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*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*

Agenda - Final

Friday, May 19, 2023

10:30 AM

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PTSC-MTA Risk Management Authority

Kenneth Hernandez, President

Nalini Ahuja, Vice President

Rodney Johnson

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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Requests can also be sent to boardclerk@metro.net.

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Requests can also be sent to boardclerk@metro.net.



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can be given by telephone and in-person.

The Committee Meeting begins at 10:30 AM Pacific Time on May 19, 2023; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
Spanish Access Code: 4544724#

Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 19 de Mayo de 2023. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. **SUBJECT: MINUTES** [2023-0352](#)
RECOMMENDATION
APPROVE Minutes of the Regular Board Meeting held January 12, 2022.
Attachments: [MINUTES - PRMA January 12, 2022](#)
2. **SUBJECT: APPOINTMENT OF NEW DIRECTOR** [2023-0353](#)
RECOMMENDATION
RECEIVE AND FILE report of appointment of New Director.
Attachments: [Board Report - Appointment of New Director](#)
[Attachment A](#)
3. **SUBJECT: ELECTION OF OFFICERS** [2023-0354](#)
RECOMMENDATION
Election of Officers (President, Vice President, Clerk/Treasurer-Auditor).
4. **SUBJECT: AUDITED ANNUAL FINANCIAL ACTIVITIES** [2023-0355](#)
RECOMMENDATION
RECEIVE AND FILE report of audited annual financial activities for 2021-2022.
Attachments: [Board Report - 2021-2022 Audited Financial Activities](#)
[Attachment A](#)
5. **SUBJECT: AUDITED ANNUAL FINANCIAL ACTIVITIES DISCUSSION** [2023-0356](#)
RECOMMENDATION
RECEIVE oral report on discussion of the 2021-2022 audited annual financial activities.
6. **SUBJECT: ACTUARIAL STUDY DISCUSSION** [2023-0357](#)
RECOMMENDATION
RECEIVE oral report on discussion of the June 30, 2022 actuarial study.

7. **SUBJECT: ANNUAL SELF-INSURANCE PLAN** [2023-0358](#)

RECOMMENDATION

RECEIVE AND FILE report of annual self-insurance plan filing with the Department of Industrial Relations for 2021-2022.

Attachments: [Board Report - Public Self Insurers Annual Report](#)
[Attachment A](#)

8. **SUBJECT: NEW BUSINESS** [2023-0359](#)

RECOMMENDATION

CONSIDER items of new business.

9. **SUBJECT: FUTURE MEETING** [2023-0360](#)

RECOMMENDATION

SCHEDULE future meeting and discuss agenda items for next meeting.

10. **SUBJECT: GENERAL PUBLIC COMMENT** [2023-0361](#)

RECOMMENDATION

RECEIVE General Public Comment.

Adjournment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2023-0352, **File Type:** Minutes

Agenda Number: 1.

**PTSC-MTA RISK MANAGEMENT AUTHORITY
MAY 19, 2023**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held January 12, 2022.



MINUTES
REGULAR BOARD MEETING
PTSC-MTA RISK MANAGEMENT AUTHORITY

January 12, 2022 – 10:00 AM

PRMA

Directors Present:
Kenneth Hernandez, President
Nalini Ahuja, Vice President, Interim Clerk/Treasurer-Auditor

PTSC-MTA
Risk
Management
Authority

Called to order: 10:01 a.m.

1. APPROVED Minutes of the Regular Board meeting held on July 29, 2020.

NA	KH
Y	Y

2. RECEIVED AND FILED report of audited annual financial activities for 2020-2021.

There were no findings.

NA	KH
Y	Y

3. RECEIVED oral report of discussion of the 2020-2021 audited annual financial activities.

NA	KH
P	P

4. RECEIVED oral report of discussion of the June 30, 2021, actuarial study.

NA	KH
P	P

5. RECEIVED AND FILED report of annual self-insurance plan filing with the Department of Industrial Relations for 2020-2021.

NA	KH
Y	Y

NA = N. Ahuja	KH = K. Hernandez
---------------	-------------------

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

One Gateway Plaza
Los Angeles, CA
90012
213-922-4971

6. CONSIDERED items of new business - NONE.

NA	KH
P	P

7. SCHEDULED future meeting and discuss agenda items for next meeting tentatively for second week of January 2023.

NA	KH
P	P

General Public Comment – NONE.

ADJOURNED at 10:44 a.m.

Prepared by: Collette Langston, Board Clerk



Collette Langston, Board Clerk



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Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2023-0353, **File Type:** Oral Report / Presentation

Agenda Number: 2.

**PTSC-MTA RISK MANAGEMENT AUTHORITY
MAY 19, 2023**

SUBJECT: APPOINTMENT OF NEW DIRECTOR

RECOMMENDATION

RECEIVE AND FILE report of appointment of New Director.

ATTACHMENT A



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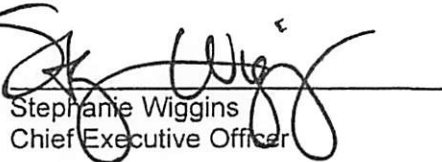
PTSC

DATE: March 15, 2023
TO: PRMA Board of Directors
FROM: Stephanie Wiggins, Chief Executive Officer
SUBJECT: Appointment of Rodney Johnson to PRMA Board of Directors

**Public
Transportation
Services
Corporation**

Effective immediately, Rodney Johnson, Deputy Executive Officer, Finance, is appointed to the PTSC-MTA Risk Management Authority (PRMA) Board of Directors, filling a vacant position on the Board as a representative of MTA. This appointment shall remain in effect until such time as a successor is appointed.

One Gateway Plaza
Los Angeles, CA
90012
213-922-4611


Stephanie Wiggins
Chief Executive Officer

cc: Kenneth Hernandez
Nalini Ahuja
Rodney Johnson
Ronald Stamm
Claudia Castillo del Muro
Tim Rosevear



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**REGULAR BOARD MEETING
May 19, 2023**

PRMA

SUBJECT: APPOINTMENT OF NEW DIRECTOR

ACTION: RECEIVE AND FILE

**PTSC-MTA
Risk
Management
Authority**

One Gateway Plaza
MS: 99-10-01
Los Angeles, CA
90012

213-922-6000

RECOMMENDATION

Receive and file report on the appointment of new director to the PTSC-MTA Risk Management Authority (PRMA) Board of Directors.

ISSUE

One new PRMA director representing MTA was appointed by Metro Executive Officer Stephanie Wiggins to fill a vacant position on the Board of Directors.

DISCUSSION

Effective March 15, 2023, Rodney Johnson, Treasurer, was appointed to the PRMA Board of Directors, filling a vacant position on the Board as a representative of Los Angeles County Metropolitan Transportation Authority (MTA). The appointment shall remain in effect until such time as a successor is appointed.

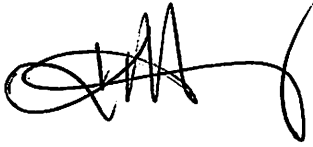
NEXT STEPS

PRMA By-Laws specify the Board shall elect from among the members a new President, Vice President, Clerk and Treasurer-Auditor at its first meeting (which takes place today).

ATTACHMENTS

A. Appointment of Rodney Johnson to PRMA Board of Directors

Prepared by Claudia Castillo del Muro, Executive Officer, (213) 922-4518.

A handwritten signature in black ink, appearing to be 'KH' with a large loop at the end.

Kenneth Hernandez
PRMA Director



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Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2023-0355, **File Type:** Oral Report / Presentation

Agenda Number: 4.

**PTSC-MTA RISK MANAGEMENT AUTHORITY
MAY 19, 2023**

SUBJECT: AUDITED ANNUAL FINANCIAL ACTIVITIES

RECOMMENDATION

RECEIVE AND FILE report of audited annual financial activities for 2021-2022.

PTSC-MTA RISK MANAGEMENT AUTHORITY

A Component Unit of the

Los Angeles County Metropolitan Transportation Authority

Basic Financial Statements and Required Supplementary Information

**For the Fiscal Year Ended June 30, 2022
(With Independent Auditor's Report Thereon)**



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t: (310) 792-4640 f: (310) 792-4140

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)

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www.bcawatsonrice.com

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of
PTSC-MTA Risk Management Authority

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of PTSC-MTA Risk Management Authority (PRMA), a component unit of the Los Angeles County Metropolitan Transportation Authority (LACMTA) as of and for the fiscal year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise PRMA's basic 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 financial position of PRMA as of June 30, 2022, and the changes in its financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit 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. 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 PRMA, and to meet our other ethical responsibilities, in accordance with the 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 audit opinion.

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 the financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions of events, considered in the aggregate, that raise substantial doubt about PRMA's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor 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 opinion. 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 generally accepted auditing standards 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 generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgement with generally accepted auditing standards, we:
- 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 PRMA'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.
- Conclude whether, in our judgement, there are conditions or events, considered in the aggregate, that raise substantial doubt about PRMA's ability to continue as a going concern for a reasonable period of time.

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.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the

United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

BCA Watson Rice, LLP

Torrance, California

November 21, 2022

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Management's Discussion and Analysis (Unaudited)
June 30, 2022

As management of the PTSC-MTA Risk Management Authority (PRMA), we offer readers of PRMA's basic financial statements this narrative overview and analysis of the financial activities for the fiscal year ended June 30, 2022. This discussion and analysis is designed to assist the readers in focusing on the significant financial issues and activities of PRMA.

All dollar amounts are expressed in thousands unless otherwise indicated.

Financial Highlights

- Net position remained at \$0. Net position did not change as the Los Angeles County Metropolitan Transportation Authority (LACMTA) reimburses all of PRMA's expenses.
- Current and other assets as of June 30, 2022 decreased by \$37,128 or 8.7% compared to June 30, 2021 due to the reduction in the estimated investment reserves resulting from the decrease in estimated liabilities.
- Current and non-current liabilities as of June 30, 2022 decreased by \$37,128 or 8.7% compared to June 30, 2021 due to lower claims for workers' compensation casualties.
- PRMA's expenses increased by \$660 or 0.7% in fiscal year 2022 as compared to fiscal year 2021. The increase was due to the net effect of the decrease in workers' compensation claims payments and casualty and public liability payments made during the current fiscal year with the increase in professional and technical service fees and miscellaneous expense payments. Consequently, PRMA's revenues for services increased by \$660 or 0.7% due to higher billings for related claims paid in fiscal year 2022.

Overview of the Basic Financial Statements

This management's discussion and analysis serves as an introduction to PRMA's basic financial statements. PRMA's basic financial statements are: (1) the statement of net position, (2) the statement of revenues, expenses, and changes in net position, (3) the statement of cash flows, and (4) the notes to the basic financial statements.

PRMA's basic financial statements are prepared on the accrual basis of accounting in accordance with U.S. Generally Accepted Accounting Principles as promulgated by the Government Accounting Standards Board (GASB). PRMA is structured as an Enterprise Fund, with revenues recognized when earned and measurable. Expenses are recognized when they are incurred. See notes to the basic financial statements for the summary of PRMA's significant accounting policies.

The statement of net position presents information on all of PRMA's assets and liabilities, with the difference between the two reported as net position. The statement of revenues, expenses, and changes in net position presents the results of PRMA's operations. The statement of cash flows presents the cash flows generated by PRMA to meet its obligations. The notes to the basic financial statements provide additional information that is essential to a full understanding of the data provided in the basic financial statements.

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Management's Discussion and Analysis (Unaudited)
June 30, 2022

Analytical Overview

The tables below are summaries of the statement of net position and statement of revenues, expenses, and changes in net position as of and for the years ended June 30, 2022 and 2021.

Condensed statement of net position

	<u>2022</u>	<u>2021</u>
Current and other assets	\$ 391,620	\$ 428,748
Total assets	<u>391,620</u>	<u>428,748</u>
Current and other liabilities	107,600	90,793
Noncurrent liabilities	<u>284,020</u>	<u>337,955</u>
Total liabilities	<u>391,620</u>	<u>428,748</u>
Net position	<u>\$ -</u>	<u>\$ -</u>

Condensed statement of revenues, expenses, and changes in net position

	<u>2022</u>	<u>2021</u>
Revenues	\$ 97,867	\$ 97,207
Expenses	<u>97,867</u>	<u>97,207</u>
Operating income (loss)	-	-
Non-operating revenue	<u>-</u>	<u>-</u>
Change in net position	-	-
Net position, beginning of year	<u>-</u>	<u>-</u>
Net position, end of year	<u>\$ -</u>	<u>\$ -</u>

Factors Impacting Future Periods

The main economic factors affecting PRMA's financial capacity include the following:

- Economic conditions affecting local sales taxes
- Inflation

PRMA uses forecasts from LACMTA's various governmental sources as a basis of its future funding assumptions. PRMA uses LACMTA's revenue sources in constructing its budget that balances anticipated revenues with the need for managing risks associated with its capital program. PRMA's projected expenses and revenue sources are incorporated in LACMTA's annual budget.

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Management's Discussion and Analysis (Unaudited)
June 30, 2022

Further Information

This report has been designed to provide other interested parties with a general overview of PRMA's financial condition and related issues. Inquiries should be directed to the Accounting Department, One Gateway Plaza, Mail Stop 99-20-7, Los Angeles, CA 90012-2952.

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Statement of Net Position
June 30, 2022
(Amounts Expressed in Thousands)

Assets

Current Assets	
Cash and cash equivalents	\$ 4,275
Investments	379,580
Prepaid expense and other assets	<u>7,765</u>
Total assets	<u>391,620</u>

Liabilities

Current Liabilities	
Accounts payable	725
Due to other funds	7,743
Claims payable	<u>99,132</u>
Total current liabilities	<u>107,600</u>
Non-current Liabilities	
Claims payable	<u>284,020</u>
Total non-current liabilities	<u>284,020</u>
Total liabilities	<u>391,620</u>
Net Position	<u><u>\$ -</u></u>

See Accompanying Notes to the Basic Financial Statements

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Statement of Revenues, Expenses, and Changes in Net Position
For the Fiscal Year Ended June 30, 2022
(Amounts Expressed in Thousands)

Operating revenues:

Charges for services	\$ 97,867
Total operating revenues	<u>97,867</u>

Operating expenses:

Workers' compensation	35,293
Casualty and liability	54,502
Professional and technical services	4,466
Other expenditures	<u>3,606</u>
Total operating expenses	<u>97,867</u>

Net operating income (loss)	-
Net position - beginning of year	<u>-</u>
Net position - end of year	<u><u>\$ -</u></u>

See Accompanying Notes to the Basic Financial Statements

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Statement of Cash Flows
For the Fiscal Year Ended June 30, 2022
(Amounts Expressed in Thousands)

Cash flows from operating activities	
Receipts from customers	\$ 97,867
Payment to suppliers	(135,947)
Net cash flows from operating activities	<u>(38,080)</u>
Cash flows from investing activities	
Proceeds from sale and maturity of investments	404,089
Purchase of investments	(380,937)
Net cash flows from investing activities	<u>23,152</u>
Net increase in cash and cash equivalents	(14,928)
Cash and cash equivalents – beginning of year	19,203
Cash and cash equivalents – end of year	<u>\$ 4,275</u>
 Reconciliation of operating income to net cash flows from operating activities:	
Net income (loss)	\$ -
Adjustments to reconcile net income (loss) to net cash flows from operating activities:	
Increase in prepaid expense	(952)
Increase in accounts payable	120
Decrease in due to other funds	(7,043)
Decrease in claims payable	(30,205)
Total adjustments	<u>(38,080)</u>
Net cash flows from operating activities	<u>\$ (38,080)</u>

See Accompanying Notes to the Basic Financial Statements

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 2022

The notes to the basic financial statements are a summary of significant accounting policies and other disclosures considered necessary for a clear understanding of the accompanying basic financial statements.

All dollar amounts are expressed in thousands unless otherwise indicated.

Note 1 - Summary of Significant Accounting Policies

Reporting Entity

In October 1998, the Public Transportation Services Corporation (PTSC) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) entered into a joint powers agreement to create the PTSC-MTA Risk Management Authority (PRMA) for the purpose of establishing and operating a program of cooperative self-insurance and risk management. PRMA provides workers' compensation insurance coverage for all LACMTA and PTSC employees. PRMA also provides public liability and property damage insurance coverage for all LACMTA and PTSC properties. The costs of these services are shared by PTSC and LACMTA in accordance with the joint powers' agreement.

PRMA is currently governed by a three-member Board of Directors, two of whom are appointed by the LACMTA and one appointed by PTSC in accordance with the bylaws.

Component Unit of LACMTA

PRMA receives all of its funding from LACMTA and PTSC. As PTSC also derives its funding from LACMTA, PRMA is a component unit of LACMTA and is included in LACMTA's financial statements as a blended component unit. The specific elements of oversight criteria considered in defining a reporting entity are financial interdependency, selection of governing authority, designation of management, ability to significantly influence operations and accountability for fiscal matters. The financial statements presented in this report cover only the operations of PRMA, which is only a portion of LACMTA. PRMA's financial information is included in LACMTA's basic financial statements.

Pooling Self-Insurance

PRMA is responsible for obtaining reinsurance as directed by PTSC and LACMTA.

Basis of Presentation and Accounting

PRMA's basic financial statements are presented using the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America (GAAP) as promulgated by Government Accounting Standards Board (GASB). Under this method, revenues are recognized when earned and expenses are recorded when the related liability is incurred.

Fund Accounting

PRMA utilizes a proprietary fund to account for ongoing operations and activities similar to those found in the private sector, where the determination of net income is necessary or useful to provide sound financial administration. PRMA accounts for the goods and services provided to PTSC and LACMTA on a cost reimbursement basis through the process of chargebacks.

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 2022

Note 1 - Summary of Significant Accounting Policies (Continued)

Fund Accounting (Continued)

PRMA distinguishes operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services, producing and delivering goods and services in connection with PRMA's ongoing operations. PRMA's principal operating revenues are charges to PTSC and LACMTA for workers compensation and casualty and liability claims. Operating expenses include contracted costs, professional technical services, office supplies and other costs. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Cash and Investments

Cash and cash equivalents include all highly liquid assets such as cash on hand, demand deposits, and short-term investments with original maturities of 90 days or less at acquisition date. Otherwise, they are considered investments.

Use of Estimates

The preparation of basic financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the amounts reported in the basic financial statements and accompanying notes. Actual results could differ from those estimates.

Effects of New GASB Pronouncements

The following summarizes recent GASB pronouncements and their impact, if any, on the basic financial statements:

In May 2017, GASB issued **Statement No. 87, Leases**. The objective of this Statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. The requirements of this Statement are effective for reporting periods beginning after June 15, 2021. This Statement is not applicable for PRMA.

In May 2019, GASB issued **Statement No. 91, Conduit Debt Obligations**. The primary objectives of this Statement are to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This Statement achieves those objectives by clarifying the existing definition of a conduit debt obligation; establishing that a conduit debt obligation is not a liability of the issuer; establishing standards for accounting and financial reporting of additional

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 2022

Note 1 - Summary of Significant Accounting Policies (Continued)

Effects of New GASB Pronouncements (Continued)

commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improving required note disclosures. The requirements of this Statement are effective for reporting periods beginning after December 15, 2021. This Statement is not applicable for PRMA.

In January 2020, GASB issued **Statement No. 92, Omnibus 2020**. The objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing practice issues that have been identified during implementation and application of certain GASB Statements. This Statement addresses a variety of topics and includes specific provisions about the following (not an exhaustive list):

- The effective date of Statement No. 87, Leases, and Implementation Guide No. 2019-3, Leases, for interim financial reports.
- The applicability of Statements No. 73, Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68, as amended, and No. 74, Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans, as amended, to reporting assets accumulated for postemployment benefits
- Measurement of liabilities (and assets, if any) related to asset retirement obligations (AROs) in a government acquisition.

This Statement is not applicable for PRMA.

In May 2020, GASB issued **Statement No. 96, Subscription-Based Information Technology Arrangements**. This Statement provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. To the extent relevant, the standards for SBITAs are based on the standards established in Statement No. 87, Leases, as amended. The requirements of this Statement are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter. This Statement is not applicable for PRMA.

In April 2022, GASB issued **Statement No. 99, Omnibus 2022**. The objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing practice issues that have been identified during implementation and application of certain GASB Statements and accounting and financial reporting for financial guarantees. This Statement addresses a variety of topics and includes specific provisions about the following (not an exhaustive list):

- Classification of provisions in Statement No. 87, Leases, as amended, related to the determination of lease term, classification of lease as a short-term lease, recognition and measurement of a lease liability and a lease asset, and identification of lease incentives.

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 2022

Note 1 - Summary of Significant Accounting Policies (Continued)

Effects of New GASB Pronouncements (Continued)

- Classification of provisions in Statement No. 94, Public-Private and Public-Public Partnerships and Availability Payments Arrangements related to (a) the determination of the public-private and public-public partnership (PPP) term and (b) recognition and measurement of installment payments and the transfer of the underlying PPP asset.
- Classification of provisions in Statement No. 96, Subscription-Based Information Technology Arrangements, related to the subscription-based information technology arrangement (SBITA) term, classification of SBITA as short-term SBITA, and recognition and measurement of a subscription liability.
- Extension of the period during which the London Interbank Offered Rate (LIBOR) is considered an appropriate benchmark interest rate for the qualified evaluation of the effectiveness of an interest rate swap that hedges the interest rate risk of taxable debt.
- Disclosures related to nonmonetary transactions.
- Pledges of future revenues when resources are not received by the pledging government
- Clarification of provisions in Statement No. 34, Basic Financial Statements-and Management's Discussion and Analysis-for State and Local Governments, as amended, related to the focus of the government-wide financial statements.
- Terminology updates related to certain provisions of Statement No. 63, Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position.
- Terminology used in Statement 53 to refer to resource flows statements.

The requirements of this Statement related to the extension of the use of LIBOR, disclosures of nonmonetary transactions, pledges of future revenues by pledging governments, clarification of certain provisions in Statement 34, as amended, and terminology updates related to Statement 53 and Statement 63 are effective upon issuance. The requirements related to leases, PPPs, and SBITAs are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter. This statement does not apply to PRMA.

In June 2022, GASB issued **Statement No. 100, Accounting Changes and Error Corrections**. The objective of this Statement is to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability. The requirements of this Statement are effective for fiscal years beginning after June 15, 2023, and all reporting periods thereafter. If applicable, PRMA plans to implement the new reporting requirements in Fiscal Year 2024.

In Jun 2022, GASB issued **Statement No. 101, Compensated Absences**. The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. This statement does not apply to PRMA.

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 2022

Note 2 - Cash and Investments

As of June 30, 2022, the following are PRMA's cash and investments:

Cash deposits	\$ 704
Debt securities	
Asset backed securities	40,260
Medium term notes	128,745
Fixed income	
Pooled funds and mutual funds	3,572
U.S. Treasury obligations	139,754
U.S. Agencies securities	70,820
Total cash and investments	<u>\$ 383,855</u>
Reported in the Statement of Net Position	
Cash and cash equivalents	\$ 4,275
Investments	379,580
Total cash and investments	<u>\$ 383,855</u>

Note: A portion of PRMA's investments totaling \$3,572 is classified as cash and cash equivalents on the Statement of Net Position based on their maturity date.

In February 2015, GASB issued Statement No. 72, "*Fair Value Measurement and Application*". This standard is applicable primarily to investments made by state and local governments, defines fair value and describes how fair value should be measured, identifies the assets and liabilities that should be measured at fair value, and requires specific information about fair value to be disclosed in the financial statement. That framework provides a fair value hierarchy that prioritizes the inputs to valuation techniques used to measure fair value. The hierarchy gives the highest priority to unadjusted quoted market prices in active markets for identical assets or liabilities (Level 1) and the lowest priority to unobservable inputs (Level 3). The three levels of the fair value hierarchy are described below:

Level 1 - Inputs to the valuation methodology are unadjusted quoted prices for identical assets or liabilities in active markets that the Agency has the ability to access.

Level 2 - Inputs to the valuation methodology include

- Quoted prices for similar assets or liabilities in active markets;
- Quoted prices for identical or similar assets or liabilities in inactive markets;
- Inputs other than quoted prices that are observable for the asset or liability;
- Inputs that are derived principally from or corroborated by observable market data by correlation or other means.

Level 3 - Inputs to the valuation methodology are unobservable and significant to the fair value measurement. Typically, the fair value reflects management's estimates of assumptions that market participants would use in pricing the asset or liability.

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 2022

Note 2 - Cash and Investments (Continued)

Fair Value Measurements (Continued)

U.S. Treasury obligations and some marketable securities are classified as Level 1 and are valued using prices in active markets for identical assets. U.S. Agencies securities are classified as Level 2 and are valued using inputs that are observable but not active using the market approach. These inputs include matrix models and comparisons to prices of similar assets.

The asset or liability's fair value measurement level within the fair value hierarchy is based on the lowest level of any input that is significant to the fair value measurement. Valuation techniques maximize the use of relevant observable inputs and minimize the use of unobservable inputs.

As of June 30, 2022, the following are PRMA's investments set forth by level within the fair value hierarchy:

	Level 1	Level 2	Total
<u>Debt securities</u>			
Asset backed securities	\$ -	\$ 40,260	\$ 40,260
Medium term notes	-	128,745	128,745
<u>Fixed income</u>			
Pooled funds	-	3,572	3,572
US Treasury obligations	139,755	-	139,755
US Agencies securities	-	70,820	70,820
Total investments	\$ 139,755	\$ 243,397	\$ 383,152

Investment Policy

LACMTA internally pools all cash deposits and investments in which PRMA is a participant. For purposes of the Statement of Net Position and Statement of Cash Flows, all highly liquid investments, including restricted/designated assets with an original maturity date of 90 days or less when purchased, are considered to be cash and cash equivalents. Otherwise, they are classified as investments.

LACMTA established a cash reserve for PRMA's Workers' Compensation and Public Liability and Property Damage equal to the liabilities. The cash and investments are in the name of LACMTA.

All investments are stated at fair value. Net changes in the fair value of investments are recorded in the claims and judgment payable presented in the Statement of Net Position. LACMTA's most recent investment policy, adopted by the Board on February 24, 2022, requires LACMTA's investment program to meet three criteria in the order of their importance:

- Safety – preservation of capital and the protection of investment principal;
- Liquidity – investment portfolios will remain sufficiently liquid to enable PRMA to meet operating requirements that might be reasonably anticipated; and
- Return on Investments – LACMTA will maximize yield on the portfolio consistent with the safety and liquidity objectives.

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 2022

Note 2 - Cash and Investments (Continued)

Investment Policy (Continued)

The table below briefly describes LACMTA's investment policy. This table does not address cash deposits and investments held by bond trustees that are governed by the provisions of LACMTA's bond trust agreements.

Authorized Investment Type	Maximum Effective Maturity	Maximum Percentage of Portfolio*	Maximum Investment In One Issuer	Minimum Ratings
Bonds issued by LACMTA	5 years	100%	100%	None
U.S. Treasury obligations	5 years	100%	100%	None
U.S. Unsecured unsubordinated obligations	5 years	30%	10%	AA
Bonds, Notes or warrants of any local agency within the State of California	5 years	25%	25%	A1 short term or AA long term
U.S. Agency securities	5 years	100%	100%	None
Registered state warrants or treasury notes or bonds of other 49 states	5 years	25%	25%	A1 short term or AA long term
Bankers' acceptance	180 days	40%	10%	A1+ / P1 short term
Commercial paper	270 days	40%	10%	A
Negotiable certificates of deposit	5 years	30%	10%	None
Placement Service Assisted Deposits	5 years	30%	10%	None
Repurchase agreements	90 days	20%	20%	None
Medium-term notes	5 years	30%	10%	A
Money Market, Mutual or Pooled Funds	Not applicable	20%	10%	A1+ / P1 short term or AAA long term
Asset-backed securities	5 years	15% combined with any mortgage-backed securities	15%	AA
Mortgage-backed securities	5 years	15% combined with any asset-backed securities	15%	AA
Local Agency Investment Fund (LAIF)	Not applicable	Set by LAIF	Set by LAIF	Not applicable
Local Government Investment Pool (LGIP)	Not applicable	Set by LGIP	Set by LGIP	Not applicable

* The percentage of portfolio authorization is based on market value.

LACMTA's investment policy prohibits investing in derivatives or reverse repurchase agreements.

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 2022

Note 2 - Cash and Investments (Continued)

Risk

In accordance with GASB Statement No. 40, “*Deposit and Risk Disclosure – an Amendment of GASB Statement No.3*”, certain required disclosures regarding investment policies and practices with respect to the risk associated with their credit risk, concentration of credit risk, custodial credit risk, interest rate risk, and foreign currency risk are discussed in the following paragraphs.

Credit Risk

Investments are subject to credit risk, which is the chance that an issuer will fail to pay principal or interest in a timely manner, or that negative perceptions of the issuer’s ability to make these payments will cause price to decline. The tables above for short-term investments and bond proceeds and debt service investments summarize the fair value of investments and the related credit ratings. LACMTA maintains policies to manage credit risk, which include requiring minimum credit ratings issued by nationally recognized statistical rating organizations for its investments.

Concentration of Credit Risk

Concentration of credit risk is the risk associated with a lack of diversification or having too much invested in a few individual shares. As disclosed above, LACMTA maintains investment policies that establish thresholds for holdings of individual securities. LACMTA does not have any holdings meeting or exceeding these threshold levels.

As of June 30, 2022, LACMTA does not have any investments with more than 5 percent of the total investments under one issuer except for obligations of the U.S. government or obligations explicitly guaranteed by the U.S. government or obligations explicitly guaranteed by the U.S. government.

Custodial Credit Risk

LACMTA has no known custodial credit risk for deposits as financial institutions are required by the California Government Code to collateralize deposits of public funds by pledging government securities as collateral. Such collateralization of public funds is accomplished by pooling. The market value of pledged securities must be in accordance with the Government Code for the State of California. California law also allows financial institutions to collateralize public fund deposits by governmental securities with a value of 110 percent of the deposit or by pledging first trust deed mortgage notes having a value of 150 percent of a governmental unit’s total deposits. LACMTA may waive collateral requirements for deposits that are fully insured up to \$250,000 (amount not in thousands) by the FDIC. All investment securities purchased were held and registered in LACMTA’s name and maintained for the benefit of the LACMTA in the trust department or safekeeping department of a financial institution as established by a written third-party safekeeping agreement between LACMTA and the financial institution.

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 2022

Note 2 - Cash and Investments (Continued)

Interest Rate Risk

Interest rate risk is the risk that changes in interest rate will adversely affect the fair value of an investment. LACMTA measures interest rate risk on its short-term investments using the effective duration method. LACMTA maintains policy requiring the average duration of the externally managed short-term investments not to exceed 150 percent of the benchmark duration and the average duration of the internally managed short-term investments not to exceed three years. This policy does not apply to investments of proceeds related to bond financings. LACMTA measures interest rate risk on its bond proceeds and debt service investments using the weighted average maturity method.

Foreign Currency Risk

Foreign currency risk is the risk that changes in exchange rates will adversely affect the fair values of the cash deposits or investments. As of June 30, 2022, there is no exposure to currency risk as all LACMTA's cash deposits and investments are denominated in U.S. dollar currency.

Note 3 - Prepaid expenses

Payment of insurance premiums that relate to future periods are recorded as prepaid expenses and are amortized over the period covered.

Note 4 - Accounts payable and due to other funds

Accounts payable represent amounts owed to vendors for services performed or goods purchased.

Note 5 - Due to other funds

Due to other funds are amounts owed to LACMTA and PTSC for temporary loans in order to meet the operating needs of PRMA that will be repaid when sufficient cash becomes available.

Note 6 - Claims Payable

The primary emphasis of claims and judgment activities at PRMA is to prevent or reduce the risk of injury to persons and damage to or loss of property. Where losses cannot be prevented, LACMTA endeavors to self-insure or to assume such losses as it may deem advisable and economical, giving due consideration to the frequency and severity of probable losses. The consideration of the effect of potential self-insured or assumed losses is part of LACMTA's financial planning process.

Capital

For its construction projects, LACMTA requires contractors to maintain a contractor-controlled insurance program (CCIP) to minimize LACMTA's risk of exposure to construction related losses. These policies provide property, liability, and workers' compensation insurance and cover many of the risks arising from the work of contractors and subcontractors on LACMTA construction projects.

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 2022

Note 6 - Claims Payable

Capital (Continued)

LACMTA purchased a construction project umbrella liability insurance program (super excess general liability policies) that provides additional coverage limits on LACMTA's five major capital projects currently underway. The program provides up to \$550 million in additional coverage over the dedicated limits of insurance provided by each of the Design Build contractors. The Design Build contract values for these projects are approximately \$13 billion.

Operations

The reserves for the public liability and property damage, and workers' compensation claims are actuarially determined and subject to periodic adjustment as conditions warrant. The reserves are discounted using an average discount rate of 3.0%. LACMTA believes that the estimated liability for self-insured claims as of June 30, 2022 will be sufficient to cover any costs arising from claims filed or to be filed for incidents that occurred through that date. The liability is based, in part, upon an independent actuarial estimate of reserves required for unsettled claims including losses that have been incurred but not reported, and legal expenses, but excluding direct administration costs both by LACMTA employees and third-party administrators.

LACMTA is self-insured for public liability and property damage for non-construction activities up to \$17.5 million per occurrence. LACMTA has acquired outside insurance coverage for losses of \$300 million inclusive of self-insurance retentions.

Furthermore, LACMTA has an all-risk property insurance program that covers all of its property. The property insurance policy covers insurable values of approximately \$14.6 billion on a probable maximum loss basis with policy limits of \$450 million for damages (\$150 million for flood damages). Earthquake coverage is not included in the current program structure. LACMTA does not set aside funds to cover potential gaps in property insurance coverage in case of losses.

The following table summarizes changes in the claims reserves for the year ended June 30, 2022:

	Property and Casualty	Workers' Compensation	Total
Unpaid claims and claim adjustment reserves – beginning of year	\$ 131,724	\$ 281,633	\$ 413,357
Provisions for insured events	54,577	31,462	86,039
Interest income	(5,134)	(11,979)	(17,113)
Total incurred claims and claims adjustment expense	181,167	301,116	482,283
Payment attributable to insured events	(35,039)	(64,092)	(99,131)
Total unpaid claims and claim adjustment reserves – end of year	\$ 146,128	\$ 237,024	\$ 383,152

As of June 30, 2022, \$99,131 of the total claims' liability is considered current. Claims payable is reported in the Statement of Net Position.

PTSC-MTA RISK MANAGEMENT AUTHORITY
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)
Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 2022

Note 6 - Claims Payable (Continued)

Operations (Continued)

As of June 30, 2022, a designated investment has been set aside in the amount of \$146,128 equal to the property and casualty liabilities.

The workers' compensation program is both self-insured and self-administered by LACMTA. As of June 30, 2022, a designated investment has been set aside in the amount of \$237,024 equal to the workers' compensation liabilities.

Settled claims have not exceeded the commercial coverage in any of the past three fiscal years. There have been no significant reductions in insurance coverage from the previous year.

Note 7 – COVID-19 Impact and Considerations

The COVID-19 outbreak in the United States has caused business disruption through mandated and voluntary closings of businesses. The economic impact has been highly variable depending on the segment of the population and economy involved. Low-income workers have been experiencing job loss at disproportionately high rates, small businesses are closing at higher levels due to drastically decreased revenues and low levels of liquidity, and non-essential service industries that rely on person-to-person interaction are faring worse than essential industries and knowledge-based industries which were able to transition to remote work.

All major industry sectors saw a decline in employment, with Leisure and Hospitality and Trade, Transportation and Utilities, which includes retail, experiencing the largest negative employment shocks. The region continues to recover jobs in the wake of the pandemic, however, many industries facing the most severe restrictions are still trailing behind in the recovery process including: arts, entertainment and recreation; food services and drinking places; information (with large declines in the motion picture and sound recording industry); and other services (which includes personal care services such as hair and nail salons).

While the disruption is currently expected to be temporary, there is considerable uncertainty around its duration. PRMA expects this matter to negatively impact its operating environment; however, the related financial impact and duration cannot be reasonably estimated at this time.

Note 8 - Subsequent Events

In preparing these basic financial statements, PRMA has evaluated events and transactions for potential recognition or disclosure through November 21, 2022, the date the financial statements were available to be issued. Based on this evaluation, it was determined that no subsequent events occurred that require recognition or additional disclosure in the basic 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 THE BASIC FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

To the Board of Directors of
PTSC-MTA Risk Management 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 basic financial statements of the PTSC-MTA Risk Management Authority (PRMA), a component unit of the Los Angeles County Metropolitan Transportation Authority (LACMTA) as of and for the fiscal year ended June 30, 2022, and the related notes to the basic financial statements, which collectively comprise PRMA's basic financial statements, and have issued our report thereon dated November 21, 2022.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the basic financial statements, we considered PRMA'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 basic financial statements, but not for the purpose of expressing an opinion on the effectiveness of PRMA's internal control. Accordingly, we do not express an opinion on the effectiveness of PRMA'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 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.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether PRMA's basic financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, and contracts, noncompliance with which could have a direct and material effect on the basic financial statement amounts. 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 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 black ink that reads "BCA Watson Rice, LLP". The signature is written in a cursive, flowing style.

Torrance, CA
November 21, 2022

PRMA

SUBJECT: 2021 – 2022 AUDITED FINANCIAL ACTIVITIES

ACTION: RECEIVE AND FILE

**PTSC-MTA
Risk
Management
Authority**

One Gateway Plaza
MS: 99-10-01
Los Angeles, CA
90012

213-922-6000

RECOMMENDATION

Receive and file report on the audited PTSC-MTA Risk Management Authority (PRMA) financial activities for the fiscal year ending June 30, 2022.

ISSUE

Financial statements reflecting the financial activities for PRMA are submitted to the California State Controller's Office annually.

DISCUSSION

PRMA is a California Joint Powers Authority (JPA) and is subject to Special Districts Financial Transaction reporting requirements under Government Code sections 26909 and 53891. Metro's Accounting department prepares the basic financial statements. Metro contracts with certified public accounting (CPA) firm BCA Watson Rice LLP to provide an Independent Auditor's Report.

NEXT STEPS

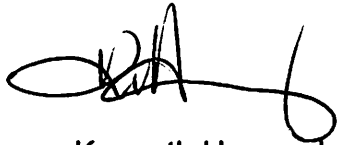
PRMA By-Laws specify the Treasurer-Auditor shall cause an annual independent audit be made by a CPA. The Basic Financial Statements, Independent Auditor's Management Letter to the Board and Independent Auditor's Report on Internal Control over financial reporting are attached.

ATTACHMENTS

- A. Basic Financial Statements with Independent Auditor's Report for the Fiscal Year Ended June 30, 2022.
- B. Management Letter to the Board for the Fiscal Year Ended June 30, 2022.

C. Independent Auditor's Report on Internal Control for the Fiscal Year
Ended June 30, 2022.

Prepared by Claudia Castillo del Muro, Executive Officer, (213) 922-4518.

A handwritten signature in black ink, appearing to read 'KH', with a large, stylized flourish extending from the end of the signature.

Kenneth Hernandez
PRMA President



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2023-0356, **File Type:** Oral Report / Presentation

Agenda Number: 5.

**PTSC-MTA RISK MANAGEMENT AUTHORITY
MAY 19, 2023**

SUBJECT: AUDITED ANNUAL FINANCIAL ACTIVITIES DISCUSSION

RECOMMENDATION

RECEIVE oral report on discussion of the 2021-2022 audited annual financial activities.

PTSC-MTA RISK MANAGEMENT AUTHORITY



FINAL COMMUNICATION WITH THE
BOARD OF DIRECTORS

FINANCIAL STATEMENT AUDIT
FOR THE FISCAL YEAR ENDED JUNE 30, 2022

May 19, 2023



2355 Crenshaw Blvd. Suite 150
Torrance, CA 90501
PH 310.792.4640
FX 310.792.4331

Final Communication Agenda

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- Auditor's and PRMA's Management Responsibilities
- Financial Statement Audit Results
- Financial Highlights
- Auditor's Required Communications
- Management Letter Comments
- Open Discussions and Questions

Responsibilities

3

- PRMA's Management Responsibilities:
 - Preparation of PRMA's financial statements.
 - Design, implementation and maintenance of internal control-free from material misstatement, whether due to fraud or error.
- Auditor's Responsibilities:
 - Express an opinion on the fair presentation of the financial statements.
 - Provide reasonable, not absolute assurance of detecting material misstatements.

Financial Statement Audit Results

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- Unmodified (“Clean”) Opinion on the Financial Statements
- Report on Internal Controls over Financial Reporting and Compliance in Accordance with *Government Auditing Standards*
 - Material weaknesses – none noted
 - Significant deficiencies – none noted

Financial Highlights

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Statement of Net Position

- Net position remained at \$0. Net position did not change as the LACMTA reimburses all of PRMA's expenses.
- Current and other assets as of June 30, 2022 decreased by \$37.1 million or 8.7% compared to June 30, 2021, due to the reduction in estimated reserves resulting from the decrease in estimated liabilities.
- Current and non-current liabilities as of June 30, 2022 decreased by \$37.1 million or 8.7% compared to June 30, 2021, due to lower claims for workers' compensation casualties.

Financial Highlights (Continued)

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Statement of Revenues, Expenses, and Changes in Net Position

- Revenues for services increased by \$0.66 million or 0.7% due to higher billings related professional and technical services and other expenditures paid in FY-2022.
- Expenses increased by \$0.66 million or 0.7% in fiscal year 2022 as compared to fiscal year 2021, due to the net effect of the decrease in workers' compensation claims payments and casualty and public liability payments; and increase in professional and technical service fees and miscellaneous expenses.

Required Communications

7

MATTERS TO COMMUNICATE

BCA Watson Rice's Responsibility Under Generally Accepted Auditing Standards

Whether material illegal acts were identified during the audit

RESPONSES

Conduct our audit 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* which provide reasonable

- not absolute – assurance about whether the basic financial statements are free of material misstatement, whether caused by error or fraud. To gain a basic understanding of the internal control policies and procedures to design an effective and efficient audit approach.

There were no illegal acts identified during the audit.

Required Communications (Continued)

8

MATTERS TO COMMUNICATE

RESPONSES

Adoption of, or change in, accounting policies

There were no adoption or changes in accounting policies during fiscal year 2021-2022.

Other significant accounting policies are described in note 1 of the financial statements.

Significant and unusual transactions

None identified

Alternative treatment discussed with management

We did not discuss with management any alternative treatments with generally accepted accounting principles for accounting policies and practices related to material items during the audit period.

Significant Issues Discussed with Management

None

Required Communications (Continued)

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MATTERS TO COMMUNICATE	RESPONSES
Major Issues Discussed with Management Prior to our Retention	None
Disagreements with Management on Financial Accounting and Reporting Matters	None
Difficulties Encountered with Management in Performing the Audit	We did not encounter any difficulties in dealing with management during the audit.
Consultations with Other Accountants	None that we are aware of relating to audit matters.
Written Communications Between Management and Our Firm	We requested certain representations from management which have been included in the management representation letter.
Independence	We are independent with respect to LACMTA and PRMA.

Required Communications (Continued)

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MATTERS TO COMMUNICATE

Management Judgments and Accounting Estimates

RESPONSES

We evaluated the key factors and assumptions used by management in making accounting estimates and judgments significant to the financial statements, and concluded that all estimates and judgments appeared reasonable.

2022 Significant Adjustments and Transactions No significant adjustments and transactions.

Management Letter Comments

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- There are no management letter comments.

Open Discussions and Questions



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Board Report

File #: 2023-0357, **File Type:** Oral Report / Presentation

Agenda Number: 6.

**PTSC-MTA RISK MANAGEMENT AUTHORITY
MAY 19, 2023**

SUBJECT: ACTUARIAL STUDY DISCUSSION

RECOMMENDATION

RECEIVE oral report on discussion of the June 30, 2022 actuarial study.

Los Angeles Metropolitan Transportation Authority

Workers Compensation and Public Liability/Property Damage Self-Insurance Program

Actuarial Analysis as of June 30, 2022

Presented: May 19, 2023



Discussion Points

- Three conclusions from the most recently completed actuarial report:
 1. **Outstanding liabilities as of June 30, 2022:**
 - Used for financial statements
 2. **Projected losses for program years 2022/23 and 2023/24:**
 - Used for budgeting purposes
 - Based on LAMTA's claims experience
 - Reflects claim, exposure, and legislative trends
 3. **Forecasted Loss Payments for 2022/23**
- Historical claims perspective
- Overall observations

Determination of Outstanding Liability

1. Liability for **unpaid** claim costs – 2 components
 - a) Case reserves on known claims
 - b) Incurred But Not Reported (IBNR)
 - i. Provision for unreported claims related to incidents which have already occurred
 - ii. Also for further loss development on known claims
2. Liability should be based on:
 - a) The estimated ultimate cost (including effects of inflation and other societal and economic factors),
 - b) Using past experience adjusted for current trends,
 - c) Other factors that would modify past experience

(GASB Statement No. 10, Paragraph 22)

Actuarial Projection Methods

- Development methods:
 - Paid losses, reported losses, number of claims
 - Case reserve development
 - Frequency/severity
- Exposure/loss rate analysis:
 - Expected loss method
 - Mainly used to project future years

History of Self-Insured Retentions

Workers Compensation

Loss Period	WC SIR
Prior to 9/1/98	Commuted/Unlimited
9/1/98 through 8/31/01	Fully Insured
9/1/01 and Later	Unlimited

Public Liability/Property Damage

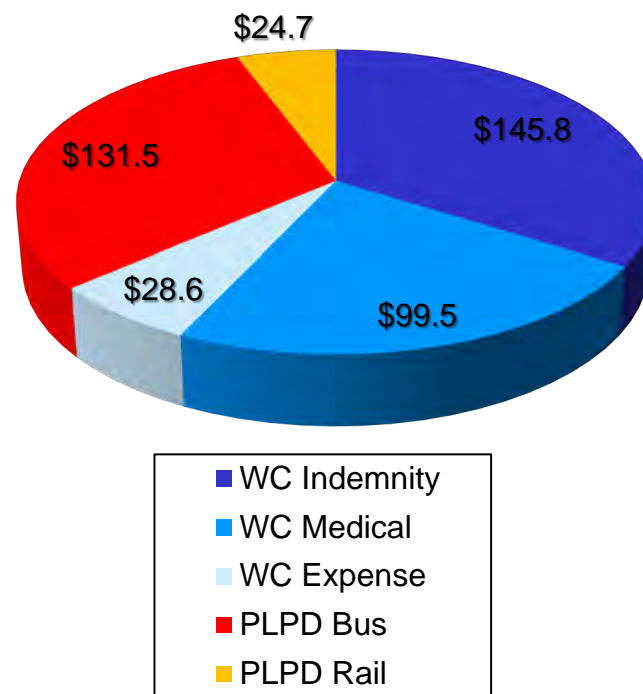
Loss Period	PLPD Bus SIR	PLPD Rail SIR
Prior to 7/1/86	\$1,500,000	\$1,500,000
7/1/86 through 6/30/89	\$4,000,000	\$4,000,000
7/1/89 through 7/31/11	\$4,500,000	\$4,500,000
8/1/11 through 7/31/13	\$5,000,000	\$5,000,000
8/1/13 through 7/31/18	\$7,500,000	\$7,500,000
8/1/18 through 7/31/20	\$8,000,000	\$8,000,000
8/1/20 through 7/31/22	\$10,000,000*	\$8,000,000
8/1/22 and later	\$12,500,000 [Ⓢ]	\$8,000,000

* SIR is \$10M plus 50% of \$10M x \$10M (SIR), then a \$2.5M insured layer, and then a \$2.5M self-insured layer

[Ⓢ] SIR is \$12.5M plus 50% of \$10M x \$12.5M layer (SIR), then \$2.5M self-insured layer

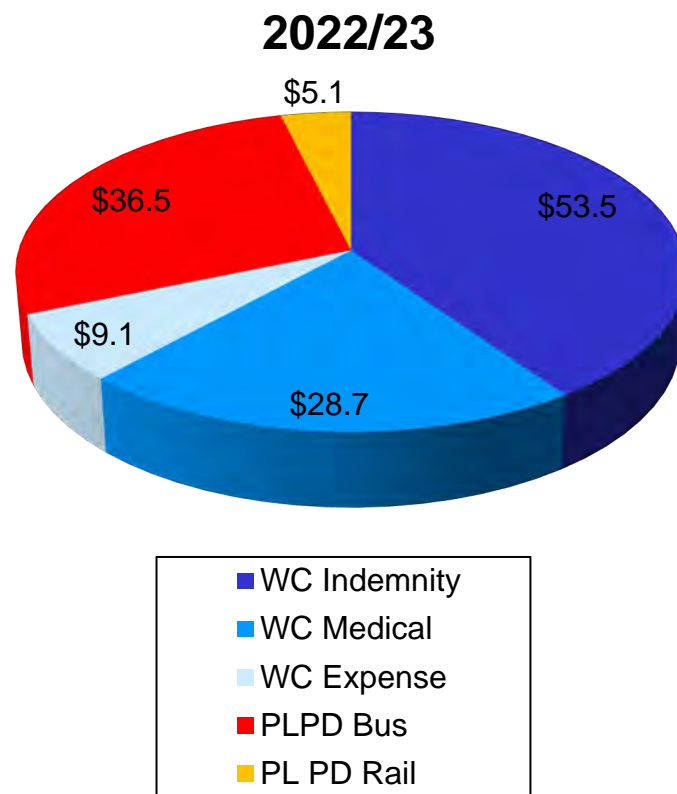
Expected Undiscounted Outstanding Liability at June 30, 2022

		(million)
Program	Amount	
(A) Workers Comp.	\$274.0	
(B) PL/PD	156.1	
(C) Total	430.1	



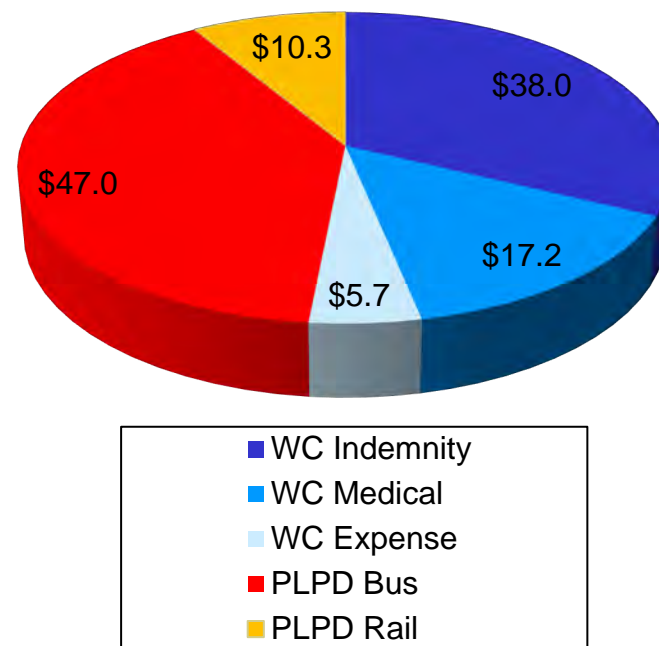
Projected Ultimate Retained Losses for 2022/23 and 2023/24

Program	2022/23	2023/24
(A) Workers Comp.	\$91.3	\$98.1
(B) PL/PD	41.6	42.3
(C) Total	132.9	140.5



Forecasted Loss Payments for 2022/23

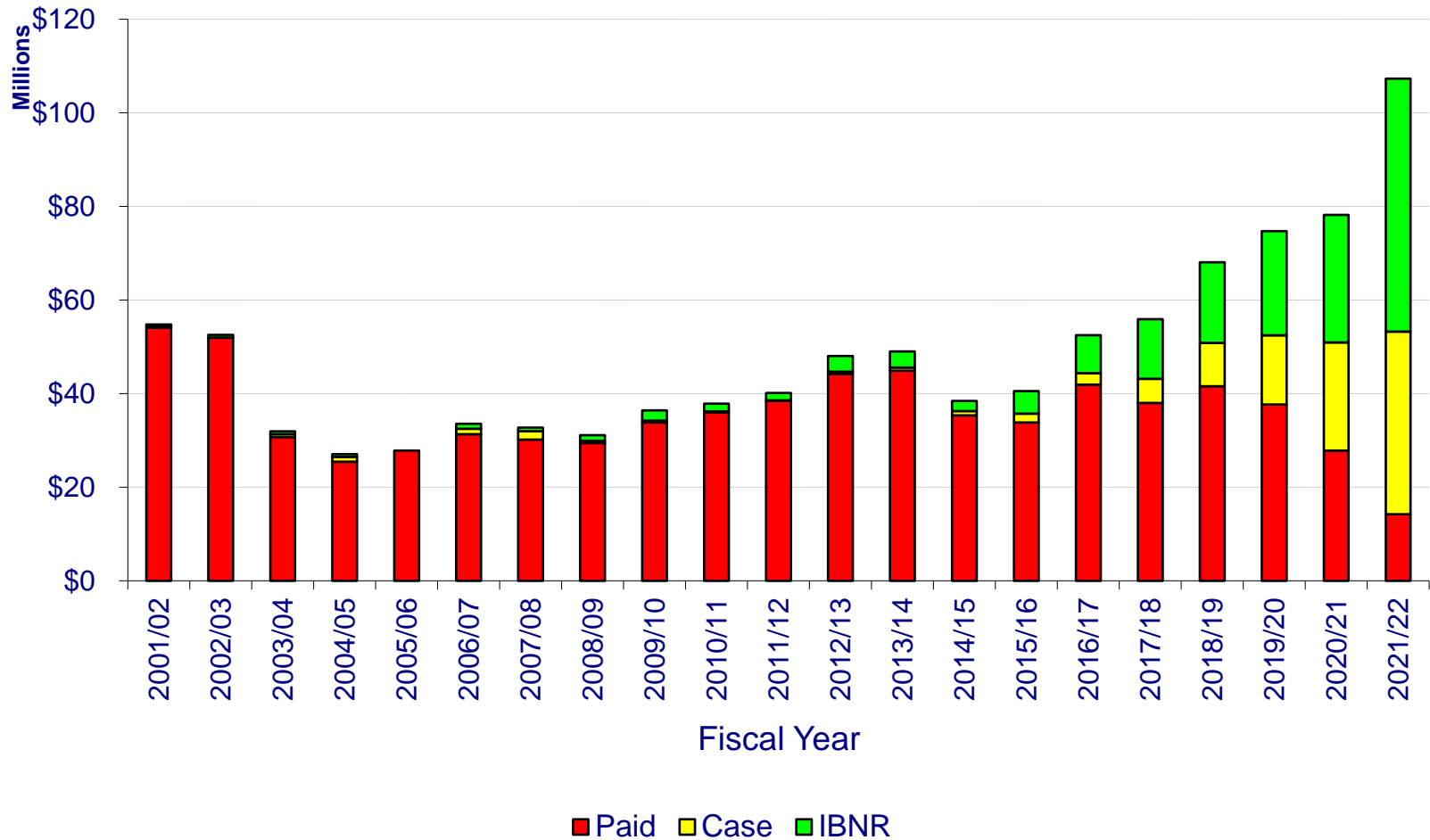
	(million)
Program	2022/23
(A) Workers Comp.	\$60.9
(B) PL/PD	57.3
(C) Total	118.2



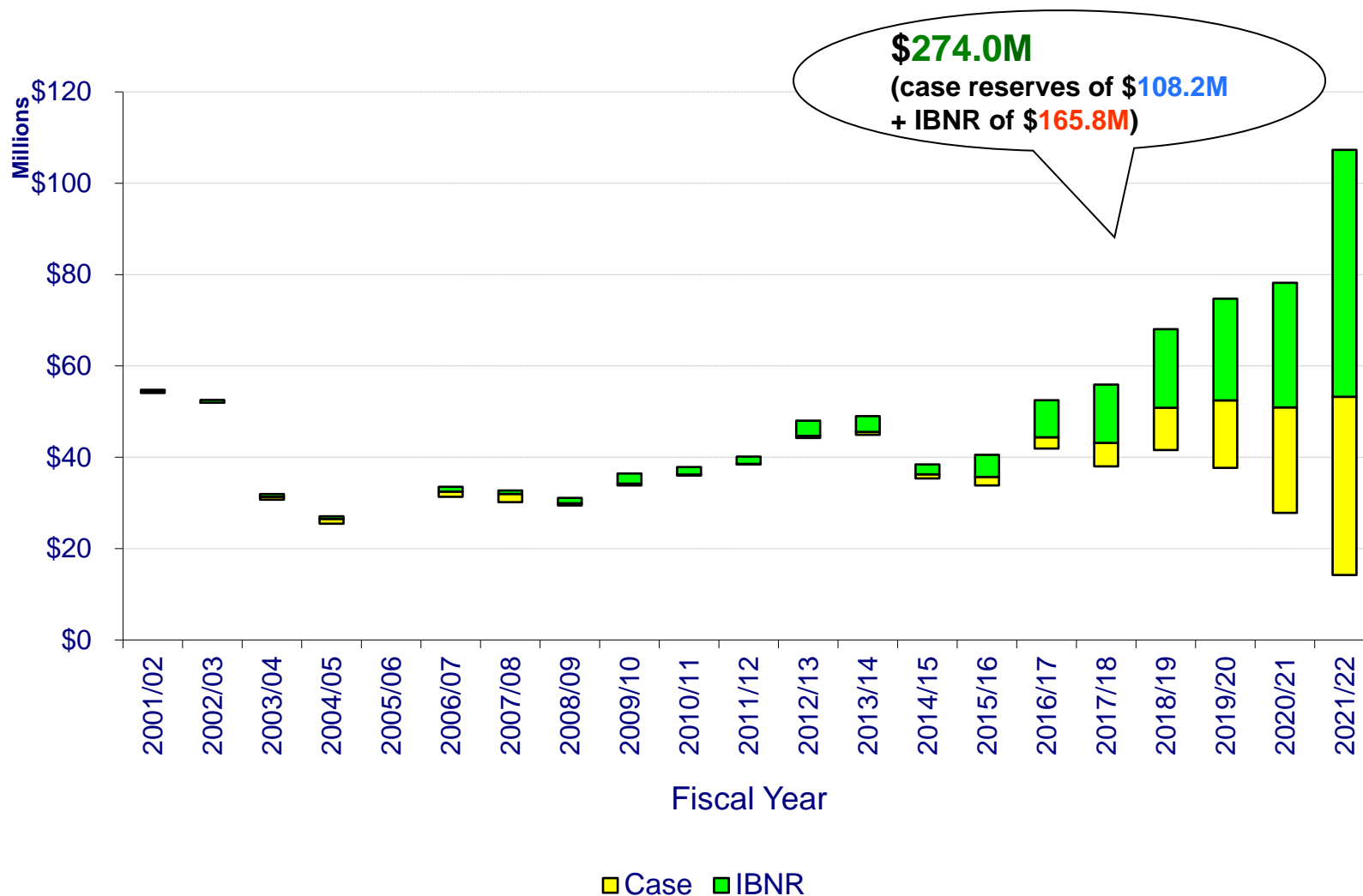
Workers Compensation

WC Projected Ultimate Retained Losses

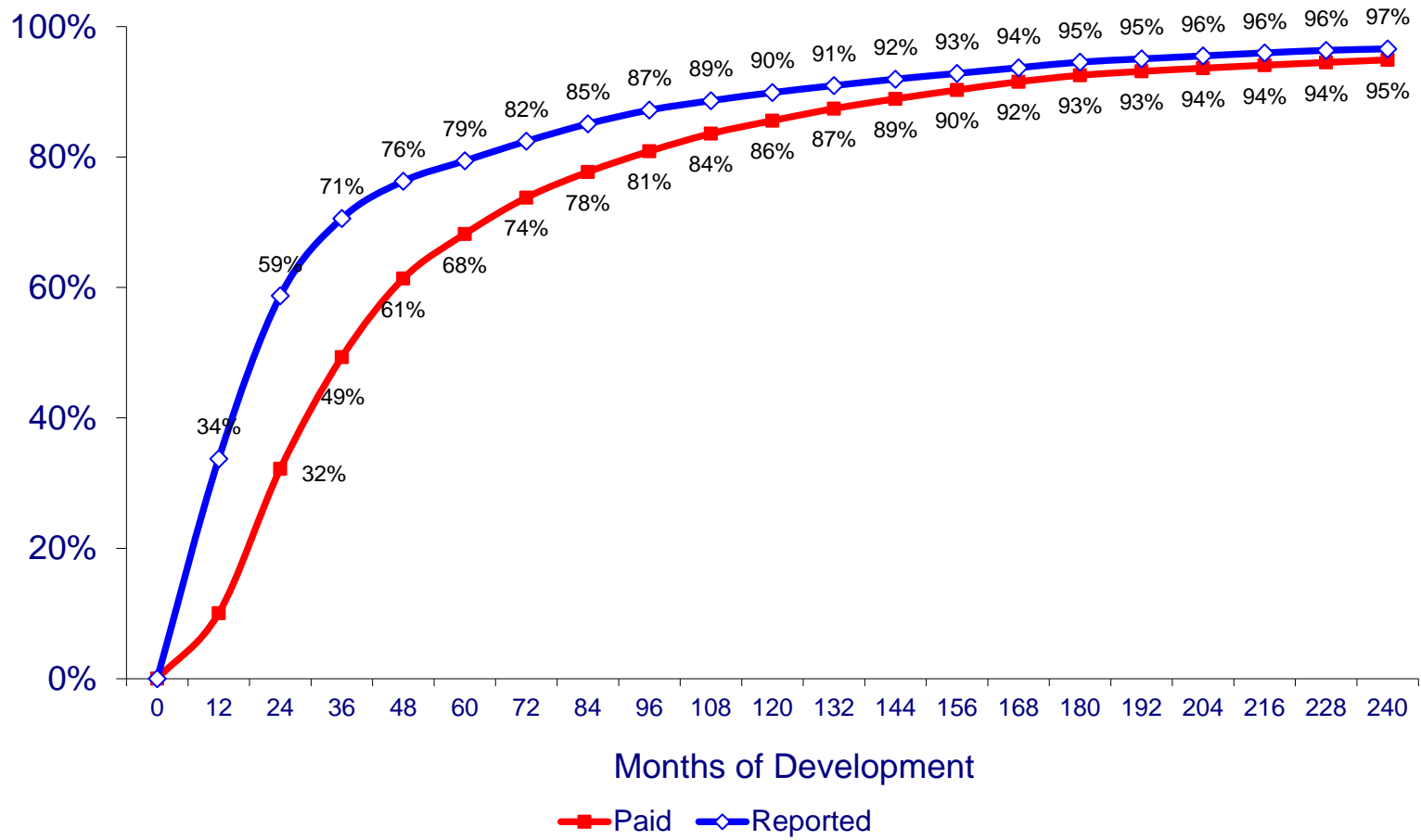
Inception to 6/30/22 ~ \$1.67 Billion



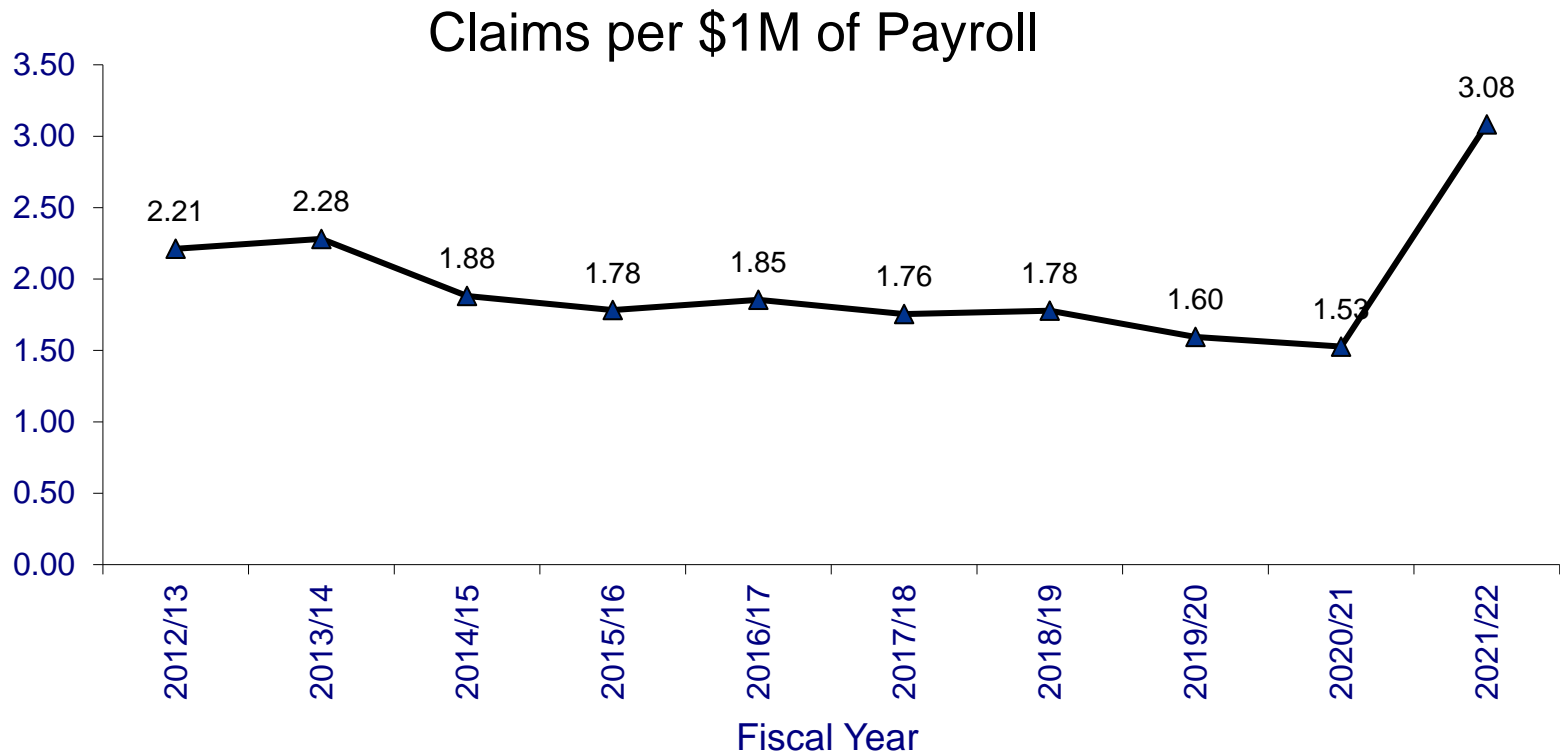
WC Outstanding Liab @6/30/22 = Case Res + IBNR ~ \$274.0M



Workers Compensation Loss Development Patterns



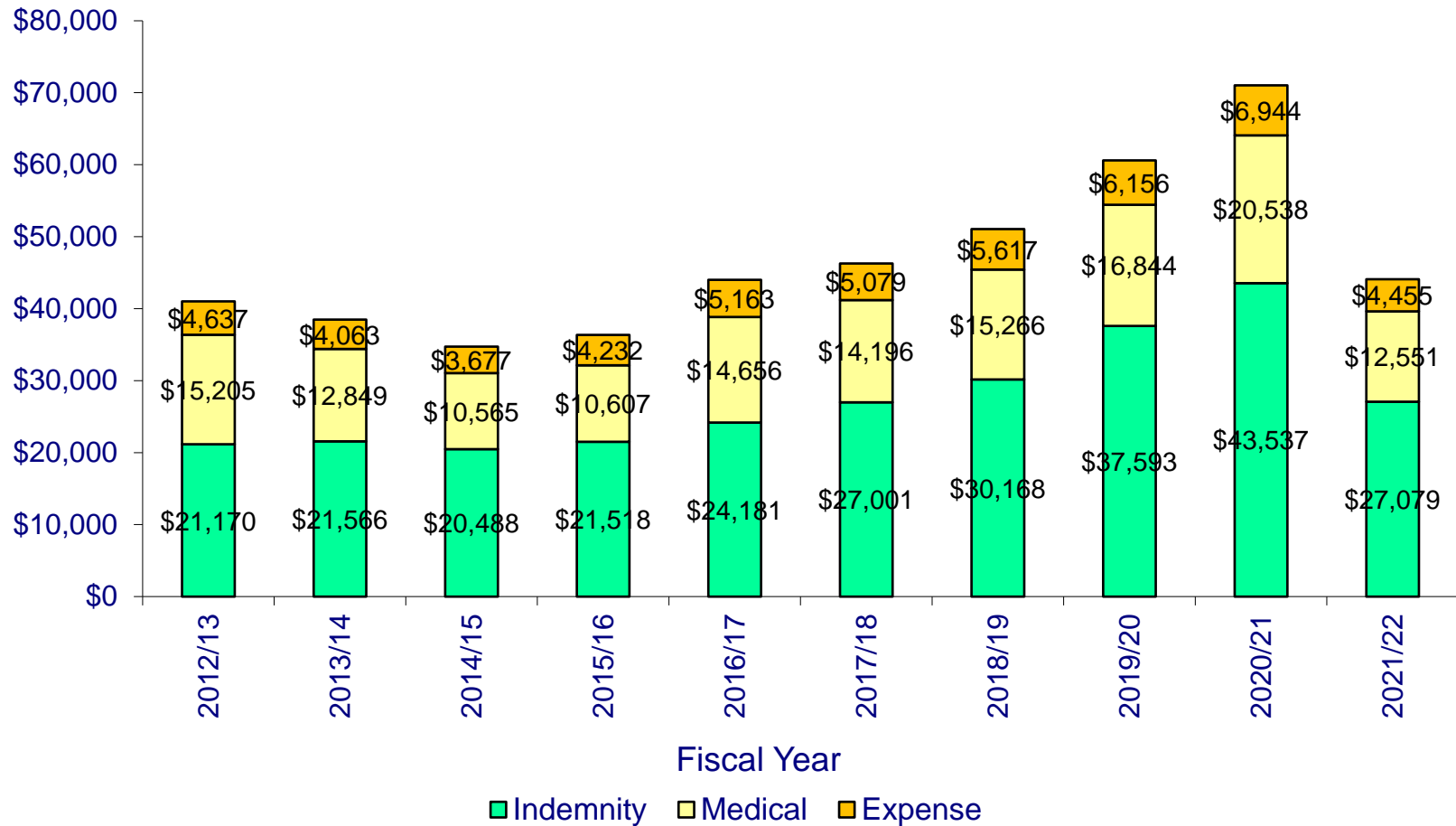
Workers Compensation Claim Frequency



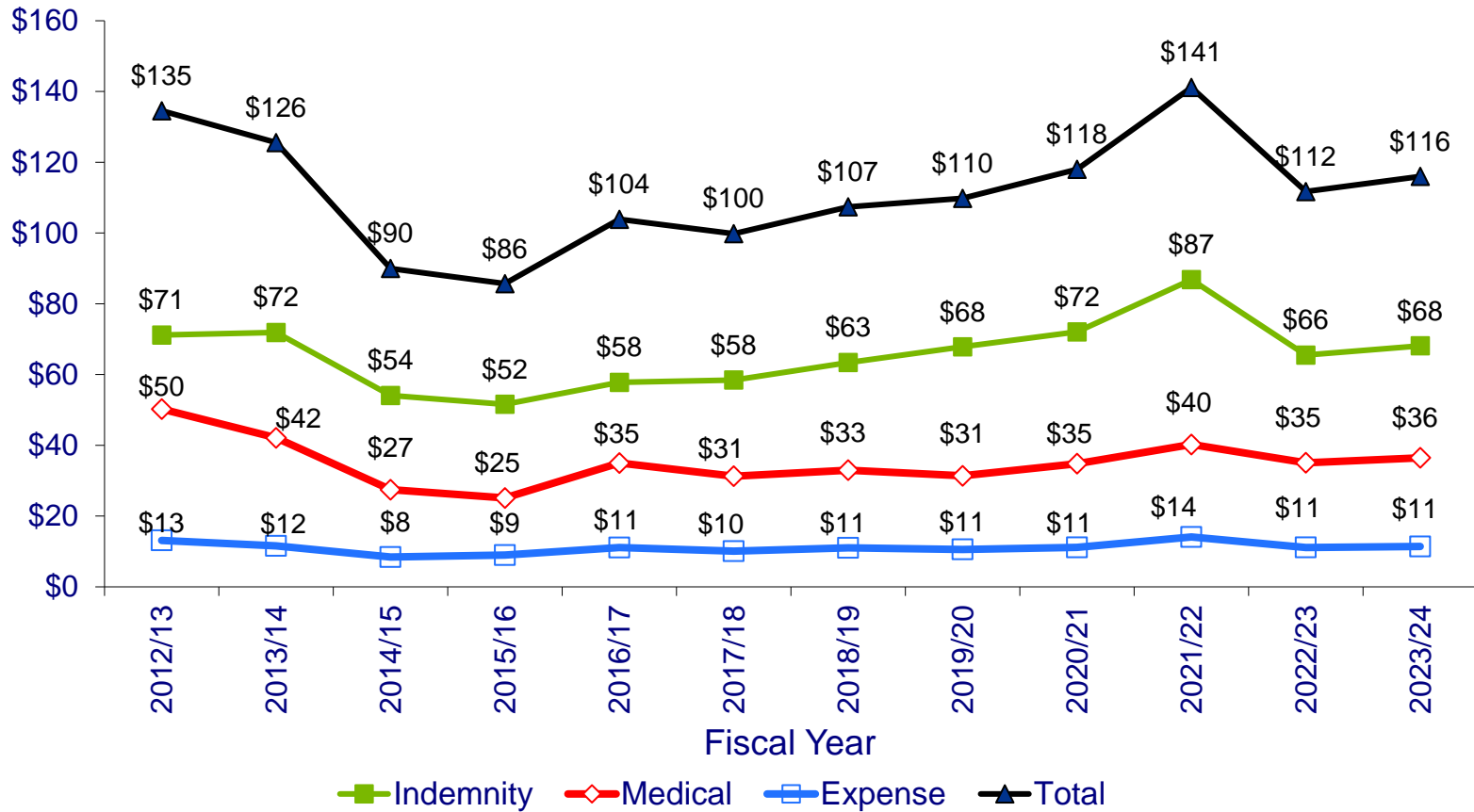
Increase in claim frequency in 2021/22. Possible causes:

- LAMTA discontinued the return-to-work/modified duty program during pandemic, and it has not been reinstated fully as of 6/30/22
- Claims filed which may not be related to contracting COVID-19 but for continuous trauma claims for fear of working and contracting COVID-19

Workers Compensation Claim Severity



WC Loss Rate per \$1,000 of Payroll (Trended)



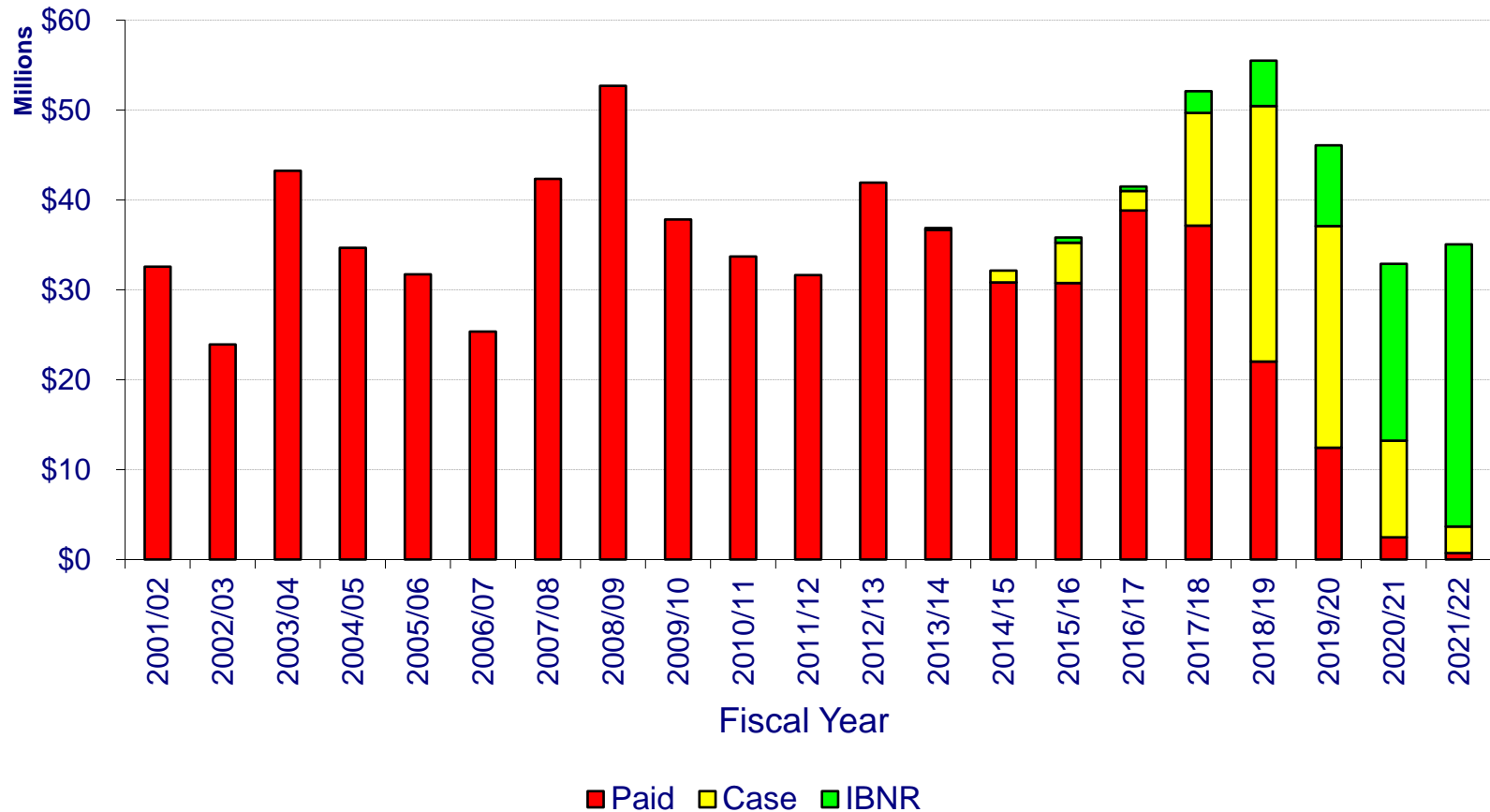
Workers Compensation COVID-19 Claims

- 58 non-zero reported COVID-19-related workers compensation claims as of 6/30/22
- Incident dates from March 2020 to January 2022
- Total reported loss value as of 6/30/22 for these 58 claims is \$1,975,999, of which \$861,490 has been paid
- These are claims that have been filed, but not all are confirmed COVID cases
- Actuarial analysis currently makes no special adjustments for COVID-19, other than reflecting the claims into the overall loss experience

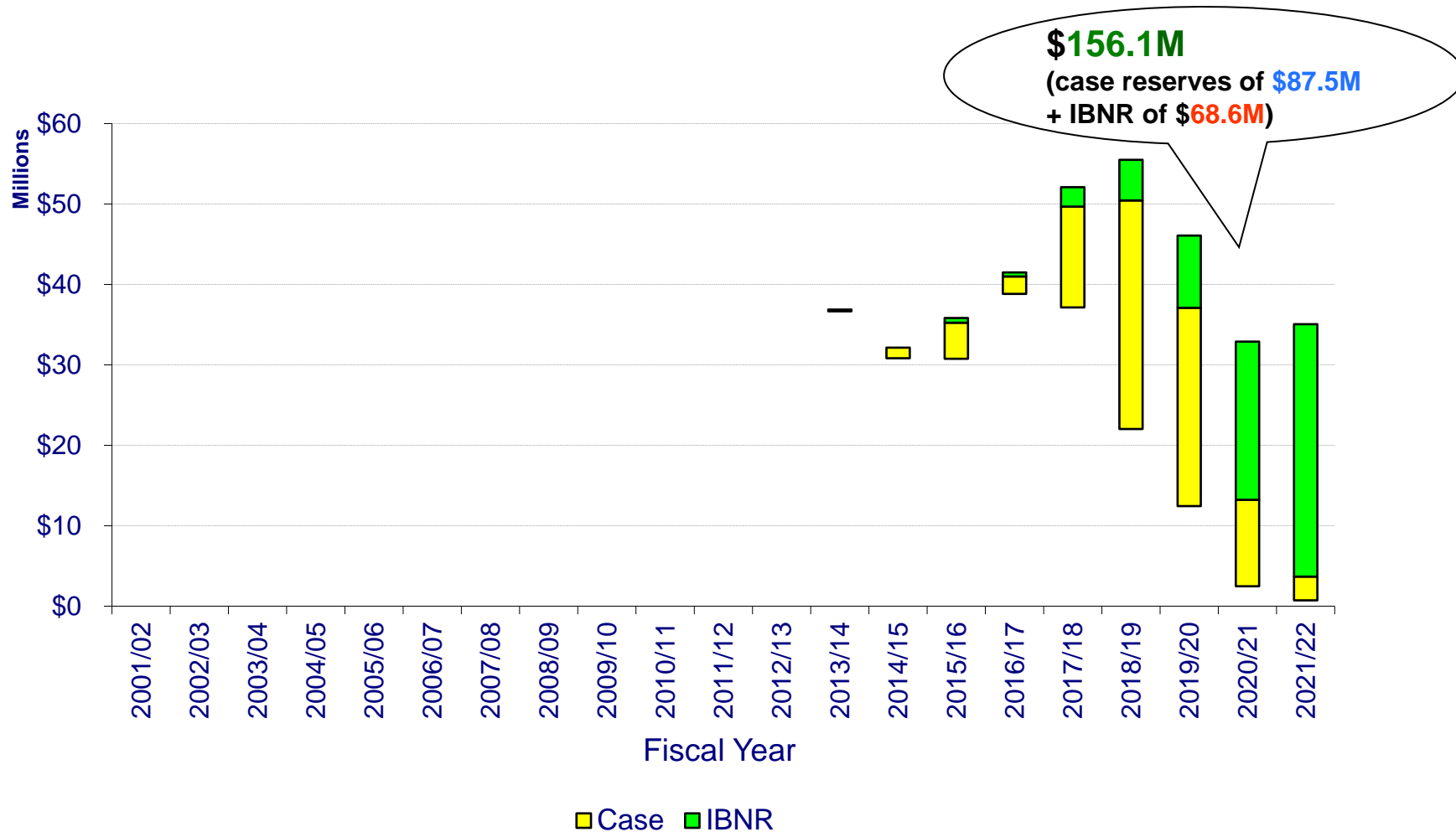
Public Liability/Property Damage

PL/PD Projected Ultimate Losses Limited to SIR

Inception to 6/30/22 ~ \$1.4 Billion



PL/PD Outst. Liability @6/30/22 = Case Res + IBNR ~ \$156.1M

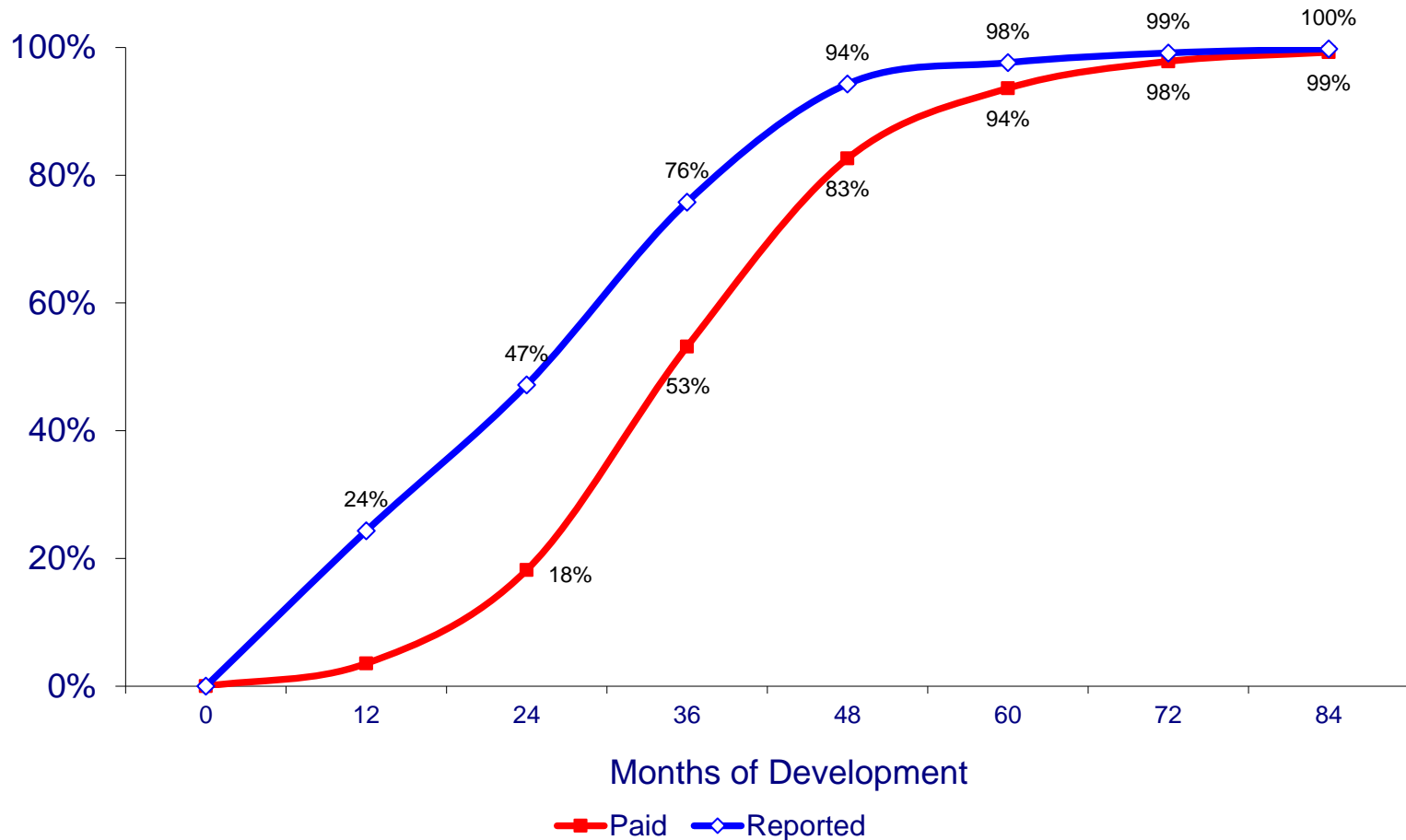


PL/PD Open Case Reserves > \$1 million as of 6/30/22

Event Number	Claim Type	Event Date	Claim Status	Paid Loss	Reported Loss	Case Reserves
CD22019158414	Bus	4/30/19	Open	\$537,046	\$7,978,200	\$7,441,154
CD22019160234	Bus	9/1/19	Open	569,707	7,298,750	6,729,043
CD22018153647	Rail	5/26/18	Open	1,261,818	7,499,000	6,237,182
CD22019156978	Bus	1/27/19	Open	185,495	6,288,100	6,102,605
CD22019160687	Bus	10/2/19	Open	80,422	4,200,000	4,119,578
CD22019157022	Bus	1/29/19	Open	252,742	4,280,000	4,027,258
CD22016144215	Bus	6/28/16	Open	509,909	3,105,600	2,595,691
CD22020164456	Bus	8/9/20	Open	196,175	2,700,100	2,503,925
CD22019161703	Bus	12/8/19	Open	77,220	2,150,000	2,072,780
N20200164619	Bus	8/9/20	Open	1,350	2,050,000	2,048,650
N20180156330	Bus	10/5/18	Open	125,395	1,300,000	1,174,605
N20190161173	Bus	10/8/19	Open	81,235	1,160,174	1,078,939
CD22020164877	Bus	10/3/20	Open	78,695	1,100,000	1,021,305

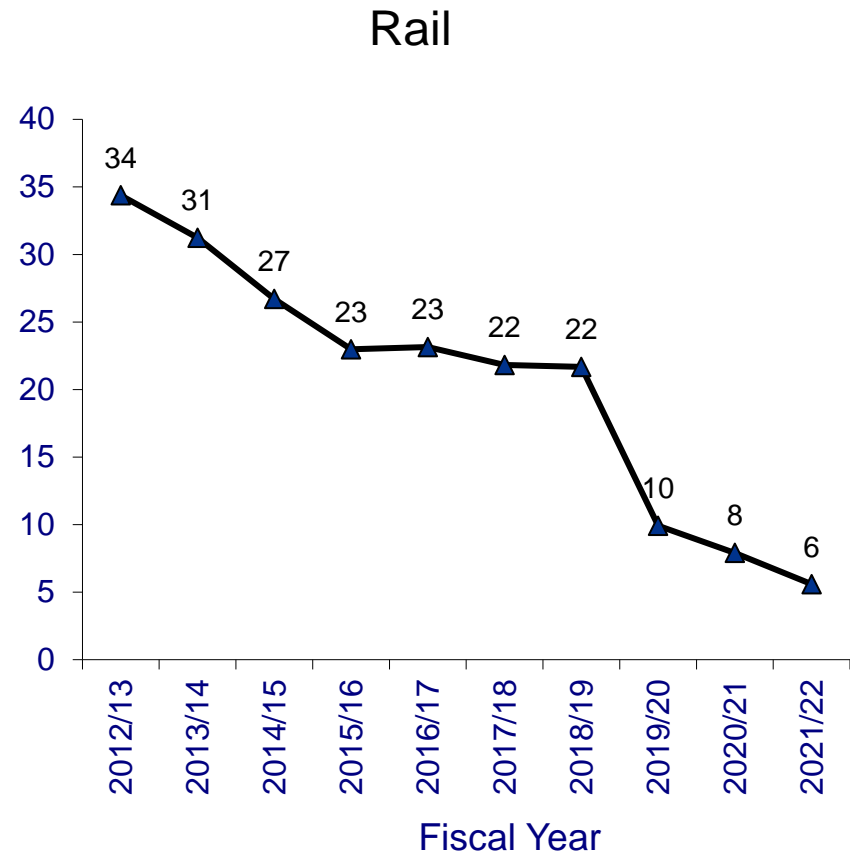
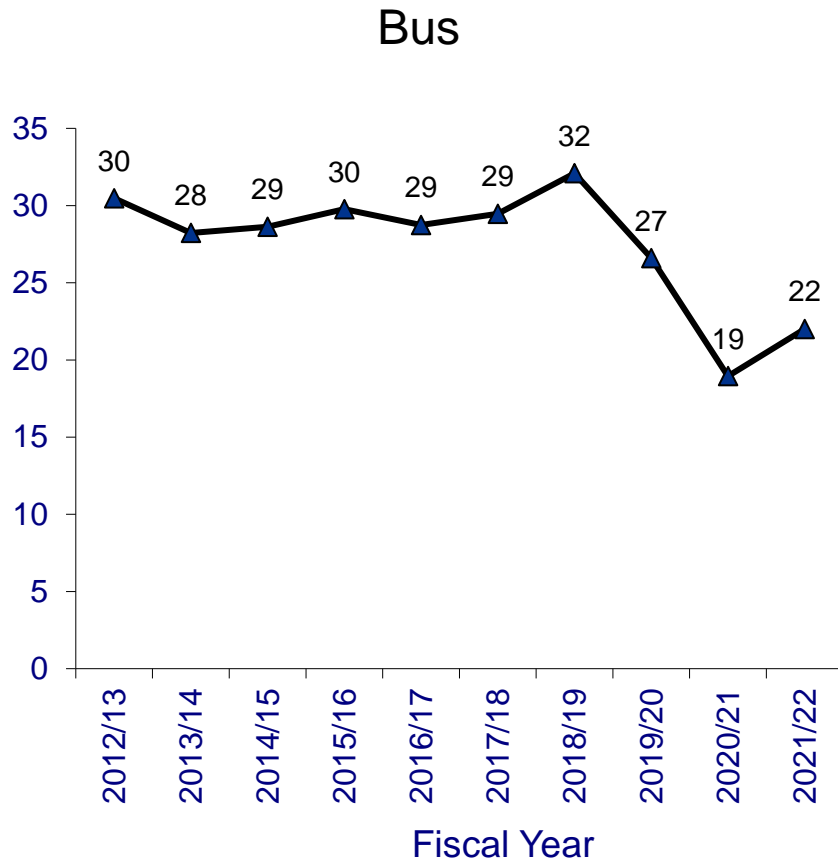
- Sorted by case reserve value
- Limited to self-insured retentions
- All but one are bus claims

PL/PD Loss Development Patterns



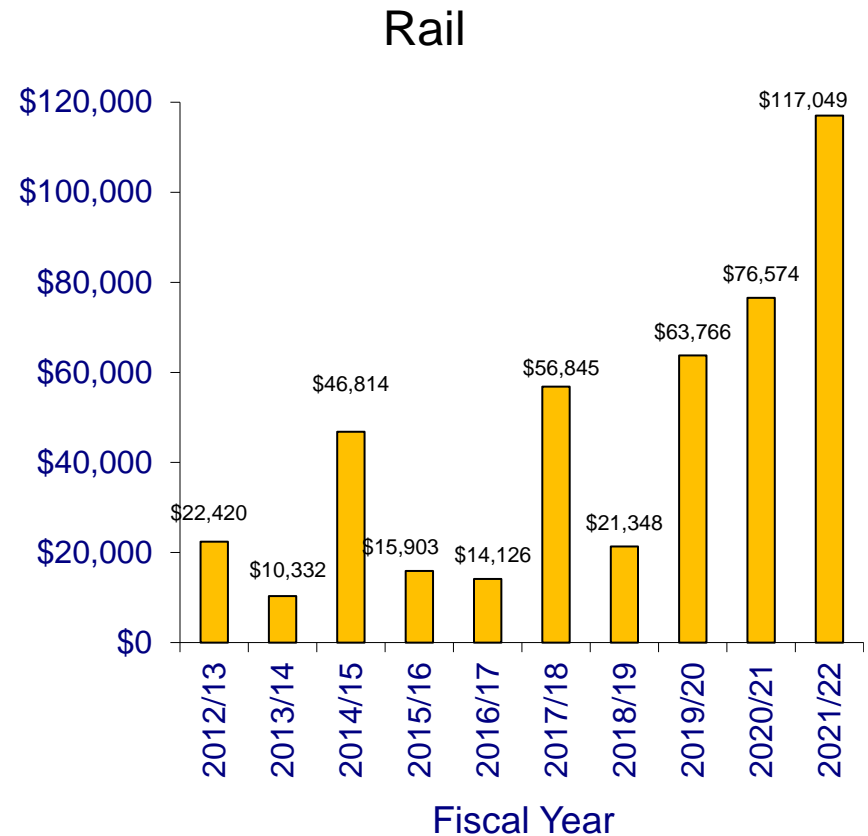
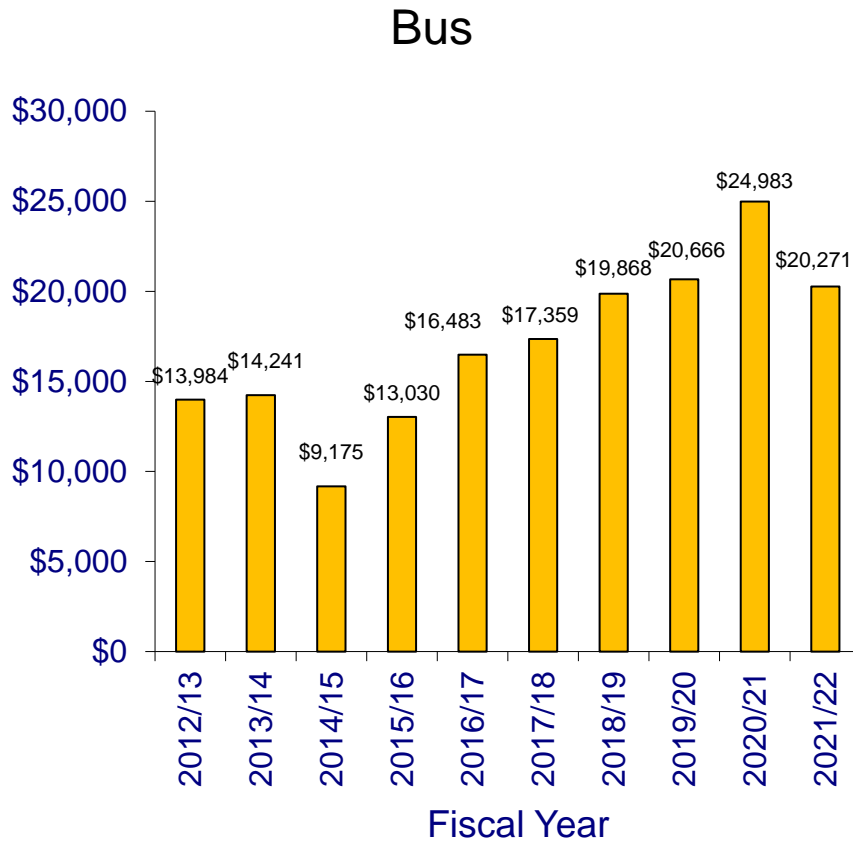
PL/PD claims are generally reported and paid much faster than workers compensation claims

PL/PD Claim Frequency



Reduced claim frequency beginning in 2019/20 (likely due to pandemic)

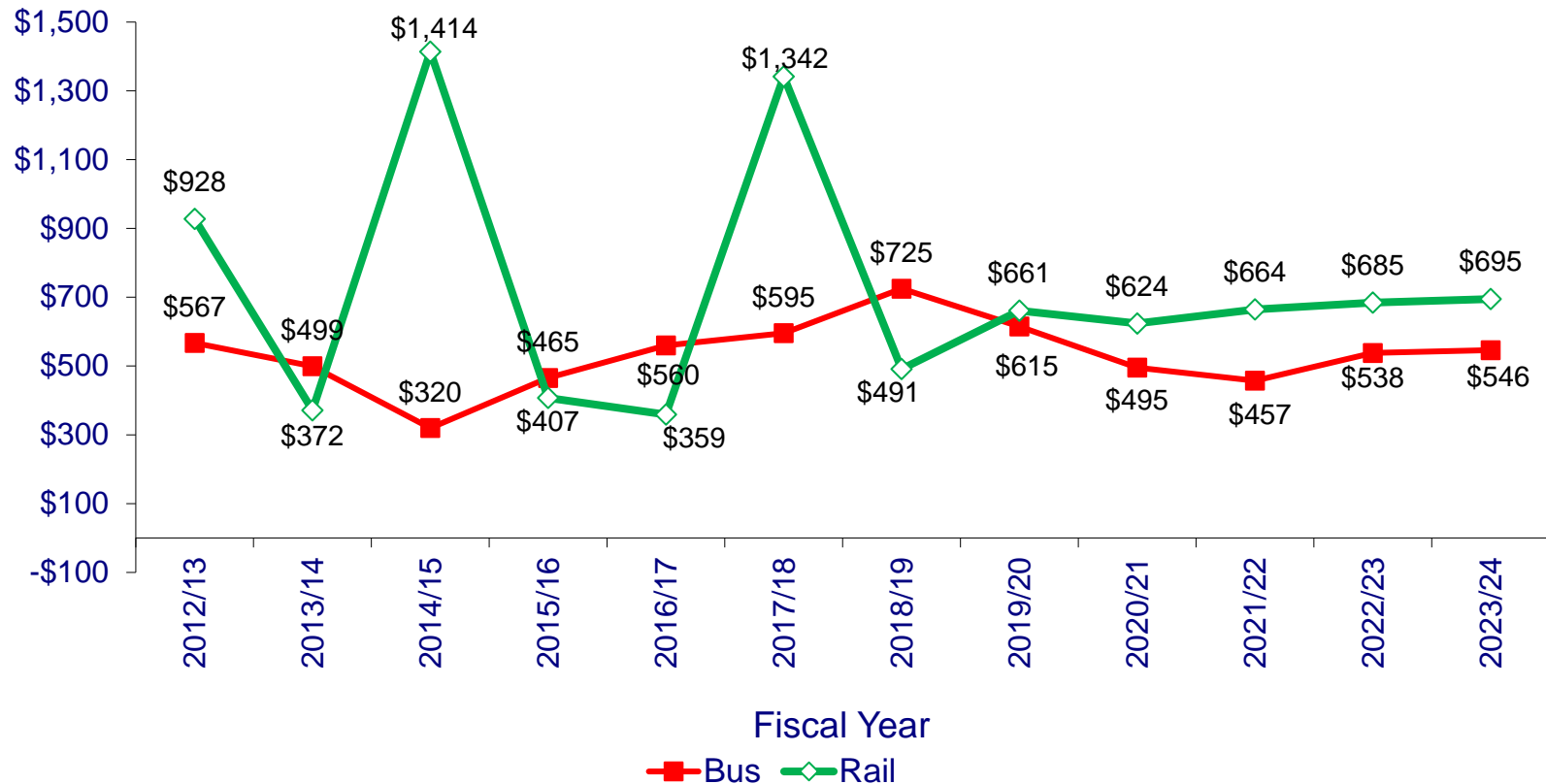
PL/PD Projected Ultimate Claim Severity



Much more variability in rail PL/PD severity compared to bus PL/PD

PL/PD Loss Rates (Trended)

- per 1,000 of Miles Driven (Bus)
- per 1,000 of Revenue Train Miles Operated (Rail)

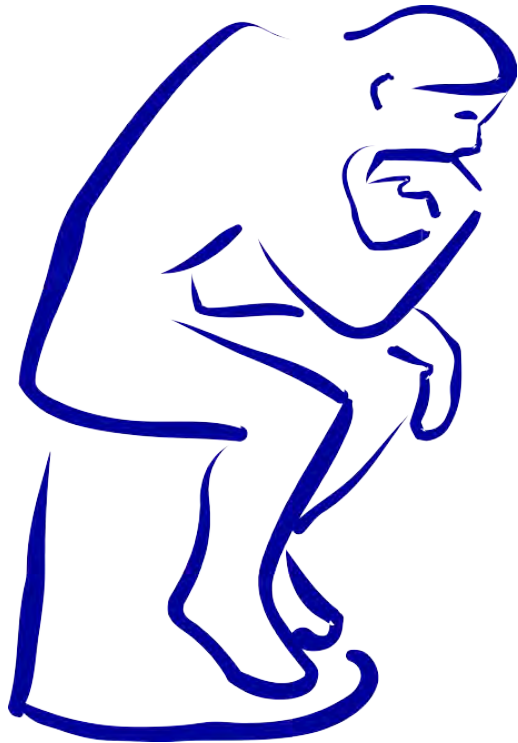


More variability in rail PL/PD loss rates compared to bus PL/PD

Upcoming

Currently working on the mid-year actuarial analysis using December 31, 2022 data

Questions?



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Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2023-0358, **File Type:** Oral Report / Presentation

Agenda Number: 7.

**PTSC-MTA RISK MANAGEMENT AUTHORITY
MAY 19, 2023**

SUBJECT: ANNUAL SELF-INSURANCE PLAN

RECOMMENDATION

RECEIVE AND FILE report of annual self-insurance plan filing with the Department of Industrial Relations for 2021-2022.



Public Self Insurers

Claim Liability - Annual Report

For Period: 07/01/2021 - 06/30/2022

September 13, 2022
PTSC-MTA RISK MANAGEMENT
One Gateway Plaza 99-10-2
Los Angeles, CA 90012

FORM AR-2 (1-2016)

Report Location Number:

5813-01-099 A

Identification of Location

PTSC-MTA RISK MANAGEMENT at LOS ANGELES

Certificate Holder

PTSC-MTA Risk Management Authority

CASES AND BENEFITS (to the nearest dollar)				From Date- 07/01/2021		To Date- 06/30/2022	
		Incurred Liability		Paid To Date		Future Liability	
Date	#	Indemnity	Medical	Indemnity	Medical	Indemnity	Medical
1) Cases open as of 06/30/2022 reported prior to 2017/18	153	\$24,171,477	\$29,663,390	\$17,385,425	\$21,575,805	\$6,786,052	\$8,087,585
2) Open and closed Liabilities							
A) All Cases reported in 2017/18	1,258	\$28,310,189	\$11,624,524	\$25,311,829	\$10,463,316	\$2,998,360	\$1,161,208
2017/18 Cases open	69	\$7,355,850	\$3,356,445	\$4,357,490	\$2,195,237	\$2,998,360	\$1,161,208
B) All Cases reported in 2018/19	1,314	\$29,778,282	\$12,800,416	\$24,995,171	\$10,670,169	\$4,783,111	\$2,130,247
2018/19 Cases open	133	\$12,619,638	\$6,183,797	\$7,836,527	\$4,053,550	\$4,783,111	\$2,130,247
C) All Cases reported in 2019/20	1,248	\$34,476,852	\$12,954,212	\$25,815,549	\$9,006,178	\$8,661,303	\$3,948,034
2019/20 Cases open	229	\$22,100,879	\$9,008,246	\$13,439,576	\$5,060,212	\$8,661,303	\$3,948,034
D) All Cases reported in 2020/21	1,103	\$37,318,404	\$14,427,031	\$21,876,661	\$7,543,099	\$15,441,743	\$6,883,932
2020/21 Cases open	395	\$30,108,621	\$12,320,394	\$14,666,878	\$5,436,462	\$15,441,743	\$6,883,932
E) All Cases reported in 2021/22	1,535	\$35,310,049	\$15,471,968	\$11,033,160	\$3,251,250	\$24,276,889	\$12,220,718
2021/22 Cases open	878	\$33,379,406	\$14,670,276	\$9,102,517	\$2,449,558	\$24,276,889	\$12,220,718

	\$ Indemnity	\$ Medical
SUBTOTAL	\$62,947,458	\$34,431,724
3) Estimate Future Liability (Indemnity Plus Medical)		
TOTAL		\$97,379,182
	\$ Indemnity	\$ Medical
4) Total Benefits Paid During 2021/22 (Including all case expenditures). The indemnity amount includes the amount of LC § 4800/4850 benefits paid for the year (total of Lines 11 and 12)	\$42,089,834	\$16,629,481

5) Number of MEDICAL-ONLY Cases Reported in 2021/22182

6) Number of INDEMNITY Cases Reported in 2021/221,353

7) Total of 5 and 6 (Also entered in 2E above)1,535

8) Total Number of open Indemnity Cases (All Years)1,820

9) Number of Fatality Cases Reported In 2021/220

10) (a) Number of FY 2021/22 claims for which the employer or administrator was notified of representation by an attorney or legal representative in 2021/22314

10) (b) Number of non-FY 2022 claims for which the employer or administrator was notified of representation by an attorney or legal representative in 2021/2284

11) Amount from salary continuation payments made pursuant to LC § 4800/4850 that is in excess of the applicable temporary disability rate for the period paid.0

12) Amount from salary continuation payments made pursuant to LC § 4800/4850 capped at the temporary disability rate for the period paid.0

Files Uploaded

ALL Open Indemnity Claims (by reporting and by year) reported and with claims: annual financial 2021-2022.pdf

Dual Jurisdiction Claims

Please note that California Labor Code Section 3702.2(b) requires that "... the annual report of a self-insured employer who has self-insured both state and federal workers' compensation liability shall also be set forth (1) amount of all compensation liability incurred, paid-to-date, the estimated future liability under both this chapter and under the federal longshore and Harbor Worker's Compensation Act (33 U.S.C Sec. 901 et seq.), and (2) the identity and the amount of the security deposit securing the employer's liability under state and federal self-insured programs."

Accordingly, please indicate all California exposure on your Self Insurer's Annual Report, and, in addition identify each Claim with dual jurisdiction on Separate List of Open Idemnity Claims. For those claims, indicate the incurred, paid-to-date, and estimated future liabilities for federal exposure. Please also indicate the amount and the type of security deposit securing those claims.

Instructions To Claims Administrator For Specific Excess Insurance

The TPA should provide a sum of the unpaid excess carrier excess liability under "Calculation of Specific Excess Coverage Entry for the Annual Reports". In addition, provide a list of claims for which specific excess credit is being claimed. This may be provided as a spreadsheet. Indicate in the list of claims the following information:

The list shall include the name of the claimant, claim number, date of injury, description of injury, carrier name and policy number, policy coverage period, retention level of policy and paid to date in indemnity or medical benefits, and the estimated future liability of the claim minus the total unpaid employer retention, which equals the total unpaid carrier liability, whether the claim has been reported to a carrier, if the claim has been accepted by the carrier, if the carrier has denied any part of the liability of the claim.

Refer to OSIP website for sample format of the Excess Credit Calculation form.

Calculation Of Specific Excess Coverage Entry For Annual Reports:

Enter the sum of the total unpaid carrier excess liability claimed from the "Specific Excess Insurance Policy Coverage". If none enter "0".

\$ 0

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Certification

Administrating Agency's Certificate Number 099

☒ Or Self Administered

I declare under penalty of perjury that I have prepared or caused this report to be prepared and I have examined this liabilities report to be prepared and I have examined this liabilities report of this self insurer's worker's compensation liabilities. To the best of my knowledge and belief this report is true, correct and complete with respect to the worker's compensation liabilities incurred and paid. I further declare under the penalty of perjury that the estimates of future liability of worker's compensation claims made in this report reflect the administrator's best judgement as to the future liability of claims, using prevailing industry standards, and the signatory intends Self Insurance Plans to rely upon the representation.

Agency Name	PTSC-MTA RISK MANAGEMENT		
Name	Cathy Yates		
Phone	(213) 922-4297	Fax	
Email Address	yatesc@metro.net		
Address 1	One Gateway Plaza 99-10-2		
Address 2			
City	Los Angeles	State	CA Zip 90012

Name of Person Legally Responsible for this Electronic Signature:

Cathy Yates (Date/Time of Signature) -09/13/2022 07:57

**PRMA**

SUBJECT: PUBLIC SELF INSURERS ANNUAL REPORT

ACTION: RECEIVE AND FILE

**PTSC-MTA
Risk
Management
Authority**

One Gateway Plaza
MS: 99-10-01
Los Angeles, CA
90012
213-922-6000

RECOMMENDATION

Receive and file report on the Public Self Insurers Annual Report for fiscal year 2022.

ISSUE

Risk Management, on behalf of PRMA, prepares and submits an annual report of workers' compensation claims activities to the California Office of Self Insurance Plans (OSIP).

DISCUSSION

PRMA is a California Joint Powers Authority (JPA) and received consent to self-insure workers' compensation claims from the Department of Industrial Relations in 1998. PRMA is required to submit an annual report to OSIP which describes claims paid (indemnity/medical), future liability on open claims, number of employees/total wages and a list of open indemnity claims.

NEXT STEPS

The Public Self Insurer Claim Liability Annual Report for fiscal year 2022 submitted to OSIP is provided to the members of the Board for information. The report is attached as Attachment A.

ATTACHMENTS

A. Public Self Insurers Claim Liability Annual Report for Year 2021/2022

Prepared by Claudia Castillo del Muro, Executive Officer, 213-922-4518.

A handwritten signature in black ink, appearing to read 'KH', with a large loop at the end.

Kenneth Hernandez
PRMA President