48,885)</u>	<u>(38,445)</u>
Total liabilities and fund deficit		<u>\$ -</u>	<u>\$ 61,553</u>

See notes to Funds financial statements.

City of Santa Monica
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	
	2025	2024
Revenues		
Intergovernmental Allocations:		
Article 3	\$ 261,589	\$ 61,553
Total revenues	261,589	61,553
Expenditures		
Safe Routes to School	241,163	
Wilshire Safety Project	30,866	99,998
Total expenditures	272,029	99,998
Deficiency of revenues over expenditures	(10,440)	(38,445)
Fund balance (deficit) at beginning of year	(38,445)	-
Fund deficit at end of year	\$ (48,885)	\$ (38,445)

See notes to Funds financial statements.

City of Santa Monica
Transportation Development Act Article 3 Fund
Pursuant to Public Utilities Code Section 99234
Schedule of Transportation Development Act Allocation for Specific Projects
Year ended June 30, 2025

Project Description	Program Year	Totals to Date		Unexpended Allocations	Project Status
		Allocations	Expenditures		
Local Allocations:					
Safe Routes to School	2025	\$ 219,239	\$ 241,163	\$ (21,924)	Ongoing
Wilshire Safety Project	2025	42,350	30,866	11,484	Ongoing
Totals		\$ 261,589	\$ 272,029	(10,440)	
Fund deficit at beginning of year				(38,445)	
Fund deficit at end of year				\$ (48,885)	

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 Metro 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 Annual Comprehensive Financial Report (ACFR) 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, 2025 and 2024:

- 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 Metro.

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

Deferred Outflows and Inflows of Resources

Pursuant to GASB Statement No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position* and GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*, the City recognizes deferred outflows and deferred inflows of resources. A deferred outflow of resources is defined as a consumption of net position by the government that is applicable to a future reporting period. A deferred inflow of resources is defined as an acquisition of net position by the government that is applicable to a future reporting period.

Deferred inflows of resources reported by the City represent resources that are not available for spending as of June 30, 2025 and 2024.

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, 2025 and 2024, 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.

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 City's ACFR for a full description of risks relating to cash and investments.

NOTE 8 PROJECT GENERATED REVENUES

Project generated revenues under PALRF for the years ended June 30, 2025 and 2024 amounting to \$17,133 and \$10,477, respectively, pertain to revenues generated from paratransit services.

Project generated revenues under PCLRF, which amounted to \$7,634 for the year ended June 30, 2024, pertain to concessionaire's rent for the City's bike transit centers.

NOTE 9 RAIL RESERVE – PALRF

On March 13, 1985, the City and Metro entered into a Memorandum of Understanding to establish rail reserve fund (Fund) and allocated \$504,916 of PALRF fiscal year 1984/85 distribution for rail development. In subsequent years, the City may annually allocate additional PALRF monies to the rail reserve fund in accordance with the Proposition A Local Return Rail Reserve Guidelines.

Per agreement, all interest accrued and placed in the Fund shall be used exclusively for the projects identified under the Rail Reserve Fund.

The Fund shall continue until such time as agreed upon by both parties and under the conditions set forth in the Proposition A Local Return Rail Reserve Guidelines.

For the years ended June 30, 2025 and 2024, the Rail Reserve Fund transactions were as follows:

	<u>2025</u>	<u>2024</u>
Beginning balance at July 1	\$ 428,011	\$ 409,887
Investment gain	21,628	18,124
Ending balance at June 30	<u>\$ 449,639</u>	<u>\$ 428,011</u>

NOTE 10 PROJECT REIMBURSEMENT – MMLRF

The City received reimbursement from the California Department of Transportation for the 17th Street Expo Bike Connectivity Improvement amounting to \$0 and \$299,774 for the years ended June 30, 2025 and 2024, respectively.

NOTE 11 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND REVENUE ALLOCATION

The revenue allocations for the years ended June 30, 2025 and 2024 consisted of the following:

	<u>2025</u>	<u>2024</u>
FY 2019/20 allocation	\$ -	\$ 56,579
FY 2020/21 allocation	47,189	4,974
FY 2021/22 allocation	67,647	-
FY 2022/23 allocation	87,524	-
FY 2023/24 allocation	59,229	-
	<u>\$ 261,589</u>	<u>\$ 61,553</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 Metro.

As of June 30, 2025 and 2024, the City has funds on reserve as follows:

	<u>2025</u>	<u>2024</u>
FY 2020/21 allocation	\$ -	\$ 47,189
FY 2021/22 allocation	-	67,647
FY 2022/23 allocation	-	87,524
FY 2023/24 allocation	48,886	108,115
FY 2024/25 allocation	94,187	-
Total reserve	\$ <u>143,073</u>	\$ <u>310,475</u>

For FY 2024/25, any TDA Article 3 funds left on reserve for FY 2020/21 or prior, are subject to lapse if not claimed by the City by June 30, 2025. There were no funds that lapsed in FY 2024/25.

NOTE 13 SUBSEQUENT EVENTS

The City has evaluated events subsequent to June 30, 2025 to assess the need for potential recognition or disclosure in the financial statements. Such events were evaluated through December 18, 2025, the date the financial statements were available to be issued. Based upon this evaluation, it was determined that no subsequent events occurred that require recognition or additional disclosure in the financial statements.



**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 Santa Monica, 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 Santa Monica, California (the City) as of and for the year ended June 30, 2025, and the related notes to the Funds financial statements, and have issued our report thereon dated December 18, 2025.

Report on 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 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 or significant deficiencies may exist that were not identified.



Report 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.

**Glendale, California
December 18, 2025**

COMPLIANCE SECTION



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Independent Auditor's Report on Compliance and on Internal Control Over Compliance Required by the Guidelines

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

Report on Compliance

Opinion

We have audited the City of Santa Monica, California's (the City) compliance 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, 2025.

In our opinion, the City of Santa Monica, California complied, in all material respects, with the compliance requirements of the Guidelines for the year ended June 30, 2025.

Basis for Opinion

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); and the Guidelines. Our responsibilities under those standards and the Guidelines are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance with the Guidelines. Our audit does not provide a legal determination of the City's compliance with the compliance requirements referred to above.



Responsibilities of Management for Compliance

Management is responsible for the City's compliance with the Guidelines and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or agreements applicable to 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.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the City's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Guidelines will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the City's compliance with the requirements of the Guidelines as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Guidelines, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the City's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the City's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Guidelines, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.



Report on 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 with the Guidelines 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, such that there is a reasonable possibility that material noncompliance with 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 Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

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.

Glendale, California
December 18, 2025

**City of Santa Monica
Compliance Matrix
Year ended June 30, 2025**

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 or has established a separate Proposition A and Proposition C Local Transit Assistance Account for Local Return purposes.	X				
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				
3. Funds were expended with Metro's approval and were not substituted for property tax.	X				
4. Timely use of funds.	X				
5. Administrative expenses are within the 20% cap.	X				
6. Expenditures that exceeded 25% of approved project budget have approved amended Project Description Form (Form A) or electronic equivalent.			X		
7. Annual Project Update Report (Form B) or electronic equivalent was submitted on time.	X				
8. Annual Expenditure Report (Form C) or electronic equivalent was submitted on time.	X				
9. Pavement Management System (PMS) is in place and being used for Street Maintenance or Improvement Projects Expenditures.	X				
10. Local Return Account is credited for reimbursable expenditures.			X		
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		
12. Self-Certification was completed and submitted for Intelligent Transportation Systems projects and elements.			X		

See independent auditor's report on compliance.

**City of Santa Monica
Compliance Matrix
Year ended June 30, 2025**

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					
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		
14. Recreational transit form was submitted on time.	X				
15. Fund exchanges (trades, loans, or gifts) were approved by Metro.			X		
16. Proposition C Local Return Funds were used to augment, not supplant existing local revenues being used for road improvement purposes.	X				
17. All on-going and carryover projects were reported on Form B or electronic equivalent.	X				
18. Cash or cash equivalents are maintained.	X				
19. Accounting procedures, record keeping, and documentation are adequate.	X				

See independent auditor's report on compliance.

**City of Santa Monica
Compliance Matrix
Year ended June 30, 2025**

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. Separate Measure R Local Return Account was established.	X				
3. Revenues received including allocations, project generated revenues and interest income was properly credited to the Measure R Local Return Account.	X				
4. Funds were expended with Metro's approval.	X				
5. Funds were not substituted for property tax and are in compliance with the Maintenance of Effort.	X				
6. Timely use of funds.	X				
7. Administrative expenses are within the 20% cap.			X		There were no administrative expenses charged to MRLRF during FY2024/25.
8. Expenditure Plan (Form One or electronic equivalent) was submitted timely.	X				
9. Annual Expenditure Report (Form Two or electronic equivalent) was submitted timely.	X				
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		
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		
12. A separate account was established for Capital reserve funds and Capital reserve was approved by Metro.			X		
13. Funds were used to augment, not supplant existing local revenues being used for transportation purposes unless there is a fund shortfall.	X				

See independent auditor's report on compliance.

**City of Santa Monica
Compliance Matrix
Year ended June 30, 2025**

Compliance Requirements	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		
15. Fund exchanges (trades, loans, or gifts) were approved by Metro.			X		
16. Accounting procedures, record keeping, and documentation are adequate.	X				

See independent auditor's report on compliance.

**City of Santa Monica
Compliance Matrix
Year ended June 30, 2025**

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. Separate Measure M Local Return Account was established.	X				
3. Revenues received including allocations, project generated revenues and interest income was properly credited to the Measure M Local Return Account.	X				
4. Funds were expended with Metro's approval.	X				
5. Funds were not substituted for property tax and are in compliance with the Maintenance of Effort.	X				
6. Timely use of funds.	X				
7. Administrative expenses are within the 20% cap.			X		There were no administrative expenses charged to MMLRF during FY2024/25.
8. Expenditure Plan (Form M-One or electronic equivalent) was submitted timely.	X				
9. Expenditure Report (Form M-Two or electronic equivalent) was submitted timely.	X				
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		x		
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		
12. A separate account was established for Capital reserve funds and Capital reserve was approved by Metro.			X		
13. Funds were used to augment, not supplant existing local revenues being used for transportation purposes unless there is a fund shortfall.	X				

See independent auditor's report on compliance.

**City of Santa Monica
Compliance Matrix
Year ended June 30, 2025**

Compliance Requirements	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		
15. Fund exchanges (trades, loans, or gifts) were approved by Metro.			X		
16. Accounting procedures, record keeping, and documentation are adequate.	X				

See independent auditor's report on compliance.

**City of Santa Monica
Compliance Matrix
Year ended June 30, 2025**

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				
3. Annual Claim Form was submitted timely.	X				

See Independent Auditor's Report on compliance.

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

City of Santa Monica
Schedule of Findings and Questioned Costs
Year Ended June 30, 2025

There were no findings or questioned costs.

EXIT CONFERENCE

An exit conference was held on December 18, 2025 with the City of Santa Monica representatives. Those in attendance were:

Vasquez and Company LLP representatives:

Erica Ong – Senior Audit Manager

Mary Tanglao – Audit Supervisor

City of Santa Monica representatives:

Robert Garcia – Financial Reporting & Systems Administrator

Nick Felldin – Senior Accountant

Thomas Hoang – Accountant I

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 Santa Monica representatives for comments prior to the issuance of the final report:

Steve Gomez – Financial Operations Manager

Robert Garcia – Financial Reporting & Systems Administrator

Nick Felldin – Senior Accountant

Vasquez & Company LLP
655 North Central Avenue, Suite 1550
Glendale, CA 91203

RE: CITY OF SANTA MONICA, CALIFORNIA ANNUAL FINANCIAL REPORT 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 FOR THE YEARS ENDED JUNE 30, 2025 AND 2024.

I have received the annual financial report 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, for the years ended June 30, 2025 and 2024 for the City of Santa Monica and agreed with the contents of the report except as indicated below:

(Attach additional pages if necessary)

Very truly yours,

Name

Title

Date



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