

**BURBANK-GLENDALE-PASADENA
AIRPORT AUTHORITY**

Single Audit Reports

Year ended June 30, 2021



Certified
Public
Accountants

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BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

Single Audit Reports

Year ended June 30, 2021

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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***

The Honorable Board of Commissioners
Burbank-Glendale-Pasadena Airport Authority
Burbank, California

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 Burbank-Glendale-Pasadena Airport Authority (the Authority) as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated December 16, 2021.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority'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 opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority'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 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 Authority's 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 Authority'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 Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Macias Gini & O'Connell LLP

Los Angeles, California
December 16, 2021



**Independent Auditor's Report on Compliance for
the Major Federal Program; Report on Internal Control
Over Compliance; and Report on Schedule of Expenditures
of Federal Awards Required by the Uniform Guidance**

The Honorable Board of Commissioners
Burbank-Glendale-Pasadena Airport Authority
Burbank, California

Report on Compliance for the Major Federal Program

We have audited the Burbank-Glendale-Pasadena Airport Authority's (the Authority) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on the Authority's major federal program for the year ended June 30, 2021. The Authority's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for the Authority's major federal program based on our audit of the types of compliance requirements referred to above. 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 audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance 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 a major federal program occurred. An audit includes examining, on a test basis, evidence about the Authority'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 for the major federal program. However, our audit does not provide a legal determination of the Authority's compliance.

Opinion on the Major Federal Program

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2021.

Report on Internal Control Over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with the types of requirements that could have a direct and material effect on the major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, 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 Authority'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 with a type of compliance requirement of a federal program 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 with a type of compliance requirement of a federal program 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 a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

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

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

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the Authority as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements. We issued our report thereon dated December 16, 2021, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance 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 basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the 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 basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.



Los Angeles, California
December 16, 2021

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

Schedule of Expenditures of Federal Awards

Year ended June 30, 2021

<u>Federal grantor/program title</u>	<u>Assistance listing number</u>	<u>Project number</u>	<u>Award amount</u>	<u>Grant funds receivable (unspent revenue) July 1, 2020</u>	<u>Grant funds and interest received</u>	<u>Total Federal Expenditures</u>	<u>Grant funds receivable (unspent revenue) June 30, 2021</u>
U.S. Department of Justice:							
Direct Program:							
Criminal Division, Asset Forfeiture and Money							
Laundering Section:							
Federal Equitable Sharing							
Program (Asset Forfeiture)	16.922	N/A	\$ 10,169	\$ (9,992)	\$ 177	\$ —	\$ (10,169)
Total U.S. Department of Justice			10,169	(9,992)	177	—	(10,169)
U.S. Department of Transportation:							
Direct Program:							
Federal Aviation Administration:							
Airport Improvement Program	20.106	3-06-0031-63	2,417,700	128,490	709,643	839,563	258,410
Airport Improvement Program	20.106	3-06-0031-64	5,238,350	—	—	—	—
Airport Improvement Program	20.106	3-06-0031-65	2,196,041	—	—	—	—
Airport Improvement Program	20.106	3-06-0031-66	1,900,000	—	1,900,000	1,900,000	—
Airport Improvement Program	20.106	3-06-0031-67	758,166	—	—	1,870	1,870
COVID-19 Airport Improvement Program - CARES Act	20.106	3-06-0031-68	21,081,611	3,264,200	17,131,669	17,817,411	3,949,942
Airport Improvement Program	20.106	3-06-0031-69	987,507	—	707,142	814,831	107,689
Airport Improvement Program	20.106	3-06-0031-70	1,892,793	—	—	1,892,793	1,892,793
COVID-19 Airport Improvement Program - CRRSAA	20.106	3-06-0031-71	7,034,035	—	—	—	—
COVID-19 Airport Improvement Program - CRRSAA Concessions	20.106	3-06-0031-72	640,106	—	—	—	—
Total Federal Aviation Administration			44,146,309	3,392,690	20,448,454	23,266,468	6,210,704
Total U.S. Department of Transportation			44,146,309	3,392,690	20,448,454	23,266,468	6,210,704
Totals			\$ 44,156,478	\$ 3,382,698	\$ 20,448,631	\$ 23,266,468	\$ 6,200,535

See accompanying notes to schedule of expenditures of federal awards.

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Notes to Schedule of Expenditures of Federal Awards

Year ended June 30, 2021

(1) Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards (the Schedule) presents the activity of federal financial assistance programs of the Burbank-Glendale-Pasadena Airport Authority (Authority), which owns and operates the Bob Hope Airport, commonly known as Hollywood Burbank Airport (Airport), for the year ended June 30, 2021. The Schedule includes federal awards received directly from federal agencies. There were no federal awards passed through other agencies for the year ended June 30, 2021. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulation Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to, and does not present the financial position, changes in financial position or cash flows of the Authority. The Authority's reporting entity is defined in note 1 to the Authority's basic financial statements.

(2) Summary of Significant Accounting Policies

Expenditures reported on the Schedule are presented using the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

(3) Indirect Cost Rate

The Authority has elected not to use the 10 percent de minimis indirect cost rate allowed under the Uniform Guidance. There are no indirect costs included in grant expenditures on the accompanying Schedule for the year ended June 30, 2021.

(4) Subrecipients

Of the federal expenditures presented in the Schedule, the Authority did not provide any federal awards to subrecipients for the year ended June 30, 2021.

(5) U.S. Department of Justice

Federal Equitable Sharing Program

During fiscal year 2021, the Authority continued to participate in the Federal Equitable Sharing Program. There were no expenditures reported for the year ended June 30, 2021, and there are unspent funds totaling \$10,169 at June 30, 2021.

(6) U.S. Department of Transportation – Federal Aviation Administration – Airport Improvement Program Grants

The Authority has entered into agreements with the U.S. Department of Transportation (DOT) and Federal Aviation Administration (FAA) to provide funding assistance for the following project:

- Environmental Impact Statement (EIS) study for a 14-gate replacement passenger terminal and associated enabling projects (Project No. 3-06-0031-63) in the total amount of \$2,417,700;

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Notes to Schedule of Expenditures of Federal Awards

Year ended June 30, 2021

- Rehabilitation of Taxiway C & D west end pavement and pavement of general aviation ramp (Project No. 3-06-0031-64) in the total amount of \$5,238,350;
- Rehabilitation of Taxiway A (Project No. 3-06-0031-65) in the total amount of \$2,196,041;
- Rehabilitation of Delta Ramp (Project No. 3-06-0031-66) in the total amount of \$1,900,000;
- Acquisition of an Aircraft Rescue & Fire Fighting Vehicle (Project No. 3-06-0031-67) in the total amount of \$758,166;
- Rehabilitation of Taxiway D7 and Taxiway G shoulder and in-field (Project No. 3-06-0031-69) in the total amount of \$987,507; and
- Acquisition of the Hollyona Property for land approaches (Project No. 3-06-0031-70) in the total amount of \$1,892,793.

COVID-19 Airports Programs

- ***The Coronavirus Aid, Relief, and Economic Security (CARES) Act***

On March 27, 2020, the CARES Act was signed into law, which included \$10 billion in funds to be awarded as economic relief to eligible U.S. airports that were adversely affected by the COVID-19 pandemic. As a result, the Authority was awarded \$21,081,611 in CARES Act grant funds of which \$17,817,411 and \$3,264,200 were expended in FY 2021 and FY 2020, respectively, to supplement the loss in revenues resulting from the negative impacts of the COVID-19 pandemic on air travel demand and to cover eligible costs such as bond debt service and personnel costs. The CARES Act grant funds for airports are administered through the FAA Airport Improvement Program (Project No. 3-06-0031-68).

- ***The Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA)***

On December 27, 2020, the CRRSAA was signed into law, which included \$2 billion in funds to be awarded as economic relief to eligible U.S. airports that were adversely affected by the COVID-19 pandemic. The Authority was awarded \$7,034,035 in CRRSAA grant funds to support costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the Airport, and debt service payments. Also, the Authority was awarded an additional \$640,106 in CRRSAA concessions relief addendum grant funds to provide rent and minimum annual guarantees relief to eligible airport concessions. Neither grant funds were expended during FY 2021. Both the CRRSAA grant funds for airports are administered through the FAA Airport Improvement Program (Project Nos. 3-06-0031-71 and 3-06-0031-72, respectively).

(7) Relationship to Federal Financial Reports

Amounts reported in the accompanying Schedule agree with the amounts reported in the related federal financial reports filed by the Authority.

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

Schedule of Findings and Questioned Costs

Year ended June 30, 2021

Section I—Summary of Auditor's Results

(a) Financial Statements

Type of report the auditor issued on whether the financial statements were prepared in accordance with accounting principles generally accepted in the United States of America: Unmodified.

Internal control over financial reporting:

a) Material weakness(es) identified? ☐ yes ☒ no
b) Significant deficiency(ies) identified? ☐ yes ☒ none reported
Noncompliance material to financial statements noted ☐ yes ☒ no

(b) Federal Awards

Internal control over major federal program:

a) Material weakness(es) identified? ☐ yes ☒ no
b) Significant deficiency(ies)? ☐ yes ☒ none reported

Type of auditor's report issued on compliance for major federal program: Unmodified.

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? ☐ yes ☒ no

Identification of major federal program:

Assistance listing number	Name of federal program or cluster
20.106	U.S. Department of Transportation, Federal Aviation Administration – Airport Improvement Program

Dollar threshold used to distinguish between Type A and Type B programs: \$750,000

Auditee qualified as a low-risk auditee? ☒ yes ☐ no

Section II—Financial Statement Findings

None Noted.

Section III— Federal Awards Findings and Questioned Costs

None Noted.

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Summary Schedule of Prior Audit Findings

Year ended June 30, 2021

Section IV—Financial Statement Findings

None Noted.

Section V— Federal Awards Findings and Questioned Costs

None Noted.

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