

CITY OF THOUSAND OAKS, CALIFORNIA

Transportation Development Act Local Transportation Fund
Article 4, Section 99260 Public Utilities Code and
Article 8, Section 99400(c) Public Utilities Code

Financial Statements

Fiscal Years Ended June 30, 2021 and 2020

CITY OF THOUSAND OAKS, CALIFORNIA

Transportation Development Act Local Transportation Fund
Article 4, Section 99260 Public Utilities Code and
Article 8, Section 99400(c) Public Utilities Code

Fiscal Years Ended June 30, 2021 and 2020

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Board of Commissioners
Ventura County Transportation Commission
Ventura, California

INDEPENDENT AUDITOR'S REPORT

We have audited the accompanying financial statements of the Transportation Development Act ("TDA") Article 4, Section 99260 and Article 8, Section 99400(c) funds ("TDA Fund") of the City of Thousand Oaks, California (the "City"), as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. 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. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the TDA Fund of the City, as of June 30, 2021 and 2020, and the change in financial position of the TDA Fund of the City for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matters

As discussed in Note 1, the financial statements present only the TDA Fund of the City and do not purport to, and do not present fairly, the financial position of the City as of June 30, 2021 and 2020, the changes in its financial position, or, where applicable, its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 16, 2021 on our consideration of the City's internal control over financial reporting for the TDA Fund and our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is to solely describe the scope of our testing of internal control over financial reporting and compliance, and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.



Lake Forest, California
December 16, 2021

CITY OF THOUSAND OAKS, CALIFORNIA

Transportation Development Act Local Transportation Fund
Article 4, Section 99620 Public Utilities Code and
Article 8, Section 99400(c) Public Utilities Code

Comparative Statement of Net Position

June 30, 2021 and 2020

<u>Assets</u>	2021	2020
Current assets:		
Cash and investments (Note 3)	\$ 5,937,474	\$ 4,872,037
Interest receivable	12,081	23,185
Due from other governments	1,609,377	2,190,001
Other receivables	33,213	40,051
Total current assets	7,592,145	7,125,274
Capital assets (Note 4):		
Property and equipment, at cost	11,447,601	10,742,340
Less: accumulated depreciation	(3,953,398)	(4,025,383)
Total capital assets	7,494,203	6,716,957
Non-current assets:		
Pension assets, net	9,854	-
Total non-current assets	9,854	-
Total assets	15,096,202	13,842,231
Deferred outflow of resources:		
Deferred pension items	149,864	121,103
Deferred OPEB items	26,448	19,995
Total deferred outflow of resources	176,312	141,098
<u>Liabilities</u>		
Current liabilities:		
Accounts payable	623,109	703,902
Compensated absences	34,433	31,036
Unearned revenue (Note 5)	6,103,806	5,742,171
Total current liabilities	6,761,348	6,477,109
Non-current liabilities:		
Compensated absences	50,541	43,349
Net pension liability	814,918	658,040
Net OPEB liability	60,315	57,604
Total non-current liabilities	925,774	758,993
Total liabilities	7,687,122	7,236,102
Deferred inflow of resources:		
Deferred pension items	20,383	21,795
Deferred OPEB items	11,720	12,635
Total deferred inflow of resources	32,103	34,430
<u>Net Position</u>		
Invested in capital assets	7,494,203	6,716,957
Restricted	59,086	(4,160)
Total net position	\$ 7,553,289	\$ 6,712,797

See accompanying notes to financial statements

CITY OF THOUSAND OAKS, CALIFORNIA

Transportation Development Act Local Transportation Fund
Article 4, Section 99620 Public Utilities Code and
Article 8, Section 99400(c) Public Utilities Code

Comparative Statement of Changes in Net Position

For the Fiscal Years Ended June 30, 2021 and 2020

	<u>2021</u>	<u>2020</u>
Operating revenues:		
Passenger fares for transit services	\$ -	\$ 199,333
Organization paid fares (Note 7)	-	6,078
Other revenues	<u>30,492</u>	<u>51,297</u>
Total operating revenues	<u>30,492</u>	<u>256,708</u>
Operating expenses:		
Operations	4,721,312	4,398,572
Depreciation expense	<u>590,906</u>	<u>838,572</u>
Total operating expenses	<u>5,312,218</u>	<u>5,237,144</u>
Operating income (loss)	<u>(5,281,726)</u>	<u>(4,980,436)</u>
Non-operating revenues (expenses):		
Local transportation allocation, Article 4	-	1,920,295
Local transportation allocation, Article 8(c)	2,330,491	1,222,938
Federal Transit Administration federal grants	3,631,998	1,944,300
Interest income	106,031	103,709
Proceeds from sale of assets	27,380	-
Other income	<u>67,092</u>	<u>62,662</u>
Total non-operating revenue	<u>6,162,992</u>	<u>5,253,904</u>
Income (Loss) before transfers and contributed capital	881,266	273,468
Contributed capital	-	505,903
Transfers in from (transfers out to) other city funds (Note 9)	<u>(74,576)</u>	<u>100,347</u>
Change in net position	<u>806,690</u>	<u>879,718</u>
Net position at beginning of year	6,712,797	5,890,576
Prior period adjustment (Note 11)	<u>33,802</u>	<u>(57,497)</u>
Net position at beginning of year, as restated	<u>6,746,599</u>	<u>5,833,079</u>
Net position at end of year	<u>\$ 7,553,289</u>	<u>\$ 6,712,797</u>

See accompanying notes to financial statements.

CITY OF THOUSAND OAKS, CALIFORNIA

Transportation Development Act Local Transportation Fund
Article 4, Section 99620 Public Utilities Code and
Article 8, Section 99400(c) Public Utilities Code

Comparative Statements of Cash Flows
For the Fiscal Years Ended June 30, 2021 and 2020

	<u>2021</u>	<u>2020</u>
Cash flow from operating activities:		
Cash received from transit services	\$ -	\$ 205,411
Cash received from other operating income	30,492	51,297
Cash paid for operating costs	<u>(4,645,520)</u>	<u>(4,647,112)</u>
Net cash used for operating activities	<u>(4,615,028)</u>	<u>(4,390,404)</u>
Cash flow from noncapital financing activities:		
Cash received from local transportation fund, Article 8(c)	2,692,126	3,452,988
Cash received from FTA federal grant	4,212,622	2,329,659
Transfers in from other City funds	-	100,347
Transfers out to other City funds (Note 9)	(74,576)	-
Cash received from other	<u>73,930</u>	<u>62,662</u>
Net cash provided by noncapital financing activities	<u>6,904,102</u>	<u>5,945,656</u>
Cash flow from capital and related financing activities:		
Net sale (purchase) of capital assets	<u>(1,340,772)</u>	<u>(1,664,405)</u>
Net cash used for capital and related financing activities	<u>(1,340,772)</u>	<u>(1,664,405)</u>
Cash from investing activities:		
Cash received from interest received from investments	<u>117,135</u>	<u>106,445</u>
Net cash provided by investing activities	<u>117,135</u>	<u>106,445</u>
Net increase in cash and investments	1,065,437	(2,708)
Cash and investments, beginning of year	<u>4,872,037</u>	<u>4,874,745</u>
Cash and investments, end of year	<u>\$ 5,937,474</u>	<u>\$ 4,872,037</u>

See accompanying notes to the financial statements.

CITY OF THOUSAND OAKS, CALIFORNIA

Transportation Development Act Local Transportation Fund
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 Article 8, Section 99400(c) Public Utilities Code

Comparative Statement of Cash Flows
 For the Fiscal Years Ended June 30, 2021 and 2020

	<u>2021</u>	<u>2020</u>
Reconciliation of operating loss to net cash used for operating activities:		
Operating income (loss)	\$ (5,281,726)	\$ (4,980,436)
Adjustments to reconcile operating income (loss) to net cash used for operating activities:		
Depreciation expense	590,906	838,572
Changes in operating assets and liabilities:		
Increase in pension assets, net	(9,854)	-
Decrease in accounts payable	(46,991)	(49,751)
Increase/(decrease) in net pension liability, net of deferred outflows/inflows	126,705	(184,088)
Decrease in net OPEB liability, net of deferred outflows/inflows	(4,657)	(23,449)
Increase in compensating absences	10,589	8,748
Total adjustments	<u>666,698</u>	<u>590,032</u>
Net cash used for operating activities	\$ (4,615,028)	\$ (4,390,404)

Noncash investing, capital, and financing activities:

The local transportation development act fund had no non-cash financing activity in fiscal years 2020/21 and 2019/20.

See accompanying notes to the financial statements.

CITY OF THOUSAND OAKS, CALIFORNIA

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Article 4, Section 99260 Public Utilities Code and
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Notes to Financial Statements

Fiscal Years Ended June 30, 2021 and 2020

(1) **General Information**

The financial statements are intended to reflect the financial position and changes in financial position for the Article 4, Section 99260 and Article 8, Section 99400(c) Transportation Development Act Local Transportation Fund (“TDA Fund”) of the City of Thousand Oaks, California (the “City”) only.

Pursuant to Section 99260 and Section 99400(c) of the California Public Utilities Code, Article 4 and 8 monies may be used only for facilities provided for the exclusive use of transportation services, including the planning, acquisition of real property, construction of facilities and buildings, purchase and replacement of vehicles, and system operation, maintenance, and repair. Funding for this program was authorized by the Ventura County Transportation Commission (“VCTC”). The City expended its TDA Article 4 funds in its entirety during year ended June 30, 2020.

(2) **Summary of Significant Accounting Policies**

Fund Accounting

The accounts of the City are organized on the basis of funds and account groups. A fund is defined as an independent fiscal and accounting entity wherein operations of each fund are accounted for in a separate set of self-balancing accounts that record resources, related liabilities, obligations, reserves, and equity segregated for the purpose of carrying out specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations. The City accounts for the activity of the Article 4, Section 99260 and Article 8, Section 99400(c) funds in its Transportation Development Fund, which is an Enterprise Fund. Enterprise Funds are used to account for “business-type activities” similar to those found in the private sector such as services primarily funded through user charges.

Measurement Focus and Basis of Accounting

Enterprise Funds are accounted for using the accrual basis of accounting. The revenues are recognized in the accounting period when they are earned, and expenses are recognized in the accounting period in which the liability is incurred.

The Fund applies pronouncements of the Financial Accounting Standards Board (“FASB”) issued on or before November 30, 1989 that are not in conflict with applicable Governmental Accounting Standards Board (“GASB”) pronouncements.

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Fiscal Years Ended June 30, 2021 and 2020

(2) **Summary of Significant Accounting Policies (Continued)**

Revenue Recognition

Recognition of revenues arising from non-exchange transactions, which include revenues from taxes, certain grants, and contributions, is based on the primary characteristic from which the revenues are received by the City.

For the City, funds received under Transportation Development Act (“TDA”) Article 4, Section 99260 and Article 8, Section 99400(c) of the Public Utilities Code possess the characteristic of a voluntary non-exchange transaction similar to a grant. Revenues under TDA Article 4, Section 99260 and Article 8, Section 99400(c) are recognized when related costs have been incurred. An unearned revenue arises when grant receipts are collected in excess of reimbursable costs incurred.

Fund operating revenues, such as passenger fares, result from exchange transactions associated with the principal activity of the fund. Exchange transactions are those in which each party receives and gives up essentially equal values.

Net Position

The components of net position reflect the component classifications described below.

- *Net Investment in Capital Assets* – this includes capital assets net of depreciation reduced by the outstanding balances of bonds and notes, if any, that are attributable to the acquisition, construction, or improvement of those assets. Applicable deferred outflows of resources and deferred inflows of resources, if any, should also be included in this component of net position.
- *Restricted* – this includes assets, mainly cash and investments, bound by constraints on resources that are externally imposed by creditors, grantors, contributors, or laws and regulations of other governments.
- *Unrestricted* – this includes the remaining balance of the net amount of assets, deferred outflows of resources that are not included in the determination of net investment in capital, or the restricted components of net position.

It is the City’s policy that restricted resources will be applied first, followed by unrestricted resources.

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Fiscal Years Ended June 30, 2021 and 2020

(2) **Summary of Significant Accounting Policies (Continued)**

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect certain amounts and disclosures. Accordingly, actual results could differ from those estimates.

(3) **Cash and Investments**

The City has pooled its cash and investments in order to achieve a higher return on investments while facilitating management of cash. The balance in the pool account is available to meet current operating requirements. Cash in excess of current requirements is invested in various interest-bearing accounts and other investments for varying terms. The Transportation Development Fund's cash and investments as of June 30, 2021 and 2020 were \$5,937,474 and \$4,872,037, respectively.

The Transportation Development Fund's cash is deposited in the City's internal investment pool, which is reported at fair value. Interest income is allocated on the basis of average cash balances. Investment policies and associated risk factors applicable to the Transportation Development Fund are those of the City and are included in the City's basic financial statements.

See the City's basic financial statements for disclosures related to cash and investments, including those disclosures relating to interest rate risk, credit rate risk, custodial credit risk, and concentration risk.

(4) **Capital Assets**

Capital assets are recorded at cost and depreciated over their estimated useful lives. The purpose of depreciation is to spread the cost of capital assets over the life of these assets. The amount charged to depreciation expense each year represents that year's pro rata share of the cost of capital assets.

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Fiscal Years Ended June 30, 2021 and 2020

(4) Capital Assets (Continued)

Depreciation of all capital assets is charged as an expense against operations each year, and the total amount of depreciation taken over the years, called accumulated depreciation, is reported on the balance sheet as a reduction in the book value of the capital assets.

Depreciation of capital assets in service is provided using the straight-line method which means the cost of the asset is divided by its expected useful life in years, and the result is charged to expense each year until the asset is fully depreciated. The City assigned the useful lives listed below to capital assets.

Buildings and improvements	20-50 years
Equipment	3-15 years
Intangibles	2-50 years

Capital assets consisted of the following June 30, 2021:

	Balance at July 1, <u>2020</u>	<u>Additions</u>	<u>Retirements</u>	Balance at June 30, <u>2021</u>
Capital assets not being depreciated:				
Construction-in-progress	\$ 1,926,770	\$ 307,991	\$ (1,832,536)	\$ 402,225
Total capital assets not being depreciated	<u>1,926,770</u>	<u>307,991</u>	<u>(1,832,536)</u>	<u>402,225</u>
Capital assets being depreciated:				
Buildings	97,814	3,033	-	100,847
Equipment	5,901,219	705,321	(662,891)	5,943,649
Improvements other than buildings	2,785,631	2,184,343	-	4,969,974
Intangibles	<u>30,906</u>	<u>-</u>	<u>-</u>	<u>30,906</u>
Total capital assets being depreciated	<u>8,815,570</u>	<u>2,892,697</u>	<u>(662,891)</u>	<u>11,045,376</u>
Less accumulated depreciation for:				
Buildings	(17,118)	(1,962)	-	(19,080)
Equipment	(3,205,120)	(450,896)	662,891	(2,993,125)
Improvements other than buildings	(787,177)	(134,957)	-	(922,134)
Intangibles	<u>(15,968)</u>	<u>(3,091)</u>	<u>-</u>	<u>(19,059)</u>
Total accumulated depreciation	<u>(4,025,383)</u>	<u>(590,906)</u>	<u>662,891</u>	<u>(3,953,398)</u>
Net capital assets	<u>\$ 6,716,957</u>	<u>\$ 2,609,782</u>	<u>\$ (1,832,536)</u>	<u>\$ 7,494,203</u>

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Notes to Financial Statements

Fiscal Years Ended June 30, 2021 and 2020

(5) Unearned Revenue

TDA and the Coronavirus Aid, Relief Economic Securities (“CARES”) Act funds allocated to the City by VCTC for transportation services are considered earned when they are properly spent for the specific projects authorized. Allocations and any interest received but not used are recorded as unearned revenue. In addition, unearned revenue includes amounts due from VCTC, if any, that were collected within the City’s availability period. The balance of unearned revenue as of June 30, 2021, consists of the following:

	<u>Article 4</u>	<u>Article 8(c)</u>	<u>CARES Act Funding (a)</u>	<u>Total</u>
Unearned revenue at July 1, 2020	\$ -	\$ 5,622,888	\$ 119,283	\$ 5,742,171
Grant receipts from VCTC	-	2,811,409	-	2,811,409
Revenue recognized	<u>-</u>	<u>(2,330,491)</u>	<u>(119,283)</u>	<u>(2,449,774)</u>
Unearned revenue as of June 30, 2021	<u>\$ -</u>	<u>\$ 6,103,806</u>	<u>\$ -</u>	<u>\$ 6,103,806</u>

Notes:

(a) On March 27, 2020, President Trump signed the CARES Act into law. The CARES Act provides \$25 billion to transit agencies to help to prevent, prepare for and respond to the COVID-19 pandemic.

(6) Transportation Development Act Compliance Requirements

The Local Transportation Development Act Fund is subject to the provisions pursuant to Sections 6633.2 and 6634 of the California Code of Regulation and Section 99268.5(c) of the Public Utilities Code.

A. Section 6634

Pursuant to Section 6634, a transit claimant is precluded from receiving monies from the Local Transportation Fund under Article 4 and State Transit Assistance Fund in an amount which exceeds the claimant's capital and operating costs less the actual amount of fares received, the amount of local support required to meet the fare ratio, the amount of federal operating assistance, and the amount received during the year from a city or county to which the operator has provided services beyond its boundaries.

During the fiscal year 2020-21, the City did not receive TDA 4 funds.

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Notes to Financial Statements

Fiscal Years Ended June 30, 2021 and 2020

(6) Transportation Development Act Compliance Requirements (Continued)

B. Section 6633.2 and 99268.5

Section 6633.2 indicates that an operator in providing transit services in urbanized areas shall be eligible for Local Transportation Funds if it maintains for the fiscal year ratio of fare revenue to operating costs at least equal to 20.00%.

Section 99268.5 indicates that an operator providing specialized service for elderly and handicapped persons and regular public transportation shall be eligible for Local Transportation Funds if it maintains for the fiscal year ratio of fare revenue to operating costs at least equal to 10.00%. During the year ended June 30, 2021, the City's farebox recovery ratio was collected as follows:

	<u>Regular Public Transportation</u>	<u>Specialized Services</u>
Passenger fares (Note a)	\$ 288	\$ (3,737)
Rent revenues (Note a)	67,092	-
Other local funds (Note a)	<u>975</u>	<u>40</u>
Total	<u>68,355</u>	<u>(3,697)</u>
Operating expenses (Note b)	2,987,848	2,669,277
Less: Excluded costs (Note c)	<u>(378,454)</u>	<u>(823,732)</u>
Net adjusted operating expenses	<u>\$ 2,609,394</u>	<u>\$ 1,845,545</u>
Total fare ratio	<u>2.62%</u>	<u>-0.20%</u>
Total fare ratio pursuant to PUC section 99268.5(5) (Note d)	<u>20.00%</u>	<u>10.00%</u>

Notes

(a) Revenues reported include farebox revenue, rent revenue (paid by MV Transportation for renting the City's transit building), and miscellaneous receipts (e.g., canteen revenue). Certain amounts differ from the Statement of Changes in Net Position as they are not included in the farebox recovery calculation, such as state/federal grants, transfers in from other funds, etc. No monies from outside entities are included in the farebox recovery calculation. Passenger fares are negative for Specialized Services due to tickets purchased in previous years and refunded due to COVID-19.

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Notes to Financial Statements

Fiscal Years Ended June 30, 2021 and 2020

(6) **Transportation Development Act Compliance Requirements (Continued)**

- (b) Operating Expenses do not include depreciation expense and only include expenses related to regular public transportation and specialized services.
- (c) Excluded costs include capital expenses.
- (d) On June 29, 2020, Governor Newsom signed Assembly Bill 90 which waived penalties on operators that do not maintain the required ratio of fare revenues to operating cost during fiscal year 2020-21.

Due to the COVID-19 pandemic, the City of Thousand Oaks suspended the collection of fares for services through June 30, 2021. The fare ratio requirement was not met. For purposes of the fare ratio calculation, only the expenses of the City's regular public transportation and specialized services were included in the operating expenses.

(7) **Organization Paid Fares**

Implemented in Fiscal Year 2018/2019, the College Easy Ride Pass Pilot Program allows students from Moorpark, Oxnard and Ventura Colleges, Cal State University Channel Islands and Cal Lutheran University to ride the bus for free during the school year. This program is funded by the Low Carbon Transit Operations Program. These funds are used to reimburse the bus transit provider for the rides taken by the students. The organization paid fares received for the fiscal year ended June 30, 2021 and 2020 were \$0 and \$6,078, respectively.

(8) **Restrictions**

Funds received pursuant to the California Public Utilities Code §99260 (TDA Article 4) and §99400(c) (TDA Article 8(c)) may only be used for transportation services, including the planning, acquisition of real property, construction of facilities and buildings, purchase and replacement of vehicles, and system operation, maintenance, and repair.

During the fiscal year 2020/21 the following agency used TDA funds to pay the City for system operation, maintenance, and repair:

City of Moorpark: \$ 25,107 (a)

Notes:

- (a) The City of Moorpark used TDA Article 8c funds.

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(9) Transfers In/Out

As of June 30, 2021, the City made various interfund transfers between Fund 651 (Transportation), Fund 652 (Transportation - Other) and Fund 121 (ECTA). Fund 121 and Fund 652 must be net cost zero at year end. If revenues exceed expenses, additional administrative and overhead costs must be transferred in from Fund 651. If expenses exceed revenues, administrative and overhead must be transferred out to Fund 651 or additional revenue transferred in from Fund 651. A summary of transfers in and out is as follows:

<u>Transfers Out</u>	<u>Transfers In</u>			
	<u>Fund 651</u>	<u>Fund 652</u>	<u>Fund 121</u>	<u>Total</u>
Fund 651 - Transportation	\$ -	\$ 155,027	\$ -	\$ 155,027
Fund 652 - Transportation - Other	-	-	-	-
Fund 121 - ECTA	80,451	-	-	80,451
Fund 537 – Air Quality Developer Fee	-	-	-	-
Total	<u>\$ 80,451</u>	<u>\$ 155,027</u>	<u>\$ -</u>	<u>\$ 235,478</u>

Net transfers out of Fund 651 (Transportation) is \$74,576, which is total transfers in of \$80,451 less total transfers out of \$155,027.

(10) Contingencies

See the City's basic financial statements for disclosures related to contingencies including those relating to various legal actions, administrative proceedings, or claims in the ordinary course of operations.

(11) Prior Period Adjustment

The net position at June 30, 2020, was restated to reflect an increase of \$33,802 to the beginning net position which occurred as a result of having misclassified expenditures in the prior fiscal year.



Board of Commissioners
Ventura County Transportation Commission
Ventura, California

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

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 Transportation Development Act, Article 4, Section 99260 and Article 8, Section 99400(c) funds of the City of Thousand Oaks, California (the "City"), as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the City's Transportation Development Fund 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 City's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the financial statements of the Transportation Development Fund of the City are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, including §6666 of Part 21 of the California Code of Regulations, 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*, including §6666 of Part 21 of the California Code of Regulations.

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.

Conrad LLP

Lake Forest, California
December 16, 2021