

**GOLD COAST TRANSIT DISTRICT
LOW CARBON TRANSIT OPERATIONS PROGRAM ACCOUNTS**

FINANCIAL STATEMENTS

JUNE 30, 2021

**GOLD COAST TRANSIT DISTRICT
LOW CARBON TRANSIT OPERATIONS PROGRAM ACCOUNTS
JUNE 30, 2021**

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INDEPENDENT AUDITOR'S REPORT

Board of Directors
Gold Coast Transit District
Oxnard, California

Report on the Financial Statements

We have audited the accompanying financial statements of the Low Carbon Transit Operations Program (LCTOP) accounts of Gold Coast Transit District (the District), as of and for the fiscal year ended June 30, 2021, 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 an opinion on these basic 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 basic 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 relating to the LCTOP accounts relevant to the District'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 District's internal control relating to the LCTOP accounts. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the LCTOP accounts of the District as of June 30, 2021, and the changes in financial position thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the LCTOP accounts and do not purport to, and do not, present fairly the financial position of the District as of June 30, 2021, or the changes in its financial position for the fiscal year then ended, in conformity with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Matters

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board (GASB), 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. Our opinion on the basic financial statements is not affected by this missing information.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the LCTOP account's basic financial statements. The Summary of Outstanding Projects is presented for purposes of additional analysis and is not a required part of the basic financial statements.

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

Other Reporting Required by *Government Auditing Standards* and the Transportation Development Act

In accordance with *Government Auditing Standards* and the Transportation Development Act, we have also issued our report dated May 26, 2022, on our consideration of the District's internal control over financial reporting relating to the LCTOP accounts and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control over financial reporting or on compliance relating to the LCTOP accounts. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and the Transportation Development Act in considering the District's internal control over financial reporting and compliance relating to the LCTOP accounts.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
May 26, 2022

**GOLD COAST TRANSIT DISTRICT
LOW CARBON TRANSIT OPERATIONS PROGRAM ACCOUNTS
STATEMENT OF NET POSITION
JUNE 30, 2021**

ASSETS

Cash and investments - restricted	<u>\$ 74,229</u>
Total assets	<u>74,229</u>

LIABILITIES

Unearned revenue	<u>-</u>
Total liabilities	<u>-</u>

NET POSITION

Unrestricted	<u>74,229</u>
Total net position	<u><u>\$ 74,229</u></u>

See accompanying notes to the financial statements.

**GOLD COAST TRANSIT DISTRICT
LOW CARBON TRANSIT OPERATIONS PROGRAM ACCOUNTS
STATEMENT OF CHANGES IN NET POSITION
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

Revenues:	
Low carbon transit operations program	\$ 76,290
Interest income	<u>58</u>
Total revenues	<u>76,348</u>
Expenditures:	
Operations	<u>60,434</u>
Total expenditures	<u>60,434</u>
Change in net position	15,914
Net position, beginning of fiscal year	<u>58,315</u>
Net position, end of fiscal year	<u><u>\$ 74,229</u></u>

See accompanying notes to the financial statements.

**GOLD COAST TRANSIT DISTRICT
LOW CARBON TRANSIT OPERATIONS PROGRAM ACCOUNTS
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2021**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Basis of Presentation

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.

Senate Bill 862 continuously appropriates five percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund for LCTOP, beginning in fiscal year 2015-16. The Gold Coast Transit District (the District) requested and received funding for a project in the year ended June 30, 2016.

The financial statements present only the activity of the LCTOP accounts of the District, and are not intended to present the financial position or changes in financial position of the District, in conformity with accounting principles generally accepted in the United States of America.

B. Basis of Accounting

The financial statements have been prepared on the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred. Interest income is allocated quarterly to the LCTOP accounts by the Treasurer of the County of Ventura (the County). All expenditure claims received are authorized by the District.

C. Cash and Investments

Substantially all of the District's cash is invested in interest bearing cash accounts (money market funds). The District considers all highly liquid investments with initial maturities of three months or less to be cash equivalents.

D. 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 reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

NOTE 2 – CASH AND INVESTMENTS

Demand Deposits

The California Government Code requires California banks and savings and loan associations to secure an entity's deposits by pledging government securities with a value of 110% of an entity's deposits. California law also allows financial institutions to secure entity deposits by pledging first trust deed mortgage notes having a value of 150% of an entity's total deposits. The entity's Treasurer may waive the collateral requirement for deposits which are fully insured up to \$250,000 by the Federal Deposit Insurance Corporation (FDIC). The collateral for deposits in federal and state-chartered banks is held in safekeeping by an authorized agent of depository recognized by the State of California Department of Banking. The collateral for deposits with savings and loan associations is generally held in safekeeping by the Federal Home Loan Bank in San Francisco, California, as an agent of depository. These securities are physically held in an undivided pool for all California public agency depositors. Under Government Code Section 53655, the placement of securities by a bank or savings and loan association with an agent of depositor has the effect of perfecting the security interest in the name of the local governmental agency. Accordingly, all collateral held by California agents of depository are considered to be held for, and in the name of, the local government.

Cash and investments of the District's LCTOP accounts at June 30, 2021, consist of the following:

	<u>Measurement Input</u>	<u>Credit Rating</u>	<u>Fair Value</u>	<u>Remaining Maturity</u>
Investments:				
Money market accounts held with financial institutions	Level 2	AAA	<u>\$ 74,229</u>	< 12 Months
			<u>\$ 74,229</u>	

Custodial Credit Risk

The custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The District's investment policy requires that collateral be held by an independent third party with whom the District has a current custodial agreement.

As of June 30, 2021, none of the District's deposits and investments were exposed to disclosable custodial credit risk.

The District categorizes its fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. Investments in Money Market Funds are valued using Level 2 inputs.

Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. The District's investment policy follows the California Government Code as it relates to limits on investment maturities as a means of managing exposure to fair value losses arising from increasing interest rates.

NOTE 2 – CASH AND INVESTMENTS (Continued)

Credit Risk

State law limits investments in commercial paper, corporate bonds, and mutual bond funds to the top two ratings issued by nationally recognized statistical rating organizations. The District has no investment policy that would further limit its investment choices.

NOTE 3 – STATUS OF OUTSTANDING PROJECTS

LCTOP funding received by the District was used for the Route 23 operations and Token Transit projects. Token Transit is a mobile application that allows riders to purchase and pay for transit services using their phone. LCTOP unexpended funds for Route 23 operations of \$4,185 are to be used during fiscal year 2022. Unexpended funds of \$70,044 for Token Transit will expire December 31, 2023.

NOTE 4 – SUBSEQUENT EVENTS

Subsequent events have been evaluated through May 26, 2022, the date these financial statements were available to be issued.

**INDEPENDENT AUDITOR'S REPORT 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 AND THE
TRANSPORTATION DEVELOPMENT ACT**

Board of Directors
Gold Coast Transit District
Oxnard, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Low Carbon Transit Operations Program (LCTOP) accounts of the Gold Coast Transit District (the District) as of and for the fiscal year ended June 30, 2021, and the related notes to the financial statements, and have issued our report thereon dated May 26, 2022.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) relating to the LCTOP accounts as a basis for designing our auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control relating to the LCTOP accounts. Accordingly, we do not express an opinion on the effectiveness of the District's internal control relating to the LCTOP accounts.

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 LCTOP accounts' financial statements are free of material misstatement, we performed tests of the District's compliance with certain provisions of laws, regulations, contracts, and grant agreements, including the applicable statutes, rules, and regulations of the Transportation Development Act, including Section 6667 of Title 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 that are required to be reported under *Government Auditing Standards* or the Transportation Development Act.

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 District's internal control or on compliance relating to the LCTOP accounts. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control and compliance relating to the LCTOP accounts. Accordingly, this communication is not suitable for any other purpose.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
May 26, 2022

**GOLD COAST TRANSIT DISTRICT
 LOW CARBON TRANSIT OPERATIONS PROGRAM ACCOUNTS
 SUMMARY OF OUTSTANDING PROJECTS
 FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

Project	Date Funding Received	Funding Received	Prior Year Interest Received	Current Year Interest Received	Current Year Expenditures	Prior Year Expenditures	Ending Balance June 30, 2021
LCTOP - FY 2018-19 Route 23 Operations	7/9/2019	\$ 58,787	\$ 28	\$ 23	\$ 54,153	\$ 500	\$ 4,185
LCTOP - FY 2019-20 Token Transit	8/7/2020	76,290	-	35	6,281	-	70,044
		<u>\$ 135,077</u>	<u>\$ 28</u>	<u>\$ 58</u>	<u>\$ 60,434</u>	<u>\$ 500</u>	<u>\$ 74,229</u>

The Unrestricted Fund Balance was a carryover due to a temporary stop of Fare Collections from March 2020 through May 2021. As Gold Coast Transit District did not collect fares during that time, we had no expenditures to draw against the Low Carbon Transit Operations Program (LCTOP) funds. Once fares were again collected in May 2021, we have resumed drawdowns of those funds.