

VENTURA COUNTY TRANSPORTATION COMMISSION

TRANSFORMING TRANSPORTATION IN VENTURA COUNTY



Annual Comprehensive Financial Report
For the year ending June 30, 2022

SERVING: Camarillo, Fillmore, Moorpark, Ojai, Oxnard,
Port Hueneme, San Buenaventura, Santa Paula,
Simi Valley, Thousand Oaks and the County of Ventura

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VENTURA COUNTY TRANSPORTATION COMMISSION

Ventura County, California



The Ventura County Transportation Commission's (VCTC) mission is to improve mobility within the County and increase funding to meet transportation needs. To fulfill that mission, the VCTC establishes transportation policies and priorities ensuring an equitable allocation of federal, state, and local funds for highway, transit, rail, aviation, bicycle, and other transportation projects.

Annual Comprehensive Financial Report

Fiscal Year Ended June 30, 2022

Submitted by:
Martin Erickson, Executive Director
and
Sally DeGeorge, Finance Director

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INTRODUCTORY SECTION



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Letter of Transmittal

November 14, 2022

To the Ventura County Transportation Commission
and Citizens of the County of Ventura:

State law requires that the Ventura County Transportation Commission (VCTC or Commission) publish within six months of the close of each fiscal year a complete set of financial statements presented in conformity with generally accepted accounting principles (GAAP) in the United States and audited in accordance with generally accepted auditing standards by independent certified public accountants. Pursuant to that requirement, we hereby issue the Annual Comprehensive Financial Report (ACFR) of the Ventura County Transportation Commission for the Fiscal Year ended June 30, 2022.

The ACFR provides a detailed accounting of the Commission's assets, liabilities, deferred outflows/inflows of resources, revenues, and expenditures/expenses. The Commission's ACFR is presented in three sections: The Introductory Section, the Financial Section, and the Statistical Section.

Management assumes full responsibility for the completeness and reliability of all the information presented in this report, based upon the Commission's comprehensive framework of internal controls established for this purpose. Because the cost of internal controls should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

Eide Bailly, LLP has issued opinions that the financial statements for the year ended June 30, 2022, for the Ventura County Transportation Commission are presented fairly, in all material respects. The independent auditor's report is located at the front of the Financial Section of this report.

Management's Discussion and Analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview, and analysis of the basic financial statements. The MD&A complements this letter of transmittal and should be read in conjunction with it.



Ventura County Transportation Commission

Profile of the Government

The Ventura County Transportation Commission (VCTC) was created by Senate Bill 1880 (Davis), Chapter 1136 of the Public Utilities Code in September of 1988 (effective January 1, 1989) as the successor agency to the Ventura County Association of Governments (VCAG) assuming all the assets and liabilities of that body. In 2004, the Commission was reorganized under Assembly Bill 2784, expanding the Commission to its current configuration of a 17-member board composed of five Ventura County Supervisors, 10 City Council members and two Citizen Appointees (one representing the cities and one representing the county). In addition to the above membership, the Governor appoints an Ex-Officio member to the Commission, usually the Caltrans District #7 Director.

The Commission's mission is to improve mobility within the County and increase funding to meet transportation needs. To fulfill that mission, the Commission establishes transportation policies and priorities, ensuring an equitable allocation of federal, state, and local funds for highway, transit, rail, aviation, bicycle, and other transportation projects.



The Commission is legally responsible for allocating Transportation Development Act (TDA) funds. The TDA provides two major sources of funding: Local Transportation Funds (LTF), which are derived from a one-quarter cent state sales tax, and State Transit Assistance (STA), which is derived from the statewide sales tax on diesel fuel.

The Commission is responsible for the Service Authority for Freeway Emergencies (SAFE) program, which provides callbox service to motorists. This service is funded through a \$1 surcharge on vehicle registrations. The Commission is financially accountable for SAFE, a legally separate entity that is blended within the Commission's financial statements.



Ventura County Transportation Commission

The Commission is responsible for the VCTC Intercity Service, which provides bus riders mobility throughout Ventura County and its two neighboring counties: Santa Barbara and Los Angeles. The service is funded through multiple revenue sources consisting of federal, state, and local funds. The Commission accounts for the VCTC Intercity activities within one of its two proprietary funds.

The Commission has many regional roles within Ventura County. The Ventura County Transportation Commission is designated to administer and act as the Airport Land Use Commission (ALUC), the Consolidated Transportation Service Authority (CTSA), the Sales Tax Authority, the Local Transportation Authority, and the Congestion Management Agency (CMA). Furthermore, to invite regional participation in defining the Commission's policies and priorities, the Commission staffs several standing regional committees and has the option of creating special purpose committees as the need arises. Currently the Commission has five standing committees, which are: the Citizens Transportation Advisory Committee/Social Services Transportation Advisory Council (CTAC/SSTAC), the Transportation Technical Advisory Committee (TTAC), the Transit Operators Advisory Committee (Transcom), the Manager's Policy Advisory Committee (MPAC), and the Santa Paula Branch Line Advisory Committee (SPBLAC).

The Commission is required to adopt a budget prior to the beginning of each fiscal year. The annual budget serves as a foundation for the Commission's financial planning and control regarding staffing, operations, and capital plans. After the budget is adopted, staff has the ongoing responsibility to monitor actual revenues and expenditures of the budget. A budget report comparing actual revenues and expenditures to the budgeted amounts is presented to the Commission as part of the monthly agenda. Management has the discretion to transfer budgeted amounts that do not result in an increase in the overall budget. Amendments that result in an increase to the total expenditures would require Commission approval and would be taken to the Commission in a formal agenda item.

Local Economy

In the Spring of 2020, the COVID-19 pandemic dramatically changed the world economy. As the global pandemic hit the United States and spread throughout the nation, the severe economic impacts were felt at every level. In hopes of slowing the spread of the new virus, schools, bars, restaurants, and entertainment venues were closed and shelter in place orders were issued by States, Counties and Cities. The results were record levels of rapidly increasing unemployment rates only surpassed by the Great Depression and a stock market plunge with volatile swings like the Great Recession.

In March 2020, after a long period of low unemployment both nationally and locally, some workers, almost overnight, found themselves out of work as many businesses closed due to shelter in place orders caused by the COVID-19 pandemic. In Ventura County, unemployment rose from 3.7% in February 2020 to 14.5% by April 2020. The State was at 16% in April 2020.

Millions of workers were unemployed or furloughed in a short period of time. As the State navigated the pandemic, some businesses were opened and closed multiple times while other businesses changed the way they did business or ultimately closed as the COVID-19 cases surged several times. Hardest hit industries were service industries such as food services, hospitality, leisure, travel, and entertainment. Other industries were able to shift to remote work sites and regular employment continued.



Ventura County Transportation Commission

By March 2021, unemployment rates dropped to 6.4% in Ventura County and 8.2% for the State as a whole. Then the “Great Resignation” began nationwide, and many industries found it hard to keep or hire employees. Unemployment rates continued to fall and lack of skilled employees kept some positions unfilled or underfilled. As of August 2022, the unemployment rate in Ventura County was 3.5% while the State was at 4.1%. The employment market remains tight. While wages have increased, it has not occurred at the same pace as inflation causing additional economic problems.

In March 2020, when the COVID-19 pandemic started financially impacting the nation, the stock market entered a 33% freefall decline in just 19 days plunging over 10,000 points from February to March 2020. Neither an automatic trigger nor the \$1.5 trillion Federal Reserve pledge for the bond market could stem the selloff caused by fears related to the spreading COVID-19, high unemployment rates, and low oil prices that plagued the markets. Then about a month later, the stock market began to rebound largely due to an unprecedented monetary policy support from the Federal Reserve and fiscal packages from the U.S. Government (over \$3.5 Trillion). Since then, the market climbed back to a new high of 36,799 in January 2022. However, by the end September 2022 at 30,141, the DOW dropped more than 20% from the January high (see Chart 1 - *Dow Jones Industrial Average Ten Year History*) triggering a bear market. Continued high inflation, political uncertainties and worries about a potential recession suggest that volatile market swings will continue.

Chart 1 - Dow Jones Industrial Average Ten Year History



Consumer confidence initially plunged as the spread of the COVID-19 prompted widespread business shutdowns resulting in high unemployment and a bear stock market. In April 2020, the Consumer Confidence Index fell to 86.9 - its lowest since June 2014. By March 2021, the Consumer Confidence Index surged to 109.7. As of September 2022, the consumer confidence index is similar at 108.0. Consumer confidence expectations is weakening with higher prices (especially gas prices), geo-political uncertainty (i.e., the Russian/Ukraine war which is not expected to end any time soon) and continued high inflation. Confidence will likely weaken if these conditions continue and worries of a possible recession increase. However, the Consumer confidence board noted that intentions to buy big-ticket items remains mixed with intentions to buy big-ticket items like automobiles and large appliances up but housing purchases down.

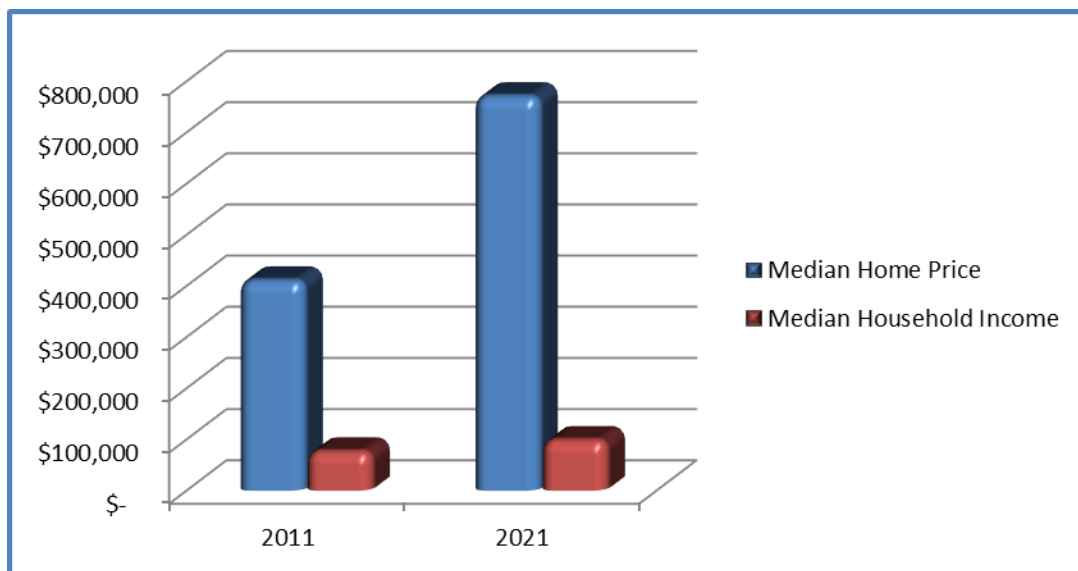
Ventura County Transportation Commission

Housing sales remained strong through the first half of 2022 as median home prices continued to rise with buyers offering over asking price. The California median home price for single-family home in March 2022 was \$849,080 (up from \$758,990 in March 2021 and \$612,440 in March 2020) and the Ventura County median home price for single-family home in March 2022 was \$914,000 (up from \$770,750 in March 2021 and \$705,000 in March 2020). However, the market appears to be cooling off. In August 2022 the median price for a single-family home in Ventura was \$884,000 down from July 2022 at \$920,000 (although still higher than a year ago at \$853,000). However, if interest rates stay up and inflation staying high, it is probable that the housing market will continue to cool off.

Inflation hit a 40-year high in June 2022 at 9.1%. What was initially termed “transitory” inflation, quickly became “sticky” inflation. Prices for items like gas, food and rent surged at the fastest rate since 1981. Pent up demand for goods coupled with supply chain congestion pushed commodities and goods to rise in price, but inflation continued to rise even though the supply chain problems began to ease. Further contributing to increasing inflation is the rise in wages as employers fill pressure to increase wages to fill vacant positions. The Federal Reserve has raised interest rates several times attempting to slow/lower inflation with little success. As prices and inflation remain high, pressure is put on the Federal Reserve to continue interest rate hikes. However, with each rate hike, the concern of a recession continues to grow.

California has the eighth highest median income in the U.S., but the high costs of housing and living erode the consumers buying power. The same problem is amplified in Ventura County as housing costs remain high compared to household income (see Chart 2 - *Median Home Price to Median Household Income*). As housing prices continue to rise faster than incomes, the affordability index (percentage of households that can afford to purchase the median priced home) continues to decline. In Ventura, the affordability index at the end of 2021 and 2020 was 24% and 27% respectively as opposed to 50% in 2010. This imbalance of housing costs to income continues to force young families to look outside Ventura County to raise their families resulting in a loss of sales tax revenue and property tax revenue that pay for government services and allow for improvements within the County.

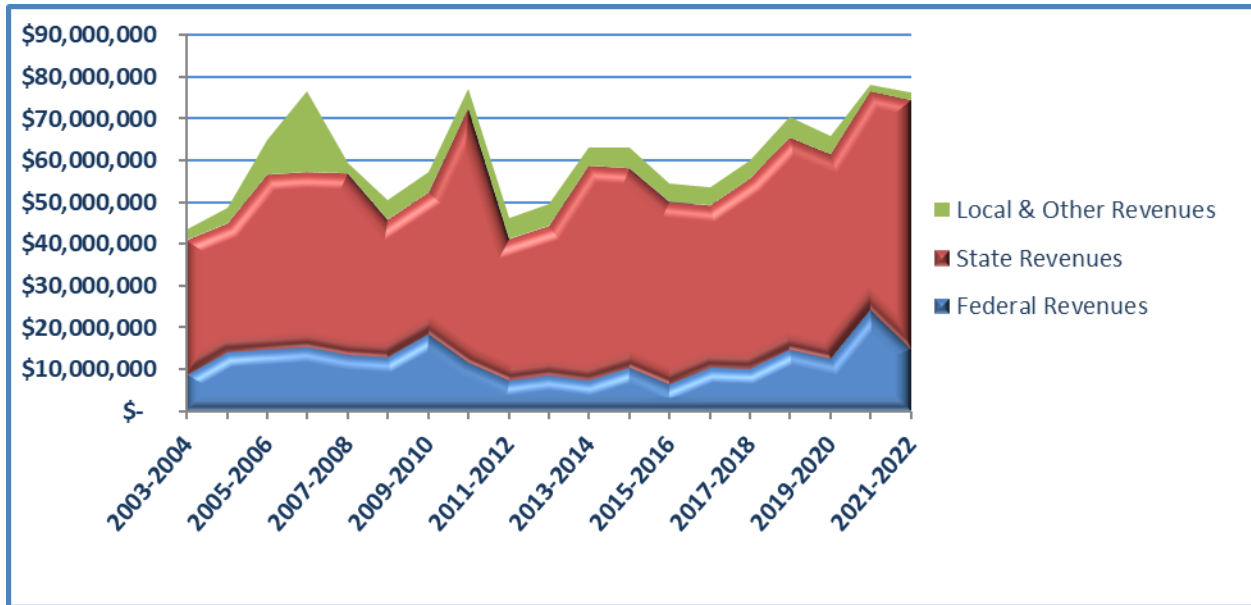
Chart 2 – Median Home Price to Median Household Income



Ventura County Transportation Commission

With VCTC entirely reliant on state and federal funds, even a small cut to state and/or federal funds will have a large impact on the services and projects VCTC provides to the County's residents. Federal funds comprised 20% of the funds received with most of the funds requiring a state or local match. If the state and/or local funds are unavailable or not eligible to be used on specific projects, VCTC may be unable to utilize federal funds that might be available, and those funds might be lost to Ventura County. The federal government has provided short-term financial transportation relief for the pandemic in the Coronavirus Aid, Relief, and Economic Security (CARES) Act. Chart 3, *Federal, State and Local Revenues*, reflects the historical funding mix of VCTC.

Chart 3 - Federal, State and Local Revenues



The federal revenues in Fiscal Year 2021/2022 increased significantly as the previous year included an influx of federal funding due to the CARES funding received to assist transit and transportation projects during the pandemic. Now, the majority of the relief funds have been spent and the federal funding levels are returning to a pre-pandemic level.

VCTC received 60% of its revenues in Fiscal Year 2021/2022 from the statewide one-quarter cent Local Transportation Fund (LTF) sales tax. VCTC passes through the majority of the LTF funds to local agencies. With the passage of SB 716, SB 203, SB 508, and AB 664 a larger portion of LTF funds is used for transit. A small portion will still be used for bicycles and pedestrian projects, and cities with a population under 100,000 that receive TDA allocations can use these funds for streets and roads purposes after transit needs are met. With a legislative exemption from SB 848, the City of Thousand Oaks is also allowed to claim streets and roads funds even though its population is over 100,000. VCTC uses the majority of its LTF funds for passenger rail with a smaller portion used for planning and administrative purposes.

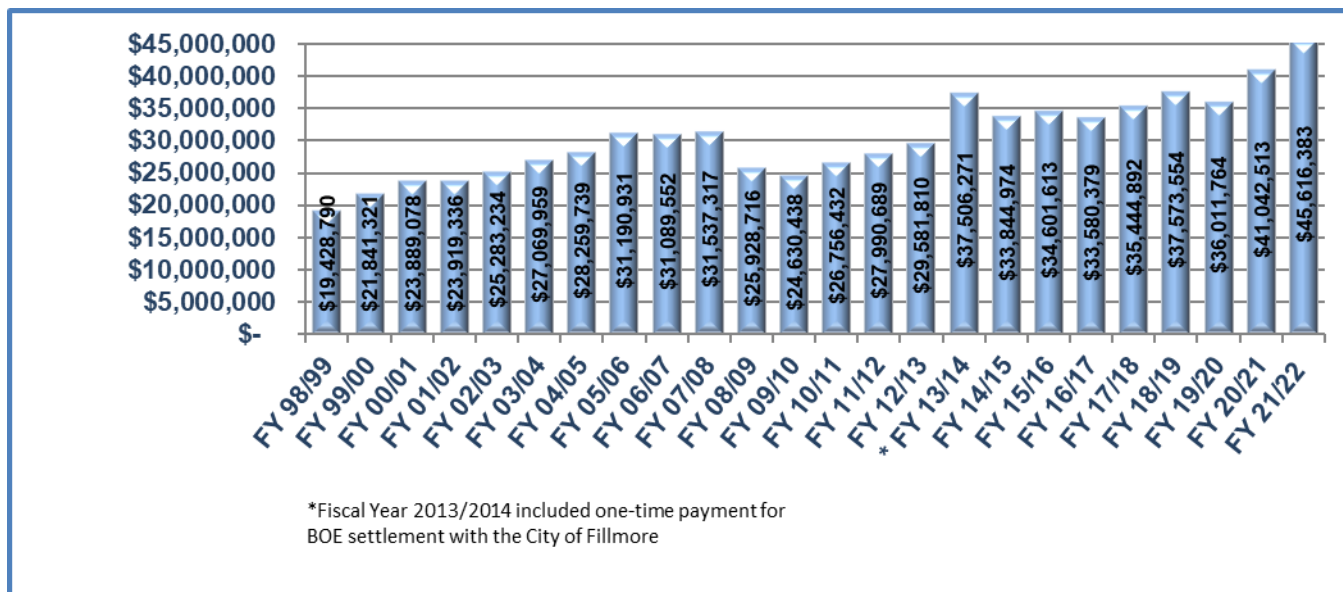
The County's LTF receipts are subject to the economy (see Chart 4 - *Local Transportation Fund Revenues History*). Although the County has enjoyed periods of LTF receipt growth, sharp downturns in the economy cause disruption in the transit revenue stream. This occurred in 2008/2009 during the Great Recession when it took almost five years for LTF funding to return to previous levels. Originally, it was predicted that during the COVID-19 pandemic the LTF receipts would plummet.



Ventura County Transportation Commission

Thankfully, that did not occur. Consumer spending online continues to remain strong while brick and mortar sales are increasing. The LTF receipts reached a new high of \$45.6 million.

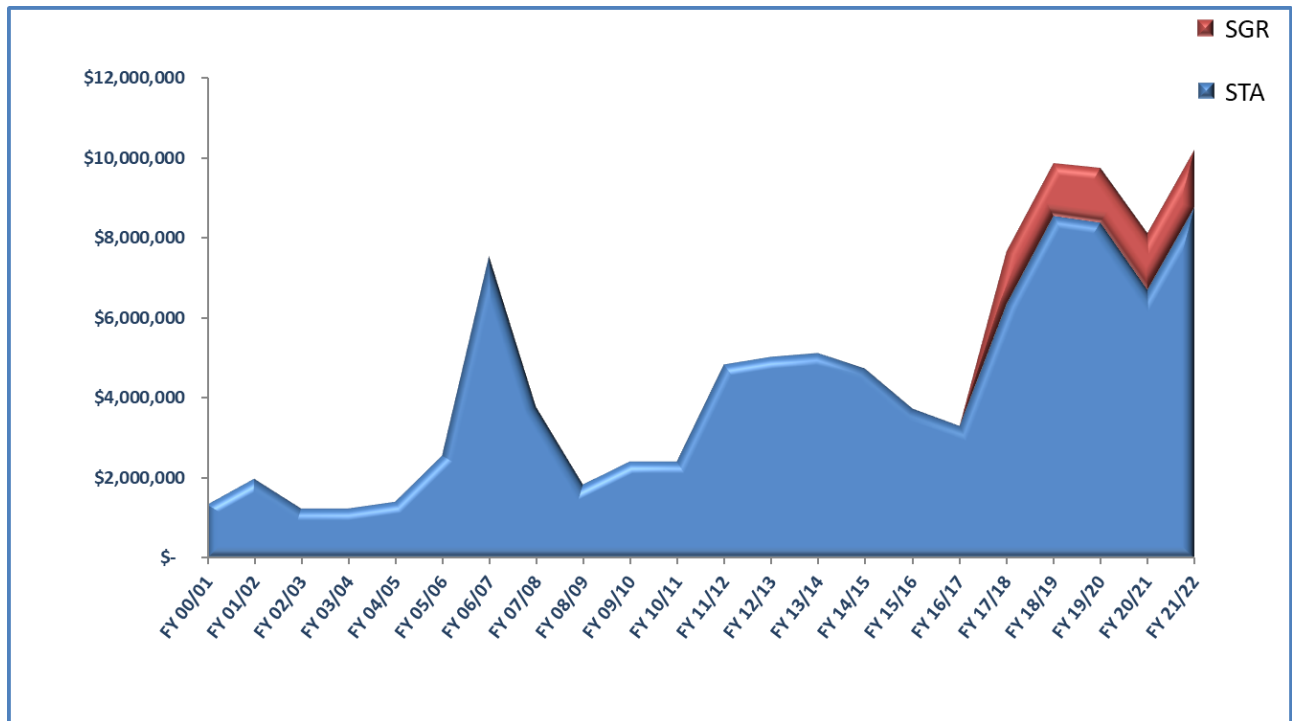
Chart 4 - Local Transportation Fund Revenues History



The second largest source of state TDA revenues is the State Transit Assistance (STA) funding. STA revenues were 11% of the revenues received in Fiscal Year 2021/2022. The STA revenues initially declined during the pandemic as less diesel fuel sales tax was collected, but consumption is back up. These funds are used to fund VCTC Intercity bus service, Metrolink Commuter rail services within the County, LOSSAN, the Santa Paula Branch Line, as well as other transit projects.

STA funding was not always secure. In prior years, when the state's revenues fell short, the State Transit Assistance (STA) funds were raided by the state, but this was legislatively addressed in Fiscal Year 2006/2007 and the funds now safely flow to the Regional Transportation Planning Agencies. Later, STA revenues declined due to the reduction in the price-based portion of the diesel fuel tax as diesel prices remained low and consumption was offset by more efficient vehicles and/or vehicles that use alternative fuels. However, with the passage of Senate Bill 1 (Beal), *The Road Repair and Accountability Act of 2017*, STA revenues increased, and new funding was added with the State of Good Repair program (see Chart 5 - *State Transit Assistance and State of Good Repair Revenues History*). SB 1 raised gas taxes and vehicle registration fees to generate funds for transit and road repairs as well as provide funding for transit improvements. These funds go to state and local governments with some funds automatically allocated and some funds allocated by a competitive grants process. The SGR revenues received in Fiscal Year 2021/2022 were 2.0% of the revenues.

Chart 5 - State Transit Assistance and State of Good Repair Revenues History



This last two years were unprecedented and unpredictable. As the world hopes the global pandemic is turning into an endemic, it is easy to overlook the impacts on a micro scale. VCTC's budget is largely funded with sales tax revenues. Although the decline in consumer spending was temporary, other areas of spending such as tourism, restaurants, and leisure with associated retail sales (all hard-hit areas during the pandemic), had short- and long-term impacts. With rising inflation concerns, will consumer spending halt (or just slow down, and if so, how much) which will directly impact local sales tax receipts that support transit and transportation in Ventura County?

VCTC and local transit agencies received federal assistance initially in the form of CARES and American Rescue Plan Act (ARPA) funding that sustained transit during the pandemic, but for the most part, those funds are largely spent and will be consumed by the end of Fiscal Year 2022/2023. However, moving forward, if ridership does not return soon, local transit agencies may have to reduce transit operations, delay capital expenditures, and postpone needed studies until discretionary money is once again available. Also, long-term funding shortages will likely continue and put needed operating and capital services at risk.

As mentioned earlier, while maintenance and capital costs are significantly increasing, State and Federal funding for transportation continues to diminish or requires a local commitment (sometimes dollar for dollar) before funds are allocated. Absent local funding, these federal and state funds will go to other counties that can provide the local match. All this contributes to a transportation system which cannot meet our current or future needs. Local investment in our transportation system would enable Ventura County to compete for federal and state funds and keeps the tax dollars in the County.

VCTC continues to aggressively seek new revenues to support the County's transportation needs. Whether residents use public transit or not, public transit benefits all Ventura County residents by reducing congestion and improving air quality. Innovative strategic plans need to be developed now. These plans need to recognize the issues of an aging population that place increased demands on transit and paratransit service and a diminishing revenue stream from taxes while educating the public on the significance of transportation in the County's overall economic health.

Long-term Financial Planning

VCTC will continue to rely on federal and state revenue sources to fund transportation projects and services. In November 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), a landmark piece of legislation that will significantly increase investment in infrastructure in the United States over the next five years. With total anticipated spending of roughly \$1.2 trillion, the IIJA is being called the largest investment in U.S. infrastructure in at least six decades. It will provide a long-term infusion of funds to repair roads and bridges, improve public transportation and railroads, and support expansion of electric vehicle networks, among other benefits. While the IIJA will not provide enough funding to perform every needed repair and complete each new project, it is expected to go a long way toward helping states, including California, update and transform their transportation networks.

The IIJA is considered historic not only because of its size and scope, but also because it gained bipartisan support in both houses of Congress. The Senate passed the IIJA on a vote of 69-30 in August 2021, and the House of Representatives voted 228-206 in support on November 5, 2021. Hopefully, the IIJA will augur in a new spirit of bipartisanship, at least for transportation projects.

The IIJA also provides across-the-board formula funding increases for transit. The Urbanized Area Formula program (Section 5307), the primary federal transit formula program, receives a 30% increase in the first year. The first-year increases for the smaller transit formula programs include 47.5% for Senior and Persons with Disabilities (Section 5310); 22.7% for Rural Formula (Section 5311); and 63.9% for State of Good Repair (Section 5337). In subsequent years all these programs will continue to receive 2% to 3% increases.

The Commission receives funding primarily from three state revenue sources, two principally for public transit purposes and a third for freeway improvement projects. Local Transportation Funds, or LTF, comes from a statewide quarter-cent sales tax on retail sales and partially funds VCTC administration and planning, Metrolink operations, bicycle and pedestrian improvements, bus transit services, and local streets and roads projects. State Transit Assistance, or STA, are revenues derived from the sales tax on diesel fuel. STA funds regional transit programs including the VCTC Intercity bus service and Metrolink commuter rail.

Additional state funds come to VCTC as part of the State Transportation Improvement Program (STIP) for major freeway projects. The STIP is funded from both federal and state gas tax dollars. While STIP funds do not flow through the Commission budget, the Commission is responsible for programming these funds to priority projects. Unfortunately, this was the one program where SB 1 did not provide much funding.

VCTC does receive one stream of locally generated revenues and that is the \$1 for each vehicle registered in Ventura County. These funds support VCTC in its role as the Service Authority for Freeway Emergencies (SAFE). The SAFE administers motorist aid programs such as the Call Box program, the newly launched Freeway Service Patrol, and Incident Responder grant program.



Areas of Operation

With limited resources, the Commission must focus on specific areas of operation. The following is a listing of the programs and projects that the Commission concentrates on to serve the residents and business community of Ventura County:

Transit and Specialized Transportation Program

- Regional Transit Technology
- Accessible Mobility Services
- Transit Grant Administration
- Valley Express
- VCTC Intercity Services

Highway Program

- Highway Project Management and Monitoring
- Motorist Aid Services

Rail Program

- LOSSAN – Coast Rail Coordinating Council
- Metrolink Commuter Rail
- Santa Paula Branch Line

Commuter Assistance Program

- Regional Transit Information Center
- Rideshare Programs

Planning and Programming Program

- Airport Land Use Commission
- Regional Transit Planning
- Regional Transportation Planning
- Transportation Development Act
- Transportation Programming and Reporting

General Government Program

- Community Outreach
- Management and Administration
- State and Federal Governmental Relations



Major Initiatives

Transportation Programming

During the upcoming year, VCTC will continue to advance local projects through various programs including calls-for-projects for FTA Section 5310 (Seniors and Individuals with Disabilities), 5307/JARC (Jobs Access and Reverse Commute), Congestion Mitigation and Air Quality Improvement (CMAQ), and TDA LTF Article 3 Funds. Additionally, VCTC will play a role in selecting projects for the Metropolitan Planning Organization SCAG regional component of the State's Cycle 6 Active Transportation Program (ATP). Staff will also develop and submit annual requests for funding through the State Low Carbon Transit Operations (LCTOP) Program and the State of Good Repair (SGR) Program. This task includes continued work to monitor and facilitate the delivery of previously approved projects funded from various state and federal sources. Staff will update the 2023 Federal Transportation Improvement Program to include new projects or changes to existing projects. The Infrastructure Investment and Jobs Act reauthorized the federal transportation program and provided a significant increase in funding, particularly competitive grants, and as a result VCTC will work with local jurisdictions to develop strategies for submitting eligible projects to capitalize on these new funding opportunities. Staff also expects to provide significant support to the new Comprehensive Transportation Plan identifying Ventura County long range funding needs and revenue streams looking out to a 2045 horizon.

Highway Program Management

VCTC will continue its work on the U.S. 101 HOV/Express Bus Lane Project Approval and Engineering Design (PAED) phase. The Commission's decision to prioritize the use of Surface Transportation Program (STP) funds to expedite the project development work, and eventual implementation of this project, will position the County to have a major "shovel ready" project should additional funding become available. During the upcoming year VCTC expects to release the draft environmental document for public review. Since existing funding is inadequate to fund the entire project within the next ten years, VCTC will be developing an "Early Action" package of improvements that will provide the maximum benefit with the projected available funds.

In addition, full project funding has been approved from the Senate Bill 1 Trade Corridor Enhancement Program for the Rice Avenue Grade Separation. VCTC will continue to work with the multiple agencies that are moving forward with final design and right-of-way acquisition, to ensure that the project continues progressing towards eventually starting construction in 2023.

Motorist Aid Services - Service Authority for Freeway Emergencies (SAFE)

An addition of a fourth beat for the Freeway Service Patrol is planned. VCTC staff will continue to assess the impact of the COVID-19 global pandemic on traffic volumes and communicate with Caltrans and other SAFEs around the State and nation to set appropriate safety protocols to ensure health and safety of both tow operators and motorists.



Regional Transportation Planning

VCTC's Regional Transportation Planning staff will continue to work closely with local jurisdictions, neighboring counties, and the Southern California Association of Governments (SCAG) to provide a regional perspective on Ventura County's regional transportation planning needs through review and comment on plans, projects, and environmental documents and participation in local, regional, and statewide planning efforts. Staff will continue to use the updated Ventura County Transportation Model (VCTM) to support local member agencies with their respective studies and plans. The VCTM will also assist with implementation of Senate Bill (SB) 743 and use of Vehicle Miles Traveled (VMT) to assess transportation impacts under the California Environmental Quality Act (CEQA). Through a partnership with Ventura Council of Governments (VCOG), funded through a Regional Early Action Planning (REAP) grant from SCAG and the California Department of Housing and Community Development, VCTC staff will continue to work jointly with VCOG to develop and implement a Vehicle Miles Travelled (VMT) Adaptive Mitigation Program, which will also support local agencies to implement SB 743. VCTC will also establish a new transportation data and analytics pilot program to enable VCTC and assist partner agencies to make better informed land use and transportation decisions.

With support from a Caltrans Sustainable Transportation Planning - Sustainable Communities grant, VCTC will continue the coordinated effort to update the Comprehensive Transportation Plan (2013) and Congestion Management Plan (2009), with projected adoption in February 2023. The Comprehensive Transportation Plan serves as a long-range policy document, built from community-based, local priorities and community-expressed need to enhance regional connections. The Plan will ultimately inform the Commission on transportation investments to help reduce congestion, improve mobility, and support economic resilience, while encouraging robust linkages between transportation, housing, and land use. Also, with support from a Caltrans Sustainable Transportation Planning grant, VCTC will partner with the National Park Service to study wildlife movements and connectivity in the U.S. 101 Conejo Pass area. Additional emphasis will be placed on active transportation planning and furthering efforts to work with sponsoring jurisdictions to fund and construct bicycle and pedestrian improvements.

Accessible Mobility Services

The Accessible Mobility Services program provides countywide coordination of transportation services for people with disabilities and seniors - in addition to those mandated activities required by state and federal regulation. Staff will be developing a new "Access for All" program (expanding deployment of wheelchair accessible vehicles), and the reinstatement of the Mileage Reimbursement Program (which provides "volunteer" drivers reimbursement for transportation of seniors and people with disabilities). As VCTC's regional transit planning division finalizes the Transit Integration and Efficiency Study, and the update to the Coordinated Public Transit-Human Services Transportation Plan, VCTC's Accessible Mobility Services program will be positioned to coordinate implementation of future services applicable to people with disabilities and other specialized transportation needs.



Ventura County Transportation Commission

Regional Transit

In this fiscal year, VCTC will continue working with our consultant to complete the Transit Integration and Efficiency Study (TIES). The TIES study seeks to improve the public transit network in Ventura County. It is an important study initiated at the request of the Commissioners, and as such the Commissioners will play an integral role in its development. Taking the time to do a thorough, comprehensive analysis of how transit operations and structure are delivered in Ventura County is a timely and prudent exercise, particularly considering the extraordinary economic and social impacts of the pandemic on public transit.

Another major project to be completed this year is the five-year update of the Coordinated Public Transit-Human Services Transportation Plan. Staff will also begin the updates of the short-range transit plan. Staff will continue the College Ride Program and will implement the Youth Ride Free Program which will allow youth 18 and under to ride the bus for free.

Valley Express

The Valley Express bus service serves the Santa Clara River Valley community, including the cities of Fillmore and Santa Paula, as well as the neighboring unincorporated areas of the County, such as Piru and Bardsdale. The service is managed by a policy advisory committee, which is made up of the VCTC Commissioners representing the two cities and the County. As the administrator of the service, Commission staff works with the committee and local staff to ensure the service meets the needs of the community. The Valley Express provided essential transit service to residents throughout the COVID-19 pandemic. This includes, fixed routes, school “boosters”, general purpose dial-a-ride and ADA paratransit services. The upcoming year will include administration of a request for proposals for a new service contract, planning and adjustment of fixed routes and dial-a-ride, addressing driver recruitment challenges, and planning for return of students taking transit to local schools and colleges. In addition, Valley Express will participate in the coordinated deployment of VCTC’s various transit promotions, such as College Ride, Youth Ride Free and the State’s proposed “three months” of free transit for the public.

VCTC Intercity Transit Service

VCTC has operated intercity commuter bus service for twenty-seven years. Prior to the pandemic, VCTC’s overall ridership was stable and growing. After an initial decline of 75% in Spring of 2020, riders have steadily returned to the service. With approximately 55% of the ridership today compared to pre-pandemic, VCTC is looking forward to continued growth in demand and addressing recruitment challenges with its contractor with the goal of resuming suspended service due to the driver shortage. In addition, Intercity will participate in the coordinated deployment of VCTC’s various regional transit promotions, such as College Ride, Youth Ride Free and the State’s proposed “three months” of free transit for the public.



Ventura County Transportation Commission

Passenger Rail (Metrolink and LOSSAN/Pacific Surfliner)

In addition to funding Metrolink and LOSSAN operations and capital rehabilitation projects, VCTC will help fund the Simi Valley Double Track and the Arroyo Simi bridge projects on the Metrolink line. VCTC will work with Metrolink and the member agencies on ways to rebuild ridership, meeting new travel demand and in hopes of exposing new riders to the Metrolink system.

Community Outreach

One major outreach effort in the coming year will be to expand the youth outreach program to a broader audience to provide education about the benefits of using public transit in daily life, about potential careers in transportation, and about environmental sustainability. In addition, staff will resume participating in community events, many of which were on hold because of the COVID-19 pandemic.

Planning for the Future

It appears that we are hopefully entering into the “endemic” stage of COVID-19, the once in a century pandemic that has ravaged and re-shaped our world. Some early trends are emerging that will not only affect the way VCTC operates but are likely indicators of lasting changes in our society. The continuation of remote work in a “hybrid” work environment appears to be a semi-permanent fixture, at least for knowledge workers. And while transit ridership is slowly coming back, commuter ridership, especially on Metrolink is still not even half of what it was pre-pandemic (this despite recent record prices for gasoline). In this changing transportation environment, creative approaches will be required by VCTC to best serve the mobility patterns of Ventura County’s residents.

In addition to the new federal funding from the IIJA, Senate Bill 1 approved by the California Legislature and signed by Governor Jerry Brown in 2017 continues to be a lifeline for transportation. Add to that, the unprecedented State surplus, estimated to be at \$67 billion, will provide an opportunity to seek additional funding for VCTC projects. VCTC has been effective with its advocacy efforts and grant application work that has led to over \$140 million in SB 1 grants allocated to critically important Ventura County transportation projects. Funding made available by SB 1 will help us maintain public transit services, such as VCTC Intercity Bus and Metrolink commuter rail, repair railroad bridges and tracks and passenger rail cars, construct a new double-track project on the Coast mainline in Simi Valley and a pedestrian undercrossing at the Camarillo Train Station that will lead to improved passenger rail service through Ventura County.

While maintaining transportation infrastructure is important, so too is fixing bumper-to-bumper traffic on the 101 and 118 freeways that has already returned as the State of California reopens the economy on the heels of the pandemic, improving bus and passenger train service, and safer bicycle and pedestrian facilities. VCTC does receive Federal and State formula funds that pays for a share of these projects and services. However, those two funding streams are insufficient long term. Unlike 25 counties in California, Ventura County has not yet passed a local transportation sales tax measure. Besides not being able to leverage the Federal and State funds with local transportation funds, VCTC is also not eligible for taxpayer-funded programs specifically created to reward transportation sales tax measure counties or be competitive for grant programs that reward project sponsors that include a substantial local match. It will likely take such a measure, where the revenues generated remain in Ventura County, to pay for our most critical transportation projects and public transit services



Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Ventura County Transportation Commission for its annual comprehensive financial report for the Fiscal Year ended June 30, 2021. To be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current annual comprehensive financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

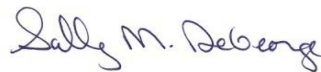
The management and finance staff are proud of the commitment to open, accountable, and transparent financial reporting and this is the thirteenth consecutive year that the Commission has received this prestigious award, which recognizes conformance with the highest standards for preparation of state and local government financial reports. This effort would not have been possible without the collaborative and collective effort of Commission staff and the independent auditors. The undersigned are grateful to all involved for their time, efforts, and support to provide informative information.

Finally, without the leadership and support of the Commission, this work would not be possible. There may be no more dynamic a time in transportation and transportation funding than what we will experience over the next several years. VCTC must continue to test our limits of creativity and resourcefulness as we endeavor to ensure a sustainable transportation future in such challenging times.

Very truly yours,



MARTIN ERICKSON
Executive Director



SALLY M. DEGEORGE
Finance Director

Ventura County Transportation Commission

List of Principal Officials As of June 30, 2022

Board of Commissioners:

Tony Trembley	City of Camarillo, Chair
Claudia Bill-de la Peña	City of Thousand Oaks
Daniel Chavez	Citizen Representative (Cities)
Lynn Edmonds	City of Fillmore
Chris Enegren	City of Moorpark
Robert Huber	County of Ventura
Mike Johnson	City of San Buenaventura
Mike Judge	City of Simi Valley
Matt LaVere	County of Ventura
Kelly Long	County of Ventura, Past Chair
Bryan MacDonald	City of Oxnard, Vice-Chair
Linda Parks	County of Ventura
Carmen Ramirez	County of Ventura
Richard Rollins	City of Port Hueneme
Andy Sobel	City of Santa Paula
William Weirick	City of Ojai
Jim White	Citizen Representative (County)
Tony Tavares	Caltrans (Ex-Officio)

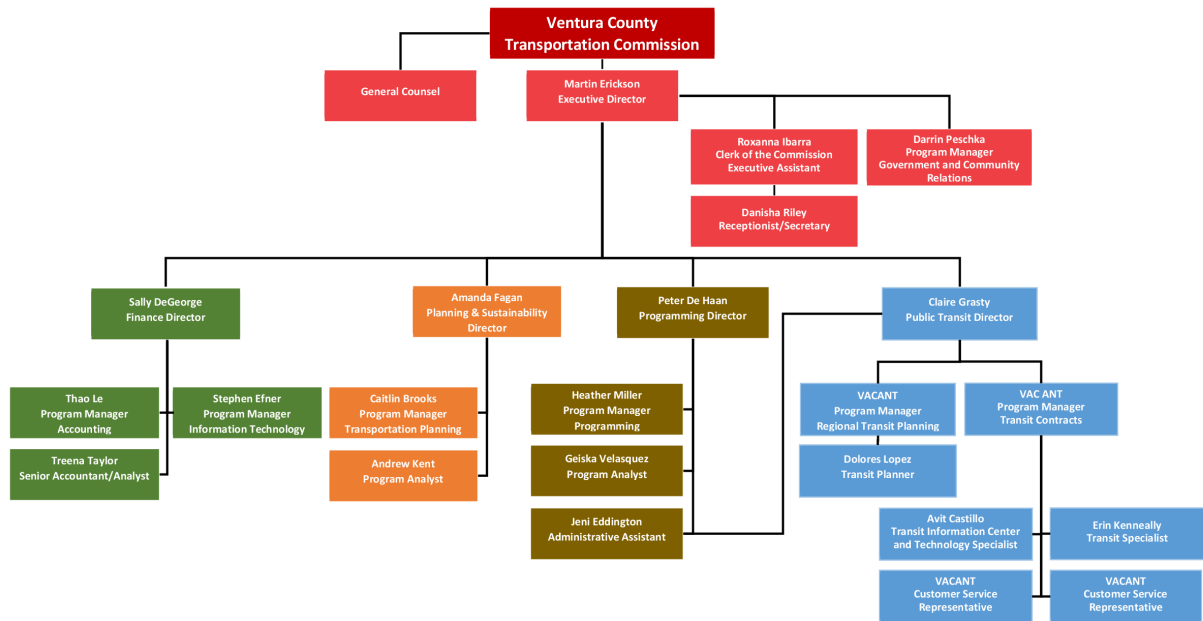
Executive Management:

Martin Erickson	Executive Director
Sally DeGeorge	Finance Director
Peter De Haan	Programming Director
Claire Grasty	Transit Director
Amanda Fagan	Planning Director



Ventura County Transportation Commission

Staff Organizational Chart Fiscal Year 2021/2022



Certificate of Achievement for Excellence in Financial Reporting – GFOA



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Ventura County Transportation Commission
California**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2021

Christopher P. Morrell

Executive Director/CEO

FINANCIAL SECTION



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

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Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)

Independent Auditor's Report on Financial Statements



Independent Auditor's Report

To the Board of Commissioners
Ventura County Transportation Commission
Camarillo, California

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Ventura County Transportation Commission (Commission) as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Commission, as of June 30, 2022, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

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

Adoption of New Accounting Standard

As discussed in Note 13 to the financial statements, the Commission has adopted the provisions of Government Accounting Standards Board (GASB) Statement No. 87, *Leases*, for the year ended June 30, 2022. Accordingly, a restatement has been made to the governmental activities net position as of July 1, 2021, to restate beginning net position. Our opinions are not modified with respect to this matter.

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Ventura County Transportation Commission Management's Discussion and Analysis (unaudited)

Responsibilities of Management for the Financial Statements

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

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission'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's Responsibilities for the Audit of the Financial Statements

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

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Commission'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 judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission'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.

Ventura County Transportation Commission Management's Discussion and Analysis (unaudited)

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, budgetary comparison information for the General Fund and each major special revenue fund, schedules of proportionate share of the net pension liability (asset) and pension contributions, and schedule of changes in the net OPEB liability (asset) and related ratios and OPEB contributions, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, 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.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The combining and individual nonmajor fund financial statements and budgetary schedules are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual nonmajor fund financial statements and budgetary schedules are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory section and statistical section but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.



Ventura County Transportation Commission Management's Discussion and Analysis (unaudited)

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated November 14, 2022, on our consideration of the Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Commission'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 Commission's internal control over financial reporting and compliance.



Rancho Cucamonga, California
November 14, 2022

**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

**Management's Discussion and Analysis - Required Supplementary
Information**



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

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Ventura County Transportation Commission Management's Discussion and Analysis (unaudited)

As management of the Ventura County Transportation Commission, we offer readers of the Commission's financial statements this narrative overview and analysis of the financial activities of the Commission for the Fiscal Year ended June 30, 2022. We encourage readers to consider the information presented here in conjunction with the transmittal letter on page iii to xvii and the audited financial statements, which begin on page 27.

Financial Highlights

- The assets and deferred outflows of resources of the Commission exceeded its liabilities and deferred inflows of resources at the close of the most recent fiscal year by \$116,773,300 (net position). The net position consisted of net investment in capital assets of \$55,591,077, restricted net position of \$60,025,428 and unrestricted net position of \$1,156,795.
- The unrestricted net position results from the recording of the net pension liability, net OPEB liability and related deferrals.
- The Commission's total net position increased by \$12,277,981 from the prior year. The increase is primarily due to an increase in restricted assets. LTF sales tax revenues came in significantly higher than anticipated as online taxable sales remained strong. The STA funds were higher than anticipated due to a recovering economy and expenditures were lower due to project delays. The State of Good Repair (SGR) funds were not claimed by local agencies and therefore the net position increased.
- Total capital assets (including right to use assets), net of depreciation and amortization, were \$56,237,387 on June 30, 2022, representing a negative 5% change or \$2,317,256 decrease. This decrease in capital assets is primarily due to depreciation.
- At the close of the current fiscal year, the Commission's governmental funds reported combined fund balances of \$60,538,551 an increase of \$13,924,383 largely due to higher than anticipated Local Transportation Funds and State Transit Assistance funds received and lower expenditures of State Transit Assistance funds. Furthermore, State of Good Repair fund costs were delayed which further increased the fund balance. Approximately 0.5% of the fund balance, or \$327,793 is available for spending at the government's discretion (unassigned fund balance).
- At the close of the current fiscal year, the Commission's cash and investments in the governmental funds was \$52,285,856, an increase of \$14.8 million and the Commission's cash and investments in the proprietary funds was \$731,380, a decrease of \$884,735. Changes in cash balance are largely due to increased LTF, STA and SGR receipts which are restricted funds of which the majority are passed through to other local agencies.
- At the close of the current fiscal year, the Commission's proprietary funds reported a combined Net Position of \$9,423,858 which was a decrease of \$1,882,663 largely due to decreased capital assets for depreciation.



Ventura County Transportation Commission Management's Discussion and Analysis (unaudited)

Overview of Financial Statements

This discussion and analysis provided here are intended to serve as an introduction to the Commission's basic financial statements. The Commission's basic financial statements consist of three components: Government-wide Financial Statements, Fund Financial Statements, and Notes to the Basic Financial Statements. This report also contains other supplementary information in addition to the basic financial statements.

Government-wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the Commission's finances, in a manner like a private-sector business.

The Statement of Net Position presents information on all the Commission's assets, deferred outflows of resources, liabilities and deferred inflows of resources using the accrual basis of accounting, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Commission is improving or deteriorating.

The Statement of Activities presents information showing how the Commission's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flow. Thus, revenues and expenses are reported for some items that will only result in cash flows in future fiscal periods (e.g., earned but unused vacation leave).

Both government-wide financial statements distinguish functions of the Commission that are principally supported by sales taxes and intergovernmental revenues (governmental activities). The governmental activities of the Commission include disbursements to cities, the County, transit operators, commuter rail and rail projects, planning and programming projects, highway projects, professional services, and general government.

The Statement of Net Position and the Statement of Activities present information about the following:

- **Governmental Activities** – All of the Commission's core responsibilities and regional responsibilities are considered governmental activities. These activities are included in the general fund and five special revenue funds (Local Transportation Fund, State Transit Assistance Fund, Service Authority for Freeway Emergencies Fund, State of Good Repair, and Santa Paula Branch Line).
- **Proprietary Activities/Business-type Activities** – The fees the Commission charges to customers are intended to provide significant support to cover all or majority of the costs of certain services it provides. The Commission operates two transit bus services reported as business-type activities.

The government-wide financial statements include financial information only for the Commission and its blended component unit. The government-wide financial statements can be found on pages 29 through 32 of this report.



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Commission uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. The Commission has governmental and proprietary funds but no fiduciary funds.

Governmental funds are used to account for essentially the same functions reported in governmental activities in the government-wide financial statements; however, governmental fund financial statements focus on near-term inflows and outflows of spendable resources and on a balance of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. As a result, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and related statements of revenues, expenditures and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The Commission maintains six governmental funds. Information is presented separately in the governmental fund balance sheet and in the related statement of revenues, expenditures, and changes in fund balances. The Commission's major governmental funds comprised of the General Fund, Local Transportation Fund (LTF) and State Transit Assistance fund (STA). The nonmajor funds consist of the Service Authority for Freeway Emergencies (SAFE) fund, State of Good Repair fund (SGR) and Santa Paula Branch Line fund (SPBL).

Proprietary Funds are used to account for activities that receive significant support from fees and charges for services. Proprietary funds are reported in the same way that all activities are reported in the Statement of Net Position and the Statement of Activities. The Commission has two enterprise funds (VCTC Intercity and Valley Express) but no internal service funds.

The Commission adopted a comprehensive annual budget for all funds on June 4, 2022. Budgetary comparison schedules are provided for the General Fund, the Local Transportation Fund, and the State Transit Assistance fund in the Required Supplemental Information section to demonstrate compliance with these budgets. Budgetary comparison schedules are provided for the Service Authority for Freeway Emergencies fund, the State of Good Repair fund, the Santa Paula Branch Line fund, the VCTC Intercity fund and the Valley Express fund in the Supplementary Information section to demonstrate compliance with these budgets. The governmental fund financial statements, including the reconciliation between the fund financial statements and the governmental financial statements, can be found on pages 35 through 39 of this report. The proprietary fund financial statements can be found on pages 41 through 44.



Ventura County Transportation Commission Management's Discussion and Analysis (unaudited)

Notes to the Basic Financial Statements provide additional information that is necessary to acquire a full understanding of the data provided in the government-wide and fund financial statements. The Notes to the Basic Financial Statements can be found on pages 45 through 83 of this report.

Other Information

In addition to the Basic Financial Statements and accompanying Notes are two types of supplementary reports. The Required Supplementary Information provides the Commission's budgetary results for the General Fund and two major Special Revenue Funds, Local Transportation Fund and State Transit Assistance fund with appropriated budgets and its progress in funding its obligation to provide Pension and Other Post-Employment Benefits (OPEB) to its employees and can be found on 85 through 95 of this report. The Other Supplementary Information provides the Commission's budgetary results for the nonmajor Special Revenue Funds, Service Authority for Freeway Emergencies fund, State of Good Repair and Santa Paula Branch Line, and the proprietary funds, VCTC Intercity and Valley Express and can be found on pages 97 to 107.

Government-wide Financial Analysis

Statement of Net Position:

As previously noted, net position may serve over time as a useful indicator of the Commission's financial position. On June 30, 2022, the Commission's assets and deferred outflows exceed liabilities and deferred inflows by \$116,773,300, an increase of \$12,277,981 from June 30, 2021. The increase is primarily due to an increase in Local Transportation Funds and State Transit Assistance Funds, lower expenditures of State Transit Assistance funds, lower than anticipated State of Good Repair expenditures as well as a decrease in capital assets for depreciation. The analysis below focuses on the net position and changes in net position of the Commission's governmental activities.



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

The following table represents condensed financial data related to net position for the Fiscal Years ended June 30, 2022, and 2021:

**Ventura County Transportation Commission
Statement of Net Position
As of June 30, 2022, and 2021**

	Governmental Activities		Business-Type Activities		Total	
	2022	2021	2022	2021	2022	2021
Assets:						
Current and other assets	\$ 66,913,924	\$ 52,880,570	\$ 2,440,997	\$ 2,328,728	\$ 69,354,921	\$ 55,209,298
Capital assets not being depreciated	25,885,133	26,329,395	-	-	25,885,133	26,329,395
Capital assets, net of accumulated depreciation	20,322,763	21,463,761	9,400,604	11,205,749	29,723,367	32,669,510
Capital assets, net of accumulated amortization	628,887	-	-	-	628,887	-
Net pension asset	214,386	-	10,055	-	224,441	-
Net OPEB asset	115,889	-	5,435	-	121,324	-
Total assets	114,080,982	100,673,726	11,857,091	13,534,477	125,938,073	114,208,203
Deferred outflows of resources	1,374,579	1,793,175	64,468	154,870	1,439,047	1,948,045
Liabilities:						
Current and other liabilities	6,635,901	6,353,040	2,454,767	2,143,076	9,090,668	8,496,116
Long-term liabilities	554,807	149,086	-	-	554,807	149,086
Net OPEB liabilities	-	2,215,560	-	191,349	-	2,406,909
Net pension liabilities	-	307,597	-	26,566	-	334,163
Total liabilities	7,190,708	9,025,283	2,454,767	2,360,991	9,645,475	11,386,274
Deferred inflows of resources	915,411	252,820	42,934	21,835	958,345	274,655
Net position:						
Net investment in capital assets	46,190,473	47,793,156	9,400,604	11,205,749	55,591,077	58,998,905
Restricted	60,002,174	45,630,116	23,254	-	60,025,428	45,630,116
Unrestricted (deficit)	1,156,795	(234,474)	-	100,772	1,156,795	(133,702)
Total net position	\$ 107,349,442	\$ 93,188,798	\$ 9,423,858	\$ 11,306,521	\$ 116,773,300	\$ 104,495,319

Approximately 48%, or \$55,591,077, of the Commission's net position is investments in capital assets (e.g., land and improvements, rail stations, buses, office furniture and equipment, right to use lease, etc.) less any related debt used to acquire those assets that is still outstanding, if applicable. At this time, the Commission has no debt related to capital assets except for the lease liability related to the right to use lease for office space. The Commission uses these assets to provide commuter rail, highway, and transit and transportation assistance to the residents and business community of Ventura County. Net investment in capital assets decreased approximately 6% or \$3,407,828 in Fiscal Year 2021/2022. The change in capital assets is primarily due to the depreciation of assets and is discussed in greater detail in Note 3 of the Notes to the Basic Financial Statements.

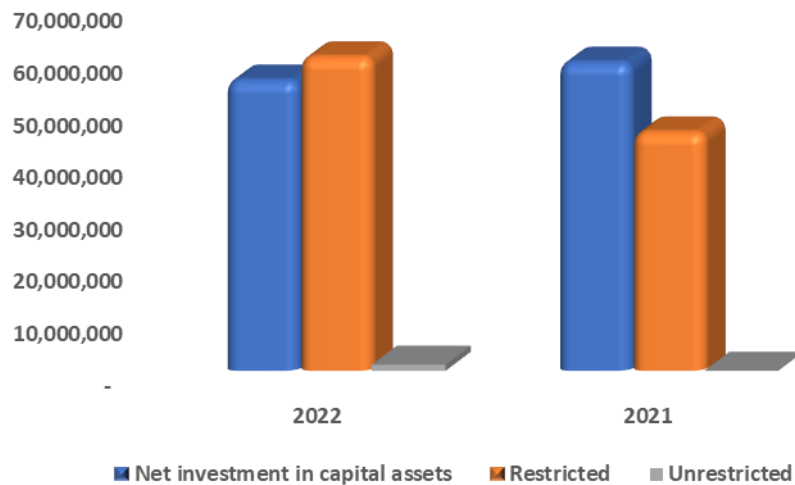
A significant portion of the Commission's net position, \$60,025,428, represents resources subject to external restrictions on how they may be used. Restricted net position from governmental activities increased by 32% in Fiscal Year 2021/2022. This increase of \$14.4 million was largely due to Local Transportation Funds sales tax receipts holding strong via online sales and higher than anticipated State Transit Assistance revenues with lower expenditures than anticipated. Furthermore, the State of Good Repair funds were not claimed by the local agencies increasing the net position.



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

Unrestricted net position represents the portion of net position that can be used to finance day-to-day operations without constraints established by debt covenants, enabling legislation, or other legal requirements. On June 30, 2022, the unrestricted net position increased by \$1,290,497 from a deficit of \$133,702 to a positive net position of \$1,156,795. The increase in the net position is largely due to the impact on net position not captured in investments in capital assets and restricted net position as detailed above as well as the gain on assets for the pension and OPEB investments as well as the one-time additional discretionary payment to reduce the pension unfunded actuarial liability. The unrestricted net position (deficit) results from the recording of the net pension liability, net OPEB liability and related deferrals. Accordingly, the Commission does have sufficient current resources on hand to cover current and long-term liabilities. The long-term portion of the net pension liability will be funded over time with annual contributions from the Commission.

**Net Position
As of June 30, 2022, and 2021**



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

Statement of Activities:

As previously stated, Net Position can be a useful indicator of the Commission's financial position over time. The Commission's total program and general revenues were \$76,889,181 while the total costs of all programs were \$64,634,245. Total revenues decreased by 1.5% and the total costs of all programs decreased by 2.7%. The net position at year end was \$116,773,300. The following is a summary of the financial data related to the Statement of Activities for the Fiscal Years ended June 30, 2022, and 2021:

**Ventura County Transportation Commission
Statement of Activities
For the Fiscal Years Ended June 30, 2022, and 2021**

	Governmental Activities		Business-Type Activities		Total	
	2022	2021	2022	2021	2022	2021
Revenues:						
Program revenues:						
Charges for services	\$ 368,288	\$ 352,577	\$ 420,934	\$ 753,815	\$ 789,222	\$ 1,106,392
Operating grants and contributions	13,322,748	18,504,953	7,031,808	8,100,582	20,354,556	26,605,535
Capital grants and contributions	1,285,243	2,283,279	9,135	-	1,294,378	2,283,279
General revenues:						
Transportation development act sales taxes	54,379,213	47,751,367	-	-	54,379,213	47,751,367
Investment earnings	1,540	37,639	2,542	564	4,082	38,203
Other miscellaneous revenue	3,739	59,729	63,991	227,466	67,730	287,195
Total revenues	69,360,771	68,989,544	7,528,410	9,082,427	76,889,181	78,071,971
Expenses:						
Commuter assistance	264,684	220,861	-	-	264,684	220,861
General government	2,480,446	4,257,407	-	-	2,480,446	4,257,407
Highways	3,731,846	4,953,643	-	-	3,731,846	4,953,643
Planning and programming	6,094,931	7,028,282	-	-	6,094,931	7,028,282
Rail	7,152,443	5,337,151	-	-	7,152,443	5,337,151
Transit and transportation	32,454,260	33,569,615	12,455,635	11,032,133	44,909,895	44,601,748
Total expenses	52,178,610	55,366,959	12,455,635	11,032,133	64,634,245	66,399,092
Increase (decrease) in net position before transfers	17,182,161	13,622,585	(4,927,225)	(1,949,706)	12,254,936	11,672,879
Transfers	(3,044,562)	(351,191)	3,044,562	351,191	-	-
Change in net position	14,137,599	13,271,394	(1,882,663)	(1,598,515)	12,254,936	11,672,879
Net position at beginning of year, restated	93,211,843	79,917,404	11,306,521	12,905,036	104,518,364	92,822,440
Net position at end of year	\$ 107,349,442	\$ 93,188,798	\$ 9,423,858	\$ 11,306,521	\$ 116,773,300	\$ 104,495,319

Statement of Activities – Governmental Activities, Revenues:

The Commission's governmental program and general revenues were \$69,360,771, while the total costs of all programs were \$52,178,610. Total Governmental Activities revenues increased by 0.5% and the total costs of programs decreased by 5.8%. Transfers were a negative \$3,044,562 for an increase in net position of \$14,137,599. Key elements are as follows:

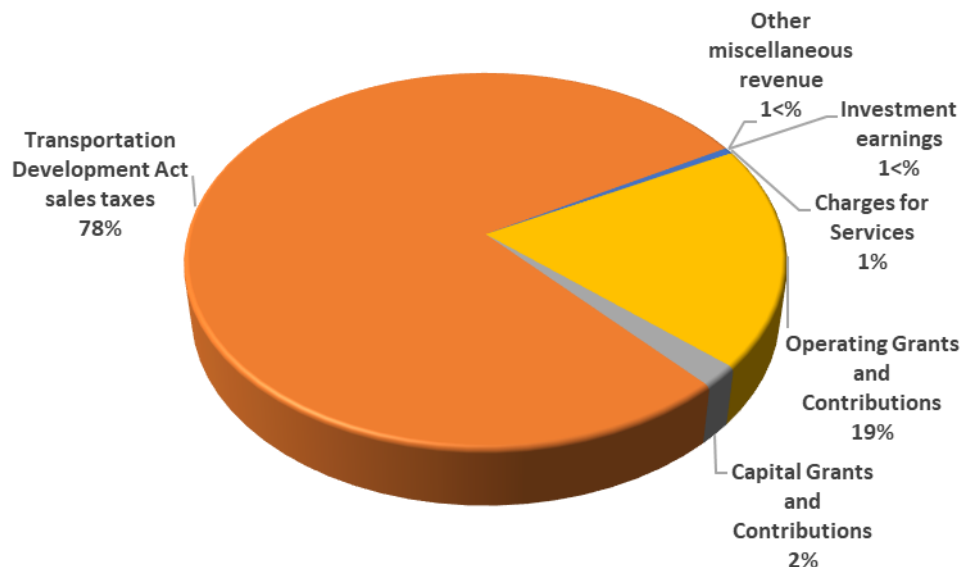
- Charges for services were \$368,288. The increase of \$15,711 is largely due to rail leases increased by CPI and one-time fees charged for filming on the Santa Paula Branch Line.



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

- Operating and capital grants and contributions were \$14,607,991. The decrease of \$6,180,241 is largely due to decreased pass-through FTA funding to local agencies and the decrease of full reimbursement of CARES FTA funding versus the regular 80/20 or 50/50 split of FTA reimbursement funding.
- The total Transportation Development Act sales tax receipts for LTF and STA were \$54,379,213. The increase of \$6,627,846 is largely due to increased sales tax revenues collected for the Local Transportation Fund due to online sales and higher than anticipated State Transit Assistance funds along with lower than anticipated State Transit Assistance expenditures and transfers-out.
- Investment earnings were \$1,540. This decrease of \$36,099 is due to loss on investments due to negative fair value adjustments.
- Other miscellaneous revenues were \$3,739. This decrease of \$55,990 is part of the normal fluctuations. This year's miscellaneous revenue largely consisted of forfeited FSA funds later used to pay for FSA plan fees.
- Transfers out of the governmental funds into the business-type funds consisted of \$3 million in STA funds into the VCTC Intercity business-type fund. This \$2.7 million increase was due to costs increase due to restoration of services and use of FTA CARES revenues in the prior year that were reimbursed at 100% regular 50/50 and 80/20 reimbursements.

**Governmental Revenue Activities
For the Fiscal Year Ended June 30, 2022**



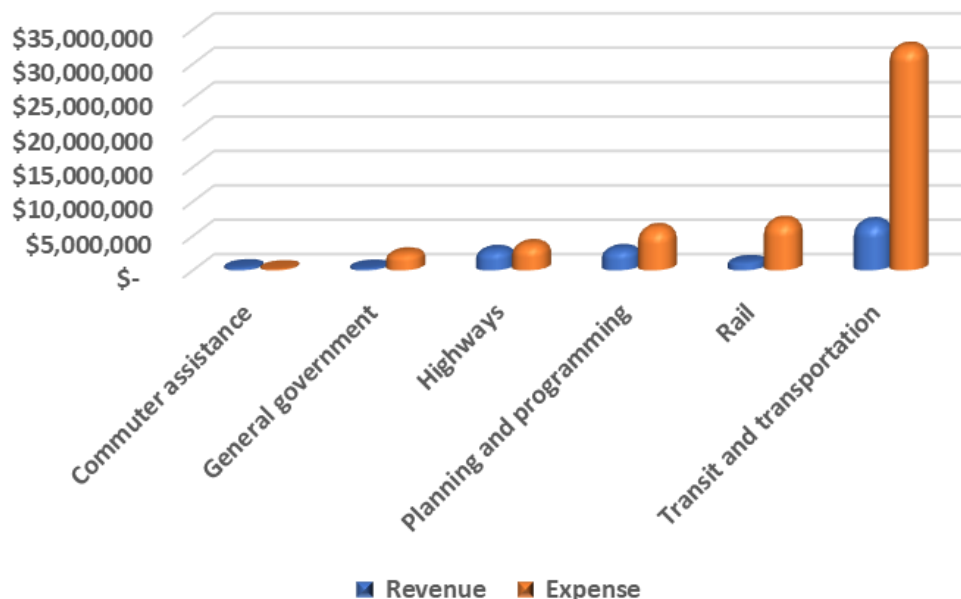
**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

Statement of Activities – Governmental Activities, Expenses:

- Commuter Assistance activities were \$264,684, an increase of \$43,823 largely due to increased costs for consultant and outreach activities.
- General Government activities were \$2,480,446, a decrease of \$1,776,961 largely due to adjustments to pension and OPEB accrued costs and the prior year additional discretionary payment to reduce the pension unfunded actuarial liability.
- Highway activities were \$3,731,846, a decrease of \$1,221,797 largely due to the delayed work on the Highway 101 project.
- Planning and Programming activities were \$6,094,931, a decrease of \$933,351 largely due to completed consultant studies in the prior year.
- Rail activities were \$7,152,443, an increase of \$1,815,292 largely due to increased pass-through capital rehabilitation and operational expenditures for Metrolink.
- Transit expenses were \$32,454,260, a decrease of \$1,115,355 largely due to decreased pass-through funding to local agencies. The pass-through funding to local agencies is a normal fluctuation based on reimbursement of projects.

The following graph depicts program revenues and expenses for the Commission's governmental activities for the Fiscal Year ended June 30, 2022.

**Governmental Activities Revenue and Expenses by Program
For the Fiscal Year Ended June 30, 2022**



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

Statement of Activities - Proprietary Activities, Revenues:

The VCTC Intercity and Valley Express funds provide transit services for Ventura County residents. The Proprietary Activities program and general revenues were \$7,528,410, while the total costs of all programs were \$12,455,635. Transfers-in consisted of \$3 million from the STA fund. The ending net position for the year was \$9,423,858. Key elements are as follows:

Charges for services were \$420,934 which is \$332,881 lower than the previous year due to lost fare revenue due to the pandemic. Fares on the buses were at half price for the year to encourage ridership. These revenues also include route guarantees provided by outside agencies.

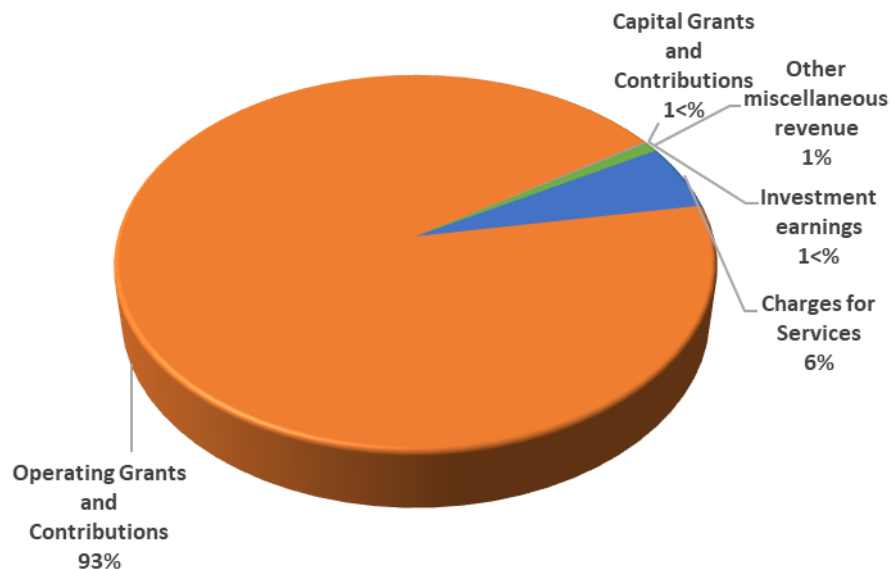
Operating and capital grant and contribution revenues were \$7,040,943 which was \$1,059,639 lower than the previous year due to decreased federal CARES funding for operations during the pandemic.

Investment earnings were \$2,542, an increase of \$1,978.

Other revenues were \$63,991 (a decrease of \$163,475 for fuel tax reimbursements from the Internal Revenue Service via the bus contractor as the fuel credits will now be netted with the billing.

Transfers into the VCTC Intercity fund consisted of \$3,044,562 from the STA fund which was \$2,693,371 higher due to the decreased FTA CARES funding.

**Business-Type Revenue Activities
For the Fiscal Year Ended June 30, 2022**



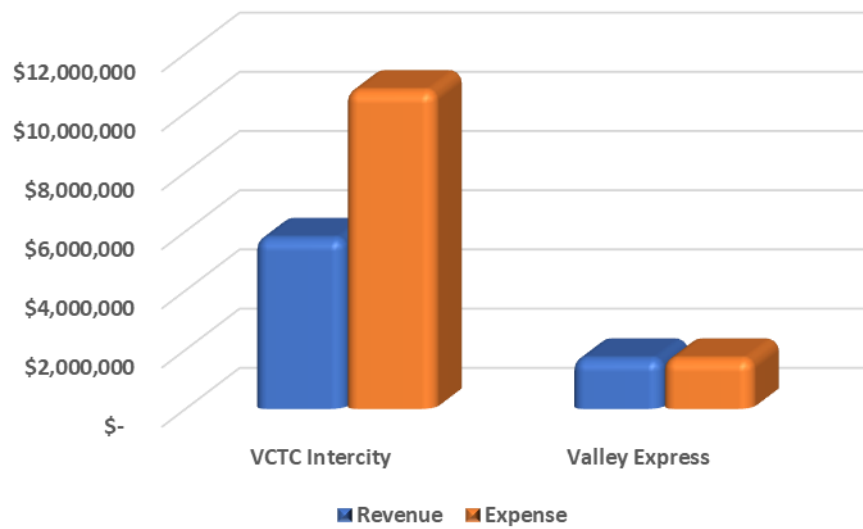
**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

Statement of Activities - Proprietary Activities, Expenses:

VCTC Intercity activities totaled \$10,759,816, which was an increase of \$1,240,389 largely due to costs associated with restored operations.

Valley Express activities totaled \$1,695,819, which was an increase of \$184,162 largely due to costs associated with adjustments to routes.

**Business-type Revenue and Expense Activities by Fund
For the Fiscal Years ended of June 30, 2022**



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

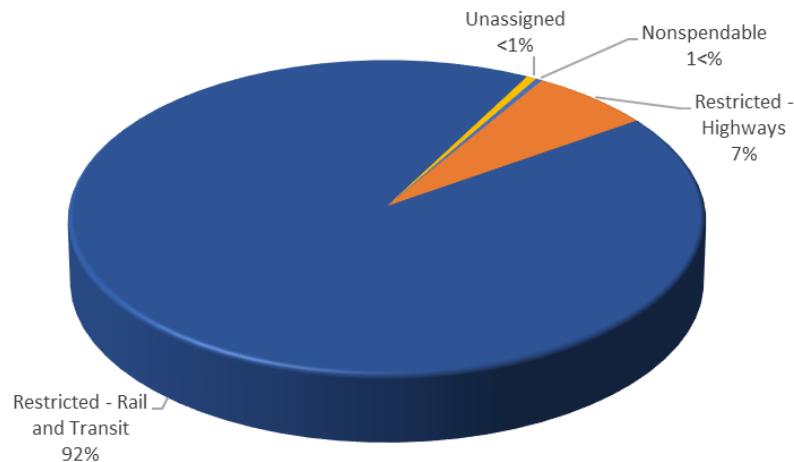
Fund Financial Statement Analysis

The Commission uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds:

The focus of the Commission's governmental funds is to provide information on short-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the Commission's financing requirements.

As of June 30, 2022, the Commission's governmental funds reported combined ending fund balances of \$60,538,551, an increase of \$13,924,383 from the prior year. This change is largely due to increased sales tax revenues from online sales for the Local Transportation Fund and State Transit Assistance funds with lower than anticipated State Transit Assistance expenditures and transfers-out. Of the approximately \$60 million fund balance, 99% is restricted for rail, transit, and highways projects, 0.3% is nonspendable for prepaid items and deposits, while the remaining 0.5% is unassigned in the General Fund and available for spending at the Commission's discretion. The graph below depicts the fund balances as of June 30, 2022.



The following table presents the fund balances for the governmental funds as of June 30, 2022, and 2021:

Fund Balance	June 30, 2022	June 30, 2021	% of Change	Change
General Fund	\$ 2,905,671	\$ 3,634,735	-20%	\$ (729,064)
Major Special Revenue Funds:				
Local Transportation Fund	25,839,173	15,177,134	70%	10,662,039
State Transit Assistance Fund	21,378,455	17,598,321	21%	3,780,134
Nonmajor Special Revenue Funds:				
Service Authority for Freeway Emergency	4,030,184	4,994,852	-19%	(964,668)
State of Good Repair	6,359,701	5,183,759	23%	1,175,942
Santa Paula Branchline Fund	25,367	25,367	1<%	-
Total Fund Balance	\$ 60,538,551	\$ 46,614,168	30%	\$ 13,924,383



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

Key elements for the Commission's governmental funds on June 30, 2022, were:

- The balance in the General Fund decreased by \$729,064 in Fiscal Year 2021/2022. Of the \$2,905,671 fund balance, \$208,584 is nonspendable for prepaid and deposit items, \$2,369,294 is restricted for rail and transit purposes, and \$327,793 is unassigned. The decrease in fund balance is largely due to a decrease in prepaids and transit/rail funds held within the General Fund balance.
- The Local Transportation Fund balance increased by \$10,662,039 due to an increase in collected sales tax revenues for strong online consumer spending during the pandemic.
- The State Transit Assistance Fund balance increased by \$3,780,134 due to higher than anticipated revenues with lower than anticipated expenditures and transfers-out. Some expenditures and transfers-out were delayed.
- The Service Authority for Freeway Emergency Fund balance decreased by \$964,668 due to the SAFE issuing incident responder grants to local agencies this year.
- The State of Good Repair fund that increased by \$1,175,942 as projects were delayed and expenditures did not occur.
- The Santa Paula Branch Line fund balance did not change.

Proprietary Funds:

The Commission's proprietary funds provide the same type of information found in the government-wide financial statements, but in more detail. Factors concerning these funds have already been addressed in the discussion of the government-wide financial analysis of business-type activities.

General Fund Budgetary Highlights

When the original budget is prepared, the carry-in balances of continuing projects are estimated. Amendments are made throughout the year to the budget to correct beginning balances, add new projects and adjust existing projects as needed. Differences between the original budget and the final amended budget for the General Fund (as reflected in the Budgetary Comparison Schedule for the General Fund found in the Required Supplementary Information) resulted in approximately a \$3.6 million increase in appropriations and were largely related to the following changes:

- The General Government budget increased approximately \$197,200 largely due to carried-over consultant and legal expenditures as well as adjustments to staffing costs while transitioning to a new executive director.
- The Highways budget increased approximately \$252,357 largely due to carried-over consultant expenditures for the Highway 101 project.
- The Planning and Programming budgets decreased approximately \$119,416 largely for adjustments of carried-over consultant studies.
- The Rail budgets increased approximately \$889,000 largely due to carry-over for capital rehabilitation pass-through projects for Metrolink.



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

- The Transit budgets increased approximately \$2.3 million largely due to the carry-over of delayed purchasing of equipment for the AVL project and the addition of the new mobile ticketing/advanced fare collection system.
- Budgeted intergovernmental revenues increased approximately \$2.5 million due to the increased expenses noted above.
- "Transfers-in" increased approximately \$769,000 due to the increased expenses noted above.

Variances between the General Fund actual expenditures and the final amended budget are briefly summarized in the following table:

Year Ended June 30, 2022				
General Fund Budgetary Variance	Final Budget	Actual	Variance with Final Budget	Percentage Variance
Revenues:				
Intergovernmental	\$ 21,199,953	\$ 11,599,350	\$ (9,600,603)	-45%
Charges for services	9,400	22,317	12,917	137%
Investment income	-	1,540	1,540	-
Other revenue	-	3,679	3,679	-
Total revenues	21,209,353	11,626,886	(9,582,467)	-45%
Expenditures:				
Current				
General government	4,797,900	4,017,860	780,040	16%
Programs	34,250,058	15,657,083	18,592,975	54%
Debt service	189,400	180,275	9,125	5%
Total expenditures	39,237,358	19,855,218	19,382,140	49%
Other financing sources:				
Transfers in	15,841,096	7,499,268	(8,341,828)	53%
Total other financing sources	15,841,096	7,499,268	(8,341,828)	53%
Net change in fund balance	\$ (2,186,909)	\$ (729,064)	\$ 1,457,845	67%

Significant budgetary variances between the final amended budget and the actual amounts are as follows:

- The approximate \$9.6 million negative variance for intergovernmental revenues occurred because of delayed projects. As the expenditures did not occur, the reimbursement revenues were not requested. Projects were carried over into the next fiscal year.
- The \$12,917 positive variance for charges for services was primarily due to local fees charged for leases and right of entry fees on the Metrolink rail line and airport land use reviews.
- The \$3,679 positive variance for other revenue was largely due to forfeiture of FSA funds that were later used to pay for plan fees.



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

- The \$780,040 positive variance for general government was largely due to unpaid staffing costs due to vacant positions, outreach and consultant studies that were not needed, and general expenditures not utilized.
- The approximately \$18.6 million positive variance for program expenditures was due to several factors:
 - The Commuter expenditures were approximately \$101,000 lower due to the delays in the purchase of transit information software, consultant assistance, and lower costs for database administration.
 - The Highway expenditures were approximately \$4 million lower as the consultant services needed for the 101 and 118 highway projects were delayed.
 - The Planning and Programming expenditures were approximately \$1.1 million less than budgeted due to delays in study, consultant and College Ride expenditures that were not expended and carried over into the next fiscal year.
 - The Rail program expenditures were approximately \$9.1 million less than budgeted largely due to delays in Metrolink projects.
 - The Transit and Transportation program expenditures were approximately \$4.2 million less than budgeted largely due to the delays of pass-through expenditures.
- Transfers in were approximately \$8.3 million less than budgeted largely because the projects utilizing STA fund transfers were carried over into the next fiscal year.

Capital Assets

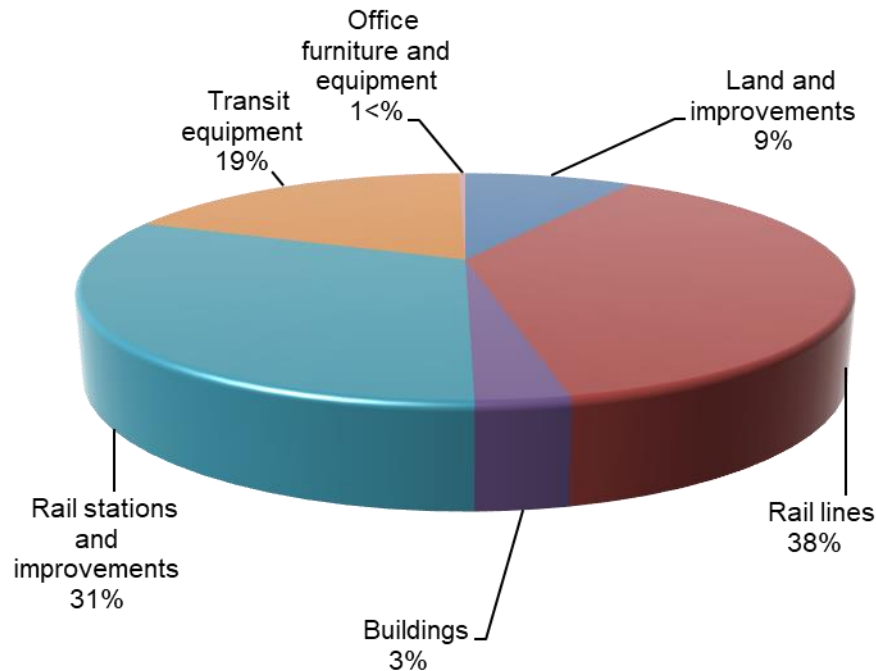
As of June 30, 2022, the Commission had \$56,237,387, net of accumulated depreciation and amortization, invested in a broad range of capital assets. The Commission's capital assets decreased by 5% primarily due to depreciation and amortization. Below is a comparative summary of the Commission's capital assets net of accumulated depreciation:

Capital Assets, net of accumulated depreciation	Balance as of Jun 30, 2022	Balance as of Jun 30, 2021
Land and improvements	\$ 4,964,826	\$ 4,964,826
Rail lines	20,920,307	20,920,307
Capital work-in-progress	-	444,262
Buildings	1,753,315	1,820,179
Rail stations and improvements	17,354,156	17,889,739
Transit equipment	10,423,810	12,708,265
Highway assistance	-	-
Office furniture and equipment	192,086	251,327
Lease - right to use	628,887	-
Total	\$ 56,237,387	\$ 58,998,905



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

Below is a graph depicting the capital investments as of June 30, 2022:



Major capital additions and deletions during Fiscal Year 2021/2022 include:

- The addition of bus video equipment of \$9,135.
- The deletion of capital work-in-progress \$444,262.
- The deletion of computerized bus equipment \$59,938.
- The deletion of office phone system \$11,968.

Additional details about the Commission's capital assets are presented in Note 3, Capital Assets in the Notes to the Basic Financial Statements.

Economic and Other Factors

In Fiscal Year 2021/2022 the General Fund unassigned fund balance decreased by \$352,362 to \$327,793. The Local Transportation Fund balance increased by \$10,662,039 to \$25,839,173 primarily due to strong online taxable sales by consumers during the pandemic. The State Transit Assistance Fund balance increased by \$3,780,134 to \$21,378,455 due to higher than anticipated revenues and lower expenditures than anticipated. The SAFE fund balance decreased by \$964,668 to \$4,030,184 due to the SAFE funds used to fund the incident responder grant distribution to other local agencies. The State of Good Repair fund increased by \$1,175,942 to \$6,359,701 as expenditures were delayed. The Santa Paula Branch Line fund balance remained the same at \$25,367. The VCTC Intercity fund decreased by \$1,882,663 to \$9,423,858 largely due to depreciation of buses.

Ventura County Transportation Commission Management's Discussion and Analysis (unaudited)

Leading economic indicators remain mixed as the economy continues to struggle with the economic impacts of the pandemic. Uncertainty remains for both federal and state funding, impacting the projects the Commission can undertake and the services it is able to provide to its constituents. Although LTF revenues that fund transit were originally estimated to be significantly reduced due to decreased spending during the pandemic, the opposite occurred and consumers increased their taxable online spending; furthermore, the federal government provided Coronavirus Aid, Relief and Economic Securities (CARES) Act funds and the American Rescue Plan (ARP) funds to assist with lost revenue and increased costs due to the pandemic. These changes are reflected in the Fiscal Year 2022/2023 budget. This assistance will allow transit agencies to survive the short-term crisis imposed by the pandemic while planning for long-term success.

The current economic factors and recent Commission studies guided the preparation of the Commission's Draft Fiscal Year 2022/2023 Budget that was presented in April 2022. After receiving further guidance from the Commission, staff presented the Final Fiscal Year 2022/2023 Budget to the Commission, which adopted it in June 2022.

The Fiscal Year 2022/2023 balanced budget includes approximately \$82 million in revenues, which consist of \$21.6 million in federal revenues, \$42.3 million in LTF revenues, \$9 million in STA revenues, \$1.5 million in SGR revenues, \$3.4 million in other state revenues and \$3.4 million in local and other revenues. Expenditures are expected to be approximately \$25.3 million for transit and transportation, \$7 million for highways, \$21.4 million for rail, \$0.7 million for commuter assistance, \$47.2 million for planning and programming, and \$2.3 million for general government. Within the planning and programs budget is the distribution of Transportation Development Act funds for the local jurisdictions for bicycles and pedestrians, transit and local streets and roads budgeted of approximately \$42.3 million. The full budget can be viewed on the Commission's website at www.goventura.org/about/finance.

The Commission will continue to monitor these issues and the effects on its revenue streams. At the same time, the Commission will also continue to aggressively work to obtain new revenues to support the transportation needs of the County. Unfortunately, the Commission remains hindered by its inability to compete for funding without a local revenue stream supporting the state and federal funds that would otherwise be available to the Commission.

Requests for Information

This financial report is designed to provide a general overview of the Commission's finances and to show the Commission's accountability for the money it receives. Questions concerning any of the information in this report or requests for additional information should be addressed to the Finance Director, Ventura County Transportation Commission, 751 East Daily Drive, Suite 420, Camarillo, CA 93010.



**Ventura County Transportation Commission
Management's Discussion and Analysis (unaudited)**

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**Ventura County Transportation Commission
Financial Statements**

Basic Financial Statements



Ventura County Transportation Commission
Financial Statements

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**Ventura County Transportation Commission
Financial Statements**

Government-wide Financial Statements



Ventura County Transportation Commission
Financial Statements

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**Ventura County Transportation Commission
Financial Statements**

**Ventura County Transportation Commission
Statement of Net Position
As of June 30, 2022**

	Primary Government		
	Governmental Activities	Business-Type Activities	Total
Assets:			
Current assets:			
Cash and investments (note 2)	\$ 52,285,856	\$ 731,380	\$ 53,017,236
Receivables:			
Accounts	37,027	1,545	38,572
Interest	87,903	1,297	89,200
Intergovernmental	14,294,554	511,022	14,805,576
Internal balances	-	1,195,753	1,195,753
Prepaid items and deposits	208,584	-	208,584
Total current assets	66,913,924	2,440,997	69,354,921
Noncurrent assets:			
Capital assets, non-depreciable (note 3)	25,885,133	-	25,885,133
Capital assets, depreciated, net (note 3)	20,322,763	9,400,604	29,723,367
Right to use assets, amortized, net (note 3)	628,887	-	628,887
Net pension asset (note 7)	214,386	10,055	224,441
Net OPEB asset (note 8)	115,889	5,435	121,324
Total noncurrent assets	47,167,058	9,416,094	56,583,152
Total assets	114,080,982	11,857,091	125,938,073
Deferred outflows of resources:			
Deferred outflows - pension (note 7)	1,161,074	54,455	1,215,529
Deferred outflows - OPEB (note 8)	213,505	10,013	223,518
Total deferred outflows of resources	1,374,579	64,468	1,439,047
Liabilities:			
Current liabilities:			
Accounts payable	827,906	1,973,409	2,801,315
Due to other governmental agencies	1,839,218	-	1,839,218
Unearned revenue	2,445,437	470,044	2,915,481
Deposits	67,059	-	67,059
Internal balances	1,195,753	-	1,195,753
Non-current liability due within one year (note 4)	260,528	11,314	271,842
Total current liabilities	6,635,901	2,454,767	9,090,668
Non-current liabilities:			
Compensated Absences (note 4)	80,339	-	80,339
Lease liability (note 4)	474,468	-	474,468
Total noncurrent liabilities	554,807	-	554,807
Total liabilities	7,190,708	2,454,767	9,645,475
Deferred inflows of resources:			
Deferred inflows - pension (note 7)	560,422	26,285	586,707
Deferred inflows - OPEB (note 8)	354,989	16,649	371,638
Total deferred inflows of resources	915,411	42,934	958,345
Net position:			
Net investment in capital assets	46,190,473	9,400,604	55,591,077
Restricted for:			
Highways	4,030,184	-	4,030,184
Rail and transit	55,971,990	23,254	55,995,244
Unrestricted (deficit)	1,156,795	-	1,156,795
Total net position	\$ 107,349,442	\$ 9,423,858	\$ 116,773,300

See accompanying notes to the basic financial statements



**Ventura County Transportation Commission
Financial Statements**

**Ventura County Transportation Commission
Statement of Activities
For the Fiscal Year Ended June 30, 2022**

	Net (Expenses) Revenues and Changes in Net Position						
	Program Revenues				Primary Government		Total
	Expenses	Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-Type Activities	
Functions/Programs							
Primary government:							
Governmental activities:							
Commuter assistance	\$ 264,684	\$ -	\$ 490,683	\$ -	\$ 225,999	\$ -	\$ 225,999
General government	2,480,446	-	401,170	-	(2,079,276)	-	(2,079,276)
Highways	3,731,846	-	2,859,490	-	(872,356)	-	(872,356)
Planning and programming	6,094,931	1,000	2,987,810	-	(3,106,121)	-	(3,106,121)
Rail	7,152,443	367,288	138,362	762,451	(5,884,342)	-	(5,884,342)
Transit and transportation	32,454,260	-	6,445,233	522,792	(25,486,235)	-	(25,486,235)
Total governmental activities	52,178,610	368,288	13,322,748	1,285,243	(37,202,331)	-	(37,202,331)
Business-type activities:							
VCTC Intercity	10,759,816	391,734	5,365,189	9,135	-	(4,993,758)	(4,993,758)
Valley Express	1,695,819	29,200	1,666,619	-	-	-	-
Total business-type activities	12,455,635	420,934	7,031,808	9,135	-	(4,993,758)	(4,993,758)
Total primary government	\$ 64,634,245	\$ 789,222	\$ 20,354,556	\$ 1,294,378	\$ (37,202,331)	\$ (4,993,758)	\$ (42,196,089)
General and other revenues:							
Transportation Development Act sales taxes					54,379,213	-	54,379,213
Investment earnings					1,540	2,542	4,082
Other miscellaneous revenue					3,739	63,991	67,730
Total general and other revenues					54,384,492	66,533	54,451,025
Transfers (note 5)					(3,044,562)	3,044,562	-
Change in net position					14,137,599	(1,882,663)	12,254,936
Net position at beginning of year, restated (note 13)					93,211,843	11,306,521	104,518,364
Net position at end of year					\$ 107,349,442	\$ 9,423,858	\$ 116,773,300

See accompanying notes to the basic financial statements



**Ventura County Transportation Commission
Financial Statements**

Fund Financial Statements



Ventura County Transportation Commission
Financial Statements

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**Ventura County Transportation Commission
Financial Statements**

Governmental Funds



**Ventura County Transportation Commission
Financial Statements**

**Ventura County Transportation Commission
Balance Sheet - Governmental Funds
As of June 30, 2022**

	Special Revenue Funds				Total
	General	Local Transportation	State Transit Assistance	Other Nonmajor Governmental Funds	2022
Assets:					
Cash and investments (note 2)	\$ 5,296,121	\$ 17,436,399	\$ 19,266,899	\$ 10,286,437	\$ 52,285,856
Receivables:					
Accounts	22,477	-	-	14,550	37,027
Interest	11,719	29,890	30,710	15,584	87,903
Intergovernmental	2,915,558	8,372,884	2,489,245	516,867	14,294,554
Due from other funds (note 5)	120,426	-	-	194,087	314,513
Advances from other funds (note 5)	-	-	1,200,000	-	1,200,000
Prepaid items and deposits	208,584	-	-	-	208,584
Total assets	\$ 8,574,885	\$ 25,839,173	\$ 22,986,854	\$ 11,027,525	\$ 68,428,437
Liabilities and Fund Balances:					
Liabilities:					
Accounts payable and accrued liabilities	\$ 487,804	\$ -	\$ -	\$ 340,102	\$ 827,906
Due to other government agencies	1,729,159	-	98,133	11,926	1,839,218
Due to other funds (note 5)	-	-	1,510,266	-	1,510,266
Advances to other funds (note 5)	1,200,000	-	-	-	1,200,000
Unearned revenue	2,252,251	-	-	193,186	2,445,437
Deposits	-	-	-	67,059	67,059
Total liabilities	5,669,214	-	1,608,399	612,273	7,889,886
Fund balances:					
Nonspendable - prepaids and deposits	208,584	-	-	-	208,584
Restricted for:					
Highways	-	-	-	4,030,184	4,030,184
Rail and transit	2,369,294	25,839,173	21,378,455	6,385,068	55,971,990
Unassigned	327,793	-	-	-	327,793
Total fund balances	2,905,671	25,839,173	21,378,455	10,415,252	60,538,551
Total liabilities and fund balances	\$ 8,574,885	\$ 25,839,173	\$ 22,986,854	\$ 11,027,525	\$ 68,428,437

See accompanying notes to the basic financial statements



**Ventura County Transportation Commission
Financial Statements**

**Ventura County Transportation Commission
Reconciliation of the Balance Sheet of Governmental Funds to the
Government-wide Statement of Net Position
As of June 30, 2022**

Fund balances of governmental funds	\$ 60,538,551
Amounts reported for governmental activities in the Statement of Net Position are different because:	
Adjustments due to deferred outflows of pensions	1,161,074
Adjustments due to deferred outflows of OPEB	213,505
Adjustments due to deferred inflows of pensions	(560,422)
Adjustments due to deferred inflows of OPEB	(354,989)
Adjustments due to pension asset	214,386
Adjustments due to OPEB asset	115,889
Capital assets net of accumulated depreciation and amortization, are not financial resources and, therefore, are not included in the governmental fund activity:	
Capital assets, net of depreciation	46,207,896
Right to use asset, net of amortization	628,887
Long-term liabilities are not due and payable in the current period and, therefore, are not included in the governmental fund activity:	
Lease right to use liability and interest	(646,310)
Compensated absences	(169,025)
Net position of governmental activities	<u>\$ 107,349,442</u>



See accompanying notes to the basic financial statements

**Ventura County Transportation Commission
Financial Statements**

**Ventura County Transportation Commission
Statement of Revenues, Expenditures and Changes in Fund Balances -
Governmental Funds
For the Fiscal Year Ended June 30, 2022**

	General	Special Revenue Funds			Total
		Local Transportation	State Transit Assistance	Other Nonmajor Governmental Funds	2022
Revenues:					
Sales taxes	\$ -	\$ 45,616,382	\$ 8,762,831	\$ -	\$ 54,379,213
Vehicle registration fees	-	-	-	808,250	808,250
Intergovernmental	11,599,350	-	-	2,200,391	13,799,741
Charges for services	22,317	-	-	345,971	368,288
Investment income	1,540	-	-	-	1,540
Other revenue	3,679	-	-	60	3,739
Total revenues	11,626,886	45,616,382	8,762,831	3,354,672	69,360,771
Expenditures:					
Current:					
General government:					
Salaries and benefits	3,060,415	-	-	-	3,060,415
General legal services	70,793	-	-	-	70,793
Professional services	350,817	-	-	-	350,817
Office lease	-	-	-	-	-
Other	535,835	-	-	-	535,835
Total general government	4,017,860	-	-	-	4,017,860
Programs:					
Commuter assistance	264,684	-	-	-	264,684
Highways	1,225,343	-	-	2,506,503	3,731,846
Planning and programming	933,227	5,161,704	-	-	6,094,931
Rail	6,084,953	-	-	486,590	6,571,543
Transit and transportation	7,148,876	23,390,163	852,547	139,101	31,530,687
Total programs	15,657,083	28,551,867	852,547	3,132,194	48,193,691
Debt Service:					
Principal - Lease (note 6)	163,593	-	-	-	163,593
Interest - Lease (note 6)	16,682	-	-	-	16,682
Total debt service	180,275	-	-	-	180,275
Total expenditures	19,855,218	28,551,867	852,547	3,132,194	52,391,826
Excess (deficiency) of revenues over (under) expenditures	(8,228,332)	17,064,515	7,910,284	222,478	16,968,945
Other financing sources (uses):					
Transfers in (note 5)	7,499,268	-	-	256,243	7,755,511
Transfers out (note 5)		(6,402,476)	(4,130,150)	(267,447)	(10,800,073)
Total other financing sources (uses)	7,499,268	(6,402,476)	(4,130,150)	(11,204)	(3,044,562)
Net change in fund balances	(729,064)	10,662,039	3,780,134	211,274	13,924,383
Fund balances, beginning of year	3,634,735	15,177,134	17,598,321	10,203,978	46,614,168
Fund balances, end of year	\$ 2,905,671	\$ 25,839,173	\$ 21,378,455	\$ 10,415,252	\$ 60,538,551

See accompanying notes to the basic financial statements



**Ventura County Transportation Commission
Financial Statements**

**Ventura County Transportation Commission
Reconciliation of the Statement of Revenues, Expenditures and Changes in
Fund Balances of Governmental Funds to the Government-wide Statement of
Activities
For the Fiscal Year Ended June 30, 2022**

Net change in fund balances - total governmental funds	\$ 13,924,383
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Amounts reported for governmental activities in the Statement of Activities are different because:

Governmental funds report capital outlays as expenditures. However, in the Statement of Activities, the cost of those assets is allocated over their estimated useful lives as depreciation and amortization expense. This is the amount by which depreciation exceeded capital outlay in the current period.

Depreciation	(1,140,998)
Amortization	(179,735)

Costs of capital work in progress from prior year that will not be capitalized and depreciated, and, therefore, is being expensed in current year.	(444,262)
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Changes in net pension asset and related deferrals reported in the Statement of Activities does not require the use of current financial resources and, therefore, is not reported as expenditures in governmental funds.	1,656,377
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Changes in net OPEB asset and related deferrals reported in the Statement of Activities does not require the use of current financial resources and, therefore, is not reported as expenditures in governmental funds.	115,868
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Interest expenses associated with the right to use lease liability reported on the Statement of Activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.	(17,963)
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Debt Service Payments are reported as expenditures in the governmental funds, but are not reported as expenses in the Statement of Activities	180,275
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Compensated absences reported on the Statement of Activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.	43,654
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Change in net position of governmental activities	<u>\$ 14,137,599</u>
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See accompanying notes to the basic financial statements



Ventura County Transportation Commission
Financial Statements

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**Ventura County Transportation Commission
Financial Statements**

Proprietary Funds



**Ventura County Transportation Commission
Financial Statements**

**Ventura County Transportation Commission
Statement of Net Position –
Proprietary Funds
As of June 30, 2022**

	Business-type Activities		Total
	VCTC	Valley	
	Intercity	Express	2022
Assets:			
Current assets:			
Cash and investments (note 2)	\$ 86,124	\$ 645,256	\$ 731,380
Receivables:			
Accounts	742	803	1,545
Interest	142	1,155	1,297
Due from other funds (note 5)	1,195,753	-	1,195,753
Intergovernmental	320,205	190,817	511,022
Prepays	-	-	-
Total current assets	1,602,966	838,031	2,440,997
Non-current assets:			
Capital assets, depreciated, net (note 3)	9,400,604	-	9,400,604
Net pension asset	10,055	-	10,055
Net OPEB asset	5,435	-	5,435
Total non-current assets	9,416,094	-	9,416,094
Total assets	11,019,060	838,031	11,857,091
Deferred outflows of resources:			
Deferred outflows - pension	54,455	-	54,455
Deferred outflows - OPEB	10,013	-	10,013
Total deferred outflows of resources	64,468	-	64,468
Liabilities:			
Current liabilities:			
Accounts payable	1,563,205	410,204	1,973,409
Due to other fund	-	-	-
Unearned revenue	42,217	427,827	470,044
Non-current liability due within one year (note 4)	11,314	-	11,314
Total current liabilities	1,616,736	838,031	2,454,767
Non-current liabilities:			
Due beyond one year (note 4)			
Net Pension Liability	-	-	-
Net OPEB Liability	-	-	-
Total non-current liabilities	-	-	-
Total liabilities	1,616,736	838,031	2,454,767
Deferred inflows of resources:			
Deferred inflows - pension	26,285	-	26,285
Deferred inflows - OPEB	16,649	-	16,649
Total deferred inflows of resources	42,934	-	42,934
Net position:			
Net investment in capital assets	9,400,604	-	9,400,604
Restricted (deficit)	23,254	-	23,254
Total net position	\$ 9,423,858	\$ -	\$ 9,423,858

See accompanying notes to the basic financial statements



Ventura County Transportation Commission
Financial Statements

Ventura County Transportation Commission
Statement of Revenues, Expenses and Change in Net Position –
Proprietary Funds
For the Fiscal Year Ended June 30, 2022

	Business-type Activities		Total
	VCTC Intercity	Valley Express	2022
Operating Revenues:			
Passenger Fares	\$ 356,734	\$ 29,200	\$ 385,934
Route Guarantee	900,892	-	900,892
Total Operating Revenues	1,257,626	29,200	1,286,826
Operating Expenses:			
Salaries and benefits	122,199	69,443	191,642
General legal services	3,663	6,315	9,978
Professional services	125,764	123,104	248,868
Other	214,428	49,667	264,095
Contract Services	8,479,481	1,439,636	9,919,117
Depreciation	1,814,281	-	1,814,281
Total Operating Expenses	10,759,816	1,688,165	12,447,981
Operating Income(Loss)	(9,502,190)	(1,658,965)	(11,161,155)
Nonoperating Revenues:			
Federal grants	4,473,432	944,639	5,418,071
Local Transportation Funds (LTF)	-	721,980	721,980
State grants	-	-	-
Local grants	35,000	-	35,000
Other	63,991	-	63,991
Interest income	2,542	-	2,542
Total Nonoperating Revenues	4,574,965	1,666,619	6,241,584
Income(Loss) before Non-operating and Transfers	(4,927,225)	7,654	(4,919,571)
Non-operating Expenses:			
Investment losses	-	7,654	7,654
Total Non-operating Expenses	-	7,654	7,654
Transfers In(Out) (note 5)	3,044,562	-	3,044,562
Change in Net Position	(1,882,663)	-	(1,882,663)
Beginning of Fiscal Year	11,306,521	-	11,306,521
End of Fiscal Year	\$ 9,423,858	\$ -	\$ 9,423,858

See accompanying notes to the basic financial statements



**Ventura County Transportation Commission
Financial Statements**

**Ventura County Transportation Commission
Statement of Cash Flows –
Proprietary Funds
For the Fiscal Year ended June 30, 2022**

	Business-type Activities		
	VCTC Intercity	Valley Express	Total
Cash flows from operating activities:			
Receipts from passenger fares	\$ 355,992	\$ 14,906	\$ 370,898
Receipts from route guarantee	900,892	-	900,892
Payments for operating costs, net of support	(8,135,542)	(1,516,983)	(9,652,525)
Net cash used in operating activities	(6,878,658)	(1,502,077)	(8,380,735)
Cash flows from non-capital financing activities:			
Federal grants received	4,632,918	1,024,834	5,657,752
Local transportation fund received	-	721,980	721,980
State transit assistance fund received	1,200,000	-	1,200,000
Local contributions received	18,400	-	18,400
Local contributions paid	-	(87,142)	(87,142)
Net cash provided by non-capital financing activities	5,851,318	1,659,672	7,510,990
Cash flows from capital and related financing activities:			
Capital grants (paid) for acquisition of capital assets	(9,135)	-	(9,135)
Net cash provided by (used for) capital and related financing activities	(9,135)	-	(9,135)
Cash flows from investing activities:			
Interest earnings/(expense)	2,801	(8,656)	(5,855)
Net cash flows provided by investing activities	2,801	(8,656)	(5,855)
Net increase in cash and cash equivalents	(1,033,674)	148,939	(884,735)
Cash and cash equivalents, beginning of year	1,119,798	496,317	1,616,115
Cash and cash equivalents, end of year	\$ 86,124	\$ 645,256	\$ 731,380
Reconciliation of operating (loss) to net cash used in operating activities:			
Operating income/(loss)	\$ (9,502,190)	\$ (1,658,965)	\$ (11,161,155)
Adjustments to reconcile operating income (loss) to net cash provided by (used for) operating activities:			
Depreciation	1,814,280	-	1,814,280
Changes in operating assets and liabilities:			
Decrease/(increase) in receivable	(742)	(14,684)	(15,426)
Decrease/(increase) in prepaid expense	24,780	390	25,170
Decrease/(increase) in deferred outflows of resources	90,402	-	90,402
Increase (decrease) in accounts payable	909,166	171,182	1,080,348
Increase/(decrease) in non-current liabilities due within one year	(2,048)	-	(2,048)
Increase/(decrease) in deferred inflows of resources	21,099	-	21,099
Increase/(decrease) in pension liability	(191,349)	-	(191,349)
Increase/(decrease) in OPEB liability	(26,566)	-	(26,566)
Total adjustment	2,639,022	156,888	2,795,910
Net cash used in operating activities	\$ (6,863,168)	\$ (1,502,077)	\$ (8,365,245)
Non-cash investing, capital, and financing activities:			
Capital contributions	\$ (15,490)	\$ -	\$ (15,490)

See accompanying notes to the basic financial statements



**Ventura County Transportation Commission
Notes to the Financial Statements**

Notes to the Basic Financial Statements



Ventura County Transportation Commission
Notes to the Financial Statements

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**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 1. Summary of Significant Accounting Policies

Reporting Entity: The Ventura County Transportation Commission (Commission) was created in January 1989 under Senate Bill No. 1880 as the successor agency to the Ventura County Association of Governments assuming all the assets and liabilities of that Association. The Commission was reorganized in 2004 under Assembly Bill 2784. The Commission is a transit planning agency governed by a 17-member Board of Commissioners (Board) consisting of one representative from each city in the County, all five County Supervisors, two citizens, and one nonvoting state representative.

The Commission is responsible for establishing transportation policies, setting priorities, and coordinating activities between the various transportation operators, agencies, cities, and the County of Ventura. The Commission's mission is to improve mobility within Ventura County (County) and to increase funding to meet the County's transportation needs. The Commission controls and reviews the County's funding allocations from federal, state, and local resources for highway, transit, rail, aviation, bicycle, and other transportation projects.

Effective January 13, 1989, the Commission was designated to act as the Airport Land Use Commission (ALUC) by the Ventura County Board of Supervisors and the City Selection Committee.

The Commission provides short-range transportation planning and programming for the County, which includes the administration of the Local Transportation Fund (LTF) and State Transit Assistance (STA) programs created under the Transportation Development Act by the State of California. The LTF is administered by the Commission on behalf of the County. The purpose of this program is to allocate funds for public transportation needs, local streets and roads, bicycle and pedestrian facilities, and multimodal transportation terminals. The STA program allocates funds for public transportation purposes, including community transit and rail services within the County.

As required by generally accepted accounting principles (GAAP) in the United States of America, the basic financial statements include all funds of the Commission including those of the Service Authority for Freeway Emergencies (SAFE), a blended component unit, for which the Commission is considered financially accountable. SAFE was created under Chapter 14 (commencing with Section 2550) of Division 3 of the California Streets and Highways Code and Sections 2421.5 and 9250.1 of the Vehicle Code. SAFE receives revenues from fees levied on registered vehicles to be used to implement and maintain an emergency motorist aid system and other projects to assist motorists on the freeways and state highways in the County. The governing board of SAFE is identical to that of the Commission and is responsible for approval of SAFE's budget. Management of the Commission is responsible for the operation of SAFE. SAFE is presented as a Special Revenue Fund. Separate financial statements are not issued for SAFE.

There are many other governmental agencies, including the County of Ventura, providing services within the area served by the Commission. These other governmental agencies have independently elected governing boards and consequently are not under the direction of the Commission. Financial information for these agencies is not included in the accompanying financial statements.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 1. Summary of Significant Accounting Policies, continued

Financial Statement Presentation: The accounts of the Commission are organized on the basis of funds, each of which are considered a separate accounting entity. The operations of each fund are accounted for within a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Governmental resources are allocated to and accounted for in individual funds based upon the purpose for which they are to be spent and the means by which spending activities are controlled.

The Commission's basic financial statements consist of three types of reports: Government-wide, Governmental Funds, and Proprietary Funds. These funds are prepared in accordance with U.S. General Accepted Accounting Principles (GAAP).

Government-wide Financial Statements: These financial statements include a Statement of Net Position and a Statement of Activities. These statements present summaries of governmental and business-type activities for the Commission accompanied by a total column. The governmental fund activities are supported by taxes and intergovernmental revenues. The business-type activities rely to a significant extent on fees and charges for services. Eliminations are made in the statement of activities so that certain allocated expenses are recorded only once (by the function to which they were allocated); however, the interfund services provided and used are not eliminated in the process of consolidation.

The Statement of Activities demonstrates the degree to which direct expenses of a given function or segment is offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not included among program revenues are reported instead as general revenues.

Fund Financial Statements: These financial statements include a Balance Sheet and Statement of Revenues, Expenditures, and Changes in Fund Balance. The underlying accounting system of the Commission is organized and operated on the basis of separate funds, each of which is a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures. Governmental resources are allocated to, and accounted for, in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled.

Fund financial statements for the Commission's governmental funds are presented after the government-wide financial statements. The emphasis on fund financial statements is on major governmental funds, each displayed in a separate column.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 1. Summary of Significant Accounting Policies, continued

Fund Financial Statements, continued:

The Commission reports the following major governmental funds:

General Fund: The General Fund is the general operating fund of the Commission and accounts for financial resources not required to be accounted for in another fund.

Local Transportation Fund (LTF): This special revenue fund is used to account for the one-quarter% of the state sales tax collected within the County under TDA and is restricted for administration, planning and programming, bicycle and pedestrian projects, transit purposes including the Commission's commuter rail operations, and streets and roads.

State Transit Assistance (STA) Fund: This special revenue fund is used to account for revenues from the state portion of sales taxes on diesel fuel and is restricted for transit projects including the Commission's commuter rail operations.

The Commission reports the following nonmajor governmental funds:

Service Authority for Freeway Emergencies (SAFE) Fund: This special revenue fund is used to account for the revenues received from the Department of Motor Vehicles user registration fees for the restricted purpose of implementing and maintaining an emergency callbox system and other projects to assist motorists and is a blended component unit of the Commission.

State of Good Repair (SGR) Fund: This special revenue fund used to account for the revenues received from the provisions of SB1, which apportions funding by formula for any transit-related capital maintenance purposes, including repair, refurbishment and replacement of existing transit vehicles and infrastructure.

Santa Paula Branch Line (SPBL) Fund: This fund is used to account for the revenues received in support of the Santa Paula Branch Line for the restricted purpose of preserving the rail right-of-way for future rail expansion and development of a recreational trail.

Proprietary Funds Financial Statements: These financial statements include a Statement of Net Position, a Statement of Revenues, Expenses, and Changes in Net Position and a Statement of Cash Flows which provide a more detailed level of financial information. Proprietary funds are used to account for activities that receive significant support from fees and charges for services. Proprietary funds are reported in the same way that all activities are reported in the Statement of Net Position and the Statement of Activities.

VCTC Intercity Fund: This business-type activity fund accounts for the operations associated with the regional bus services provided to Ventura County residents.

Valley Express Fund: This business-type activity fund accounts for the operations with the bus services provided to Ventura County residents within the Heritage Valley.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 1. Summary of Significant Accounting Policies, continued

Measurement Focus and Basis of Accounting:

The government-wide financial statements and proprietary fund financial statements are reported using the “economic resources” measurement focus and the accrual basis of accounting. Accordingly, all the Commission’s assets, deferred outflows of resources, liabilities, and deferred inflows of resources, including capital assets, and long-term liabilities are included in the accompanying Statement of Net Position. The Statement of Activities presents changes in net position and demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligible requirements imposed by the provider have been met.

Governmental fund financial statements are reported using the “current financial resources” measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collected within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Commission considers revenues to be available if they are collected within 180 days of the end of the current fiscal period. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met. Expenditures generally are recorded when a liability is incurred; however, compensated absences of governmental funds are recorded only when payment is due.

Proprietary fund financial statements are reported using the “economic resources” measurement focus in the same way that all activities are reported in the Statement of Net Position and the Statement of Activities.

Those revenues susceptible to accrual include sales taxes collected and held by the State at year-end on behalf of the Commission, intergovernmental revenue, interest revenue, and vehicle registration user fees. In applying the susceptible-to-accrual concept to intergovernmental revenues there are essentially two types of revenues. In one, moneys must be expended on the specific purpose or project before any amounts will be paid to the Commission; therefore, revenues are recognized based upon expenditures incurred. In the other, moneys are virtually unrestricted and are usually revocable only for failure to comply with prescribed compliance requirements. These resources are reflected as revenues at the time of receipt or earlier if the susceptible-to-accrual criteria are met.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 1. Summary of Significant Accounting Policies, continued

Major Revenue Sources:

The Commission receives many revenues from federal, state, and local agencies for its projects as well as pass-through projects. Below are some of the major funding sources:

Federal Transit Administration (FTA) - The Federal Transit Administration revenues provide funding for transit related programs in a variety of areas. FTA funds generally require the lead agency to match the federal funds with state or local funds. These funds provide revenue for transit operations, planning studies, capital, capital lease and maintenance, paratransit services, etc. Included in this category are the COVID-19 relief CARES and ARPA funds.

Congestion Mitigation and Air Quality (CMAQ) - The federal Congestion Mitigation and Air Quality revenues provide funding for projects that reduce transportation related emissions. These funds provide revenue for public transit projects, rail transit capital improvements, pedestrian and bicycle paths and other projects that serve to reduce congestion and improve air quality.

Local Transportation Fund (LTF) – The State Transportation Development Act (TDA) Local Transportation Fund revenues are derived from one-quarter cent of the general statewide sales tax. These funds provide funding for projects for transit and transportation in a variety of areas including bicycle and pedestrians, rail, public transportation, transportation administration, planning, and street and road projects as allowed by the TDA regulations.

State Transit Assistance (STA) – The State Transportation Development Act (TDA) State Transit Assistance revenues are derived from the state portion of the sales tax on diesel fuel. These funds provide funding for transit projects.

State of Good Repair (SGR) – The State of Good Repair revenues are received from the provisions of SB1 which apportions funding by formula for any transit-related capital maintenance purposes, including repair, refurbishment and replacement of existing transit vehicles and infrastructure.

Service Authority for Freeway Emergencies (SAFE) – The SAFE funds are derived from a one-dollar registration fee collected by the Department of Motor Vehicles. These funds provide funding for implementing and maintaining emergency callbox systems and other projects that assist motorists.

Planning, Programming, and Monitoring (PPM) – The state PPM funds are derived from the State Transportation Improvement Program. These funds provide funding for planning programming and monitoring responsibilities required by the state.

Proposition 1B – The Proposition 1B funds are from bonds issued by the state. These funds provide funding for transit capital, corridor mobility improvements, goods movement, state-local partnership funds and local streets and roads.

Low-Carbon Transit Operations Program (LCTOP) – The LCTOP funds are from the state Cap-and-Trade auction proceeds by formula and are for public transit capital and operating assistance to reduce greenhouse gas emissions.



Ventura County Transportation Commission
Notes to the Financial Statements

Note 1. Summary of Significant Accounting Policies, continued

Major Revenue Sources, continued:

Local Contributions and Fees – These funds are derived from local agency contributions and fees charged for services provided. These often provide match for federal funds and support local and regional programs including bus services, rail lines, planning studies, etc.

Cash and Investments: The Commission maintains cash and investments in accordance with an investment policy adopted by the Board most recently approved on March 4, 2022. The investment policy complies with, or is more restrictive than, applicable state statutes.

For purposes of the statements of cash flows, all highly liquid temporary investments purchased with a maturity of three months or less are considered cash equivalents.

Investments are reported in the accompanying Statement of Net Position at fair value. Changes in fair value that occur during a fiscal year are recognized as investment income reported for that fiscal year. Investment income includes interest earnings and changes in fair value.

Fair Value Measurement: In accordance with GASB Statement No. 72, *Fair Value Measurement and Application*, defines fair value, establishes a framework for measuring fair value and establishes disclosures about fair value measurement. Investments, unless otherwise specified, are recorded at fair value in the basic financial statements, are categorized based upon the level of judgement associated with the inputs used to measure their fair value. Levels of inputs are as follows:

Level 1 – Inputs are unadjusted, quoted prices for identical assets or liabilities in active markets at the measurement date.

Level 2 – Inputs, other than quoted prices included in Level 1, that are observable for the assets or liabilities through corroboration with market data at the measurement date.

Level 3 – Unobservable inputs that reflect management's best estimate of what market participants would use in pricing the assets or liabilities at the measurement date.

Interfund Transactions: During the course of operations, numerous transactions occur between individual funds involving goods provided or services rendered. There are also transfers of revenues from funds authorized to receive the revenue to funds authorized to expend it. Outstanding interfund balances are reported as due from/to other funds; internal financing balances are reported as advances to/from other funds.

Prepaid items: Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both the government-wide and fund financial statements. The cost of prepaid items is recorded as expenditures/expenses when consumed rather than when purchased.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 1. Summary of Significant Accounting Policies, continued

Capital Assets: Capital assets consisting of tangible assets such as land and land improvements, construction-in-progress, rail lines, buildings, rail stations and rail improvements, equipment, furniture, and intangible assets such as right to use leases, easements and software are reported in the government-wide financial statements and proprietary fund financial statements. Tangible capital assets are defined by the Commission as assets with an initial individual cost of more than \$5,000 and an estimated useful life more than one year. Intangible capital assets such as easements and software are defined by the Commission as assets with an initial individual cost of more than \$50,000 and an estimated useful life more than one year. Intangible right to use assets are leases that convey control of the right to use another entity's nonfinancial asset as specified in the contract for a period of time in exchange or exchange-like transaction with a cost of more than \$5,000.

Assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets, capital assets received in a service concession arrangement and similar items are valued at their estimated acquisition value.

Highway construction and certain purchases of right-of-way property for which title vests with Caltrans, are included in highway program expenditures. Infrastructure consisting primarily of highway construction and right-of-way acquisition is not recorded as a capital asset because the Commission does not have title to such assets or rights-of-way.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the life of the asset are not capitalized.

The Commission uses the straight-line method in the government-wide and proprietary fund financial statements for depreciating buildings, rail stations, rail improvements, equipment, and furniture. Depreciation is charged as an expense against operations and accumulated depreciation is reported on the respective Statement of Net Position. A summary of useful lives for depreciation purposes are listed below. For full details see the Commission's Capital Asset Policy approved on May 7, 2021.

<u>Item</u>	<u>Useful Life</u>
Buildings	50 years
Bus Fare Equipment	10 years
Buses – Large	10-12 years
Buses – Medium	5-7 years
Bus Camera	5 years
Callboxes	10 years
Equipment and furniture	5 years
Land	not depreciated
Leasehold improvements	Life of the lease term
Rail improvements	15-50 years
Rail stations	50 years
Right to use leases	Life of the lease term
Software	3-5 years



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 1. Summary of Significant Accounting Policies, continued

Compensated Absences: The Commission's policy permits employees to accumulate earned but unused vacation benefits, which are eligible for payment upon separation from government service. The liability is reported in the government-wide financial statements and the liability will be liquidated from the General Fund resources. The employee's entitlement to these balances is attributable to services already rendered and it is probable that virtually all these balances will be liquidated by either paid time off or payments upon separation or retirement. Vacation leave in governmental funds that is due and payable at year-end is reported as an expenditure. Earned vacation leave that is not currently due is reported as a long-term liability in the government-wide financial statements. On July 2, 2021, the Commission revised their vacation policy to allow vacation accrual to exceed 320 hours throughout the calendar year, but to automatically buy out any vacation accrued over 320 hours with the last payroll in December of the year. Accumulated sick leave lapses when the employee leaves the employment of the government and, upon separation from service, and is not eligible for payment upon separation. There is no cap on sick leave.

Long-Term Obligations: In the government-wide financial statements, the net pension and net OPEB liabilities are reported as long-term liabilities in the governmental activities.

Deferred Outflows/Inflows of resources: The Commission reports deferred outflows and inflows of resources related to pensions, other postemployment benefits and right to use leases on the government wide statement of net position and the proprietary funds statement of net position, under the full accrual basis of accounting. Refer to note 7 for pension, note 8 for OPEB and note 6 for right to use leases assets for items identified as deferred inflows and outflows related to pension and other postemployment benefits, respectively, as of June 30. The Statement of Net Position reports separate sections for Deferred Outflows of Resources and Deferred Inflows of Resources, when applicable.

Deferred Outflows of Resources represents a consumption of net assets that applies to future periods and that, therefore, will not be recognized as an expense until that time.

Deferred Inflows of Resources represents an acquisition of net assets that applies to future periods and that, therefore, are not recognized as revenues until that time.

Fund Balance: In the fund financial statements, governmental funds report nonspendable, restricted, committed, assigned and unassigned fund balances to identify the extent to which the Commission is bound to honor constraints on the specific purposes for which amounts can be spent. When both restricted and unrestricted resources are available for use, it is the Commission's adopted policy to use the most restricted resources first: restricted, committed, assigned then unassigned.

Non-spendable fund balances include amounts that are not in spendable form (e.g., prepaid items) or are legally or contractually required to be maintained intact (e.g., permanent endowments). These amounts are inherently nonspendable.



Ventura County Transportation Commission
Notes to the Financial Statements

Note 1. Summary of Significant Accounting Policies, continued

Restricted fund balances include amounts that are constrained by the specific purpose stipulated by external resource providers and/or imposed constitutionally or enabling legislation.

Committed fund balances include amounts that can be used for specific purposes determined by formal action of the government's highest level of decision-making authority by resolution or formal board action which are equally binding. The same process would be used for rescinding amounts.

Assigned fund balances include amounts that are intended by the government to be used for specific purposes but are neither committed nor unassigned. The Commission has designated the authority to assign amounts used for specific purposes to the Executive Director and/or the Finance Director in the fund balance policy mentioned above.

Unassigned fund balances include the residual funds for the General Fund and all amounts not contained in the other classifications.

Net Position: In the government-wide financial statements, net position represents the difference between assets and deferred outflows of resources and liabilities and deferred inflows of resources are classified into three categories: net investment in capital assets, restricted net position and unrestricted net position.

Net investment in capital assets consists of capital assets and right to use assets, net of accumulated depreciation and amortization and reduced by the outstanding balances of any bonds, mortgages, notes, retention payables or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.

Restricted net position represents the portion of the net position that is not accessible for general use because the use is subject to restrictions enforceable by third parties.

Unrestricted net position represents those assets that are available for general use.

Sometimes the government will fund outlays for a particular purpose from both restricted and unrestricted resources. In order to calculate the amounts to report as restricted net position and unrestricted net position in the government-wide fund financial statements, a flow assumption must be made about the order in which the resources are considered to be applied. It is the government's policy to consider restricted net position to have been depleted before unrestricted net position is applied.

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 reported amounts of assets and liabilities at the reporting date and revenues and expenditures/expenses during the reporting period. Actual results could differ from those estimates.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 1. Summary of Significant Accounting Policies, continued

Pensions:

For purposes of measuring the net position liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about fiduciary net position of the plans and additions to/deductions from the plans' fiduciary net position have been determined on the same basis as they are reported by the plans (Note 7). For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value.

The following timeframes are used for CalPERS pension reporting:

Valuation date	June 30, 2020
Measurement date	June 20, 2021
Measurement period	July 1, 2020 to June 30, 2021

Gains and losses related to changes in total pension liability and fiduciary net position are recognized in pension expense systematically over time. The first amortized amounts are recognized in pension expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to pensions and are to be recognized in future pension expense. The amortization period differs depending on the source of the gain or loss. The difference between projected and actual earnings is amortized straight-line over 5 years. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive, and retired) as of the beginning of the measurement period.

Other Post-Employment Benefits

For purposes of measuring the Net OPEB liability, deferred outflows of resources and deferred inflows of resources related to pensions, and OPEB expense, information about the fiduciary net position of the plans and additions to/deductions from the plans' fiduciary net position have been determined on the same basis as they are reported by the plans (Note 8).

The following timeframes are used for OPEB reporting:

Valuation date	June 30, 2021
Measurement date	June 20, 2021
Measurement period	July 1, 2020 to June 30, 2021

Gains and losses related to changes in total OPEB liability and fiduciary net position are recognized in OPEB expense systematically over time. The first amortized amounts are recognized in OPEB expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to OPEB and are to be recognized in future OPEB expense. The amortization period differs depending on the source of the gain or loss. The difference between projected and actual earnings is amortized straight-line over five years. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive, and retired) as of the beginning of the measurement period.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 1. Summary of Significant Accounting Policies, continued

Effect of New Governmental Accounting Standards Board (GASB) Pronouncements:

GASB Statement 87, Leases, was issued June 2017. The objective of this statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases; enhancing the comparability of financial statements between governments; and also enhancing the relevance, reliability (representational faithfulness), and consistency of information about the leasing activities of governments. This statement was originally effective for financial statements ending June 30, 2021. In accordance with GASB 95, this standard is delayed, and the new effective date is for fiscal years ending June 30, 2022, and subsequent. The Commission has implemented this year (see notes 3,6 and 13).

GASB Statement No. 89, Accounting for Interest Cost Incurred Before the End of a Construction Period, was issued June 2018. This statement enhances the relevance and comparability of information about capital assets and the cost of borrowing for a reporting period and to simplify accounting for internal costs incurred before the end of a construction period. Application of this statement was originally effective for the fiscal year ending June 30, 2021. In accordance with GASB 95, this standard is delayed, and the new effective date is for fiscal years ending December 31, 2021, and subsequent (or June 30, 2022 fiscal year). The Commission has implemented and determined that there is no material effect of this statement.

GASB Statement No. 91, Conduit Debt Obligations, was issued May 2019. The objective of this statement is to provide a single method of reporting conduit debt obligations by issue and eliminate diversity in practice. Application of this statement was originally effective for the fiscal year ending June 30, 2022. In accordance with GASB 95, this standard is delayed, and the new effective date is for fiscal years ending December 31, 2022, and subsequent (or June 30, 2023 fiscal year). The Commission has not determined the effect of this statement.

GASB Statement No. 92, Omnibus 2020, was issued January 2020. The objectives of this statement are to enhance comparability in accounting and financial reporting to improve the consistency of authoritative literature by addressing practices issues that have been identified during implementation and application of certain GASB statements. This statement is effective for reporting periods beginning after June 15, 2021 (or June 30, 2022 fiscal year). The Commission has implemented and determined that there is no material effect of this statement.

GASB Statement No. 93, Replacement of Interbank Offered Rates, was issued March 2020. The objective of this statement is to address the accounting and financial reporting implications that result from the replacement of an IBOR. The statement is effective for reporting periods beginning after June 15, 2021 (or June 30, 2022 fiscal year). The Commission has implemented and determined that there is no material effect of this statement.

GASB Statement No. 94, Public-Private and Public-Public Partnerships and Availability Payment Arrangements, was issued March 2020. The objective of this statement is improving financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPPs). The statement is effective for reporting periods beginning after June 15, 2022 (or June 30, 2023 fiscal year). The Commission has not determined the effect of this statement.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 1. Summary of Significant Accounting Policies, continued

Effect of New Governmental Accounting Standards Board (GASB) Pronouncements:

GASB Statement No. 96, *Subscription-based Information Technology Arrangements*, was issued May 2020. The objective of this statement is to provide guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). The statement is effective for reporting periods beginning after June 15, 2022 (or June 30, 2023 fiscal year). The Commission has not determined the effect of this statement.

GASB Statement No. 97, *Certain Component Unity Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans – An Amendment of GASB Statement No. 14 and No. 84 and A Supersession of GASB Statement No. 32*, was issued June 2020. The objective of this statement is (1) increase consistency and comparability related to the reporting of fiduciary component units in circumstances in which a potential component unit does not have a governing board and the primary government performs the duties that a governing board typically would perform; (2) mitigate costs associated with the reporting of certain defined contribution pension plans, defined contribution other postemployment benefit (OPEB) plans, and employee benefit plans other than pension plans or OPEB plans (other employee benefit plans) as fiduciary component units in fiduciary fund financial statements; and (3) enhance the relevance, consistency, and comparability of the accounting and financial reporting for Internal Revenue Code (IRC) Section 457 deferred compensation plans (Section 457 plans) that meet the definition of a pension plan and for benefits provided through those plans. The statement is effective for reporting periods beginning after June 15, 2021 (or June 30, 2022 fiscal year). The Commission has implemented and determined that there is no material effect of this statement.

GASB Statement No. 99, *Omnibus 2022* – was issued in April 2022. The objectives of this Statement are to enhance comparability in accounting and reporting and to improve the consistency of authoritative literature by addressing (1) practice issues that have been identified during implementation and application of certain GASB Statements and (2) accounting and financial reporting for financial guarantees. The requirements of this Statement related to extension of the use of the London Interbank Offered Rate (LIBOR), accounting for Supplemental Nutrition Assistance Program (SNAP) distributions, disclosures of nonmonetary transactions, pledges of future revenues by pledging governments, clarification of certain provisions in Statement No. 34, as amended, and terminology updates related to Statements No. 53 and No. 63 are effective upon issuance. The requirements of this Statement related to leases, Public-Private and Public-Public Partnerships (PPPs), and Subscription-Based Information Technology Arrangements (SBITAs) are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter. The requirements of this Statement related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement No. 53 are effective for fiscal years beginning after June 15, 2023, and all reporting periods thereafter. The Commission has not determined the effect on the financial statements.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 1. Summary of Significant Accounting Policies, continued

Effect of New Governmental Accounting Standards Board (GASB) Pronouncements:

GASB Statement No. 100, Accounting Changes and Error Corrections—An Amendment of GASB Statement No. 62, was issued in June 2022. The primary 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 accounting changes and error corrections made in fiscal years beginning after June 15, 2023, and all reporting periods thereafter. The Commission has not determined the effect on the financial statements.

GASB Statement No. 101, Compensated Absences, was issued in June 2022. 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. The Commission has not determined the effect on the financial statements.

Note 2. Cash and Investments

Cash and investments as of June 30, 2022, are classified in the accompanying financial statements as follows:

Investment Type	Government-Wide Statement of Net Position		
	Governmental Funds	Proprietary Funds	Total
Local Agency Investment Fund (LAIF)	\$ 5,810,310	\$ 582,836	\$ 6,393,146
Deposits with financial institutions	648,399	148,544	796,943
Ventura County pooled investment fund	45,827,147	-	45,827,147
Total cash and investments	\$ 52,285,856	\$ 731,380	\$ 53,017,236

Deposits and withdrawals in the Ventura County Pooled Investment Fund (VCPIF) and Local Agency Investment Fund (LAIF) are made on the basis of \$1 and not fair value. Accordingly, the Commission's measurement of fair value of its investments with LAIF is based on uncategorized inputs, not defined as a level 1, level 2, or level 3 input.

External Investment Pools: VCTC holds a position in two external investment pools (LAIF and VCPIF) that are not a 2a7-like external investment pool. The unit of account is each share held, and the value of the position would be the fair value of the pool's share price multiplied by the number of shares held. The government-investor does not "look through" the pool to report a pro rata share of the pool's investments, receivables, and payables.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 2. Cash and Investments, continued

Local Agency Investment Fund (LAIF): VCTC is a voluntary participant in LAIF, which is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. The Local Agency Investment Fund is overseen by the Local Investment Advisory Board, which consists of five members, in accordance with state statute. The fair value of VCTC's investment in this pool is reported in the accompanying financial statements at amounts based upon the agencies' pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis. Furthermore, LAIF is a special fund of the California State Treasury through which local governments may pool investments. VCTC may invest up to \$75,000,000 in the fund. Investments in LAIF are highly liquid, as deposits can be converted to cash within twenty-four hours without loss of interest. Investments with LAIF are secured by the full faith and credit of the State of California. Further information about LAIF is available on the California State Controller's website: www.treasurer.ca.gov/pmia-laif.

VCTC's investments with LAIF on June 30, 2022, included a portion of the pool funds invested in Structured Notes and Asset-Backed Securities:

Structured Notes: debt securities (other than asset-backed securities) whose cash flow characteristics (coupon rate, redemption amount, or stated maturity) depend upon one or more indices and/or that have embedded forwards or options.

Asset-Backed Securities: generally, mortgage-backed securities that entitle their purchasers to receive a share of the cash flows from a pool of assets such as principal and interest repayments from a pool of mortgages (for example, Collateralized Mortgage Obligations) or credit card receivables.

VCTC had \$6,393,146 invested in LAIF, which had invested 0.018% of the pooled investment fund as of June 30, 2022, in structured notes and medium-term asset-backed securities. The LAIF fair value factor of 0.987125414 was used to calculate the fair value of the investments in LAIF as of June 30, 2022.

Ventura County Pooled Investment Fund (VCPIF): VCTC is a voluntary participant in the Ventura County Pooled Investment Fund and VCTC determines the amount and terms of its investment. The County Treasurer makes investments in accordance with a Statement of Investment Policy reviewed and approved annually by the Board of Supervisors. The Treasury Investment Oversight Committee comprised of the County treasurer, a representative of the Board of Supervisors, the County Investment Manager, a representative of the County Superintendent of Schools and other Treasury Department support staff meets semi-annually to review the activities of the Treasurer and provide a report to the Board of Supervisors. Further information about the VCPIF is available on the Ventura County Treasurer-Tax Collector's website: www.ventura.org/ttc/.

The County's Treasurer has indicated to VCTC that as of June 30, 2022, the value of the County's portfolio was approximately \$3.8 billion. As of June 30, 2022, VCTC has investment in the VCPIF \$45,827,147. The VCPIF fair value factor of 0.9844.02 was used to calculate the fair value of the investments in VCPIF as of June 30, 2022.



Ventura County Transportation Commission
Notes to the Financial Statements

Note 2. Cash and Investments, continued

Investments Authorized by the Commission's Investment Policy: The table below identifies the types of investments that are authorized by the California Government Code and the Commission's investment policy. The table also identifies certain provisions of the California Government Code or the Commission's investment policy, whichever is more restrictive, that addresses interest rate risk, credit risk, and concentration of credit risk.

Investment Types Authorized by State Law	Authorized by Investment Policy	Maximum Maturity	Maximum %age of Portfolio	Maximum Investment in One Issuer
Local agency bonds	Yes	5 years	None	None
U.S. treasury obligations	Yes	5 years	None	None
U.S. agency securities	Yes	5 years	None	None
Banker's acceptances	Yes	180 days	40%	30%
Commercial paper	Yes	270 days	25%	10%
Negotiable certificates of deposit	Yes	5 years	30%	None
Repurchase agreements	Yes	1 year	None	None
Reverse repurchases agreements	Yes	92 days	20% of base value	None
Mutual funds	Yes	N/A	20%	10%
Money market mutual funds	Yes	N/A	20%	10%
County pooled investment fund	Yes	N/A	None	None
Local agency investment fund (LAIF)	Yes	N/A	None	None

Disclosures Relating to 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.

Information about the sensitivity of the fair values of the Commission's investments to market interest rate fluctuations is provided by the following table that shows the distribution of the Commission's investments by maturity as of June 30, 2022:

Investment Type	Total	Remaining Maturity - 12 Months or Less
Local Agency Investment Fund (LAIF)	\$ 6,393,146	\$ 6,393,146
Ventura County Pooled Investment Fund (VCPIF)	45,827,147	45,827,147
Total	\$ 52,220,293	\$ 52,220,293



Ventura County Transportation Commission
Notes to the Financial Statements

Note 2. Cash and Investments, continued

Disclosures Relating to Credit Risk: Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by (where applicable) the California Government Code, the Commission's investment policy, or debt agreements, and the actual rating as of year-end for each investment type as of June 30, 2022.

Investment Type	Total	Minimum Legal Rating	Unrated	Rating as of Year End AAAF
Local Agency Investment Fund	\$ 6,393,146	None	\$6,393,146	\$ -
County pooled investment fund	45,827,147	None	-	45,827,147
Total	\$ 52,220,293		\$6,393,146	\$ 45,827,147

Concentration of Credit Risk: As of June 30, 2022, the Commission did not have any investments in any one issuer (other than the Ventura County investment pool) that represented 5% or more of its total investment portfolio. Information pertaining to the interest rate risk, credit risk, custodial credit risk and concentration of credit risk related to the Ventura County pooled investments can be obtained from the County of Ventura's ACFR at: www.countyofventura.org.

Custodial Credit Risk: Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government agency 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 custodial credit risk for investments is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the Commission's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investments, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The fair value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure Commission deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

The Commission has deposits with financial institutions where the first \$250,000 of the deposit balance is federally insured and the remaining balance is collateralized in accordance with the Code; however, the collateralized securities are not held in the name of the Commission.



Ventura County Transportation Commission
Notes to the Financial Statements

Note 3. Capital Assets

Government-wide Financial Statements: On June 30, 2022, the Commission's capital assets consisted of the following:

	Governmental Activities	Business-type Activities	Total
Capital assets not being depreciated:			
Land and improvements	\$ 4,964,826	\$ -	\$ 4,964,826
Rail lines	20,920,307	-	20,920,307
Total capital assets not being depreciated	25,885,133	-	25,885,133
Capital assets being depreciated:			
Buildings	2,380,828	-	2,380,828
Rail stations and improvements	26,403,596	-	26,403,596
Transit equipment	3,915,489	19,193,753	23,109,242
Highway assistance	4,570,251	-	4,570,251
Office furniture and equipment	303,762	-	303,762
Total capital assets being depreciated	37,573,926	19,193,753	56,767,679
Less accumulated depreciation:			
Buildings	(627,513)	-	(627,513)
Rail stations and improvements	(9,049,440)	-	(9,049,440)
Transit equipment	(2,892,283)	(9,793,149)	(12,685,432)
Highway assistance	(4,570,251)	-	(4,570,251)
Office furniture and equipment	(111,676)	-	(111,676)
Total accumulated depreciation	(17,251,163)	(9,793,149)	(27,044,312)
Total capital assets being depreciated, net	20,322,763	9,400,604	29,723,367
Right to use capital asset being amortized:			
Lease - right to use building	808,622	-	808,622
Total right to use capital asset being amortized	808,622	-	808,622
Less accumulated amortization:			
Lease - right to use building	(179,735)	-	(179,735)
Total accumulated amortization	(179,735)	-	(179,735)
Total right to use capital asset being amortized, net	628,887	-	628,887
Capital assets, net	\$ 46,836,783	\$ 9,400,604	\$ 56,237,387



Ventura County Transportation Commission
Notes to the Financial Statements

Note 3. Capital Assets, continued

Governmental Activities: The following is a summary of capital assets for governmental activities for the fiscal year ending June 30, 2022:

	Balance at July 1, 2021	Additions	Deletions	Balance at June 30, 2022
Capital assets not being depreciated:				
Land and improvements	\$ 4,964,826	\$ -	\$ -	\$ 4,964,826
Rail lines	20,920,307	-	-	20,920,307
Capital work-in-progress	444,262	-	(444,262)	-
Total capital assets not being depreciated	26,329,395	-	(444,262)	25,885,133
Capital assets being depreciated:				
Buildings	2,380,828	-	-	2,380,828
Rail stations and improvements	26,403,596	-	-	26,403,596
Transit equipment	3,975,427	-	(59,938)	3,915,489
Highway assistance	4,570,251	-	-	4,570,251
Office furniture and equipment	315,730	-	(11,968)	303,762
Total capital assets being depreciated	37,645,832	-	(71,906)	37,573,926
Less accumulated depreciation:				
Buildings	(560,649)	(66,864)	-	(627,513)
Rail stations and improvements	(8,513,857)	(535,583)	-	(9,049,440)
Transit equipment	(2,472,911)	(479,310)	59,938	(2,892,283)
Highway assistance	(4,570,251)	-	-	(4,570,251)
Office furniture and equipment	(64,403)	(59,241)	11,968	(111,676)
Total accumulated depreciation	(16,182,071)	(1,140,998)	71,906	(17,251,163)
Total capital assets being depreciated, net	21,463,761	(1,140,998)	-	20,322,763
Right to use capital asset being amortized:				
Lease - right to use building (see note 13)	808,622	-	-	808,622
Total right to use capital asset being amortized	808,622	-	-	808,622
Less accumulated amortization:				
Lease - right to use building	-	(179,735)	-	(179,735)
Total accumulated amortization	-	(179,735)	-	(179,735)
Total right to use capital asset being amortized, net	808,622	(179,735)	-	628,887
Capital assets, net	\$ 48,601,778	\$ (1,320,733)	\$ (444,262)	\$ 46,836,783

Depreciation and amortization expense for the fiscal year ended June 30, 2022, was charged to programs of the governmental activities as follows:

Governmental Activities:	Total
General government	\$ 238,976
Rail	602,447
Transit	479,310
Total	\$ 1,320,733



Ventura County Transportation Commission
Notes to the Financial Statements

Note 3. Capital Assets, continued

Business-type Activities: The following is a summary of capital assets for business-type activities for the fiscal year ending June 30, 2022:

	Balance at July 1, 2021	Additions	Deletions	Balance at June 30, 2022
Capital assets being depreciated:				
Transit equipment	\$ 19,184,618	\$ 9,135	\$ -	19,193,753
Total capital assets being depreciated	19,184,618	9,135	-	19,193,753
Less accumulated depreciation:				
Transit equipment	(7,978,869)	(1,814,280)	-	(9,793,149)
Total accumulated depreciation	(7,978,869)	(1,814,280)	-	(9,793,149)
Capital assets, net	\$ 11,205,749	\$ (1,805,145)	\$ -	\$ 9,400,604

Depreciation expense for the fiscal year ended June 30, 2022, was charged to functions/programs of the governmental activities as follows:

Business-type Activities:	Total
Transit	\$ 1,814,280
Total	\$ 1,814,280

Note 4. Long-Term Liabilities

The following is a summary of changes in long-term liabilities for the year ended June 30, 2022:

	Balance at July 1, 2021	Additions	Deletions	Balance at June 30, 2022	Amount Due in One Year	Amount Due Beyond One Year
Governmental activities:						
Compensated absences	\$ 212,679	\$ 161,527	\$ (205,181)	\$ 169,025	\$ 88,686	\$ 80,339
Lease interest	-	1,631	(350)	1,281	341	940
Lease right to use, restated	808,622	-	(163,593)	645,029	171,501	473,528
Total governmental activities	\$1,021,301	\$ 163,158	\$ (369,124)	\$ 815,335	\$ 260,528	\$ 554,807
Business-type activities:						
Compensated absences	\$ 13,362	\$ 7,576	\$ (9,624)	\$ 11,314	\$ 11,314	\$ -
Total Business-type activities	\$ 13,362	\$ 7,576	\$ (9,624)	\$ 11,314	\$ 11,314	\$ -
Total government activities	\$1,034,663	\$ 170,734	\$ (378,748)	\$ 826,649	\$ 271,842	\$ 554,807

Compensated Absences: The Commission's policy relating to employee leave benefits is described in Note 1, Compensated Absences. The long-term portion of compensated absences is expected to be paid in future years from future resources from the General Fund and VCTC Intercity Fund.

Lease: The Commission's lease right of use and associated interest is discussed in more detail in Note 6 Leases.



Ventura County Transportation Commission
Notes to the Financial Statements

Note 5. Interfund Transactions

Due From - Due to Other Funds: The composition of balances related to due from other funds and due to other funds on June 30, 2022, are as follows:

Receivable Fund	Payable Fund	Amount
General Fund	State Transit Assistance	\$ 120,426
Santa Paula Branch Line	State Transit Assistance	194,087
VCTC Intercity	State Transit Assistance	1,195,753
Total		<u>\$ 1,510,266</u>

The amount due to the General Fund, Special Revenue Funds and Proprietary Funds represent a temporary timing difference between when transactions are recorded in the accounting system and when payments are made.

Long-Term Advances to Other Funds: The composition of balances related to long-term advance balances between funds on June 30, 2022 is as follows:

Receivable Fund	Payable Fund	Amount
State Transit Assistance	General Fund	\$ 1,200,000
Total		<u>\$ 1,200,000</u>

On September 7, 2018, the Commission approved, via Agenda Item 8K, an internal cash flow loan of State Transit Assistance funds to the General Fund for cash flow management of the U.S. 101 HOV (PAED) project. This loan is non-interest bearing and will be repaid when the project is completed, and expenses are reimbursed by the state. It is anticipated that the full funds will be returned in 2023.



Ventura County Transportation Commission
Notes to the Financial Statements

Note 5. Interfund Transactions, continued

Interfund Transfers: Interfund transfers consisted of the following for the year ended June 30, 2022:

Transfers In	Transfers Out	Amount
General Fund	Local Transportation Fund	\$ 6,402,476
General Fund	State Transit Assistance	829,345
General Fund	State of Good Repair	117,962
General Fund	Service Authority for Freeway Emergencies	33,861
General Fund	Santa Paula Branch Line	115,624
Santa Paula Branch Line	State Transit Assistance	256,243
VCTC Intercity	State Transit Assistance	3,044,562
Total		<u>\$ 10,800,073</u>

Interfund transfers are generally used to move revenues from the fund that statute or budget requires to collect them to the fund that statute or budget requires to expend them.

The Commission is responsible for apportioning the Local Transportation Funds for the County of Ventura for transportation purposes. The General Fund is eligible to receive LTF revenues for transportation, commuter rail costs, administrative costs, 2% of the total apportionment for transportation planning purposes. In Fiscal Year 2021/2022, the Commission apportioned \$6,402,476 of Local Transportation Funds as a fund transfer to the General Fund for these purposes. The Commission approved a transfer of \$6,708,668 in State Transit Assistance funds to the General Fund, Santa Paula Branch Line, and the VCTC Intercity Funds, but the funds were not fully expended and thus not all funds were transferred. The Commission approved \$6,285,557 in State of Good Repair transfers for transit activities provided to the General Fund, but the funds were not fully expended and thus not all funds were transferred. The Commission approved \$66,600 in Service Authority for Freeway Emergency fund transfers for highway activities provided in the General Fund not fully expended. The Commission approved \$167,900 in SPBL transfers for rail activities provided in the General Fund, but the funds were not fully expended and thus not all funds were transferred.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 6. Leases

The Commission is committed under an office lease which is considered an operating lease. On April 1, 2020, the Commission entered into a lease for new office space at 751 East Daily Drive in Camarillo for a term of five years and four months (64 months). The lease terminates December 2025. Under the terms of the lease, the Commission pays a monthly base fee of \$14,656.50 increasing 3.0% annually on the anniversary of the agreement. The Commission also pays a share of operating expense of 7.13%, which are not included in the measurement of the lease liability as they are variable in nature. The Commission paid \$4,263 during the year toward these variable costs. The operating expense shall not exceed 6% per year over the base year on a cumulative and compounded basis. The Commission has an option to extend the term of the lease after 64 months, which the Commission does not believe it will exercise with reasonable certainty.

At June 30, 2022, the Commission has recognized a right to use asset of \$628,887 and a lease liability of \$645,029 related to this agreement with the implementation of GASB 87, *Leases*. During the fiscal year, the Commission recorded \$179,735 in amortization expense and \$17,963 in interest expense for the right to use the office space. The Commission used a discount rate of 2.5%, based on estimated U.S. Treasury borrowing rates for a security with comparable maturity.

Remaining obligations associated with these leases are as follows:

Fiscal year ended June 30,	Principal	Interest
2023	\$ 171,501	\$ 13,842
2024	181,448	9,446
2025	191,864	4,746
2026	100,216	540
Total	\$ 645,029	\$ 28,574

The Commission amortized the right to use assets as follows during the fiscal year:

Right to Use Asset	July 1, 2021 restated	Additions	Deletions	June 30, 2022
Office Space	\$ 808,622	\$ -	\$ 179,735	\$ 628,887

Last fiscal year, before the implementation of GASB 87, *Leases*, the lease included a “rent holiday” for four months in the first year of the lease and an annual increase. In compliance with GASB 13, the lease was measured on a straight-line basis over the lease term based on the fair value and a rent deferral of \$23,045 was accrued at June 30, 2021. With the implementation of GASB 87, *Leases*, the lease deferral was removed (see Note 13 for details).



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 7. Pension Plan

General Information about the Pension Plans

Plan Description: The Commission contributes to the California Public Employees Retirement System (CalPERS), a cost sharing multiple-employer public employee defined benefit pension plan. CalPERS acts as a common investment and administrative agent for participant public entities within the State of California. The plan is a pooling arrangement whereby risks, rewards, and benefit costs are shared and not attributed individually to any single employer. A full description of the pension plan, benefit provisions, assumptions (for funding, but not accounting purposes), and membership information are listed in the June 30, 2020 Annual Actuarial Valuation reports. These reports and CalPERS' audited financial statements are publicly available reports that can be obtained at CalPERS' website under Forms and Publications at: www.calpers.ca.gov.

Employees Covered: In 2013, the State implemented the CalPERS Public Employee Pension Reform Act (PEPRA) that created a second retirement tier for VCTC. Overtime, as CalPERS classic employees separate or retire, the Classic active employees will decrease and the PEPRA active, transferred and separated and retired employees will increase. As of the June 30, 2020, valuation date, the following employees were covered by the benefit terms for each Plan:

	2020	
	Classic #1014	PEPRA #26505
Active employees	12	9
Transferred and separated employees	14	4
Retired employees and beneficiaries	<u>19</u>	<u>0</u>
Total	<u>45</u>	<u>13</u>

Benefits Provided: CalPERS provides service retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. All VCTC employees working the equivalent of 1,000 or more hours per fiscal year are eligible to participate in the VCTC's Miscellaneous or PEPRA pension plans administered by CalPERS. A Classic miscellaneous CalPERS member becomes eligible for Service Retirement upon attainment of age 50 with at least 5 years of credited service. Public Employee Pension Reform Act (PEPRA) miscellaneous members become eligible for service retirement upon attainment of age 52 with at least 5 years of service. The service retirement benefit is a monthly allowance equal to the product of the benefit factor, years of service, and the final compensation. The final compensation for Classic members is the highest one-year average look back period and the final compensation for PEPRA members is the highest three-year average look back period. Retirement benefits for Classic employees are calculated at the 2% at 60 formula and for PEPRA employees are calculated at 2% at 62 formula.

A participant is eligible for non-industrial disability retirement if he/she becomes disabled and has at least 5 years of credited service. There is no special age requirement. The standard non-industrial disability retirement benefit is a monthly allowance equal to 1.8% of final compensation, multiplied by service years. Industrial disability benefits are not offered to miscellaneous employees.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 7. Pension Plan, continued

General Information about the Pension Plans, continued

An employee's beneficiary may receive the basic death benefit if the employee dies while actively employed. An employee's survivor who is eligible for any other pre-retirement death benefit may choose to receive that death benefit instead of this basic death benefit. The basic death benefit is a lump sum in the amount of the employee's accumulated contributions.

Upon the death of a retiree, a one-time lump sum payment of \$500 will be made to the retiree's designated survivor(s) or to the retiree's estate.

Benefit terms provide for annual cost-of-living adjustments to each employee's retirement allowance. Beginning the second calendar year after the year of retirement, retirement and survivor allowances will be annually adjusted on a compound basis by 2%.

Contributions: Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through the CalPERS' annual actuarial valuation process. For public agency cost-sharing plans covered by the Miscellaneous risk pool, the Plan's actuarially determined rate is based on the estimated amount necessary to pay the Plan's allocated share of the risk pool's costs of benefits earned by employees during the year, and any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the measurement period ended June 30, 2021 (the measurement date), the active employee contribution rate for Miscellaneous Classic and PEPRA was 7.0% and 6.75% of Fiscal Year 2021/2022 annual pay, respectively and the employer's contribution rate was 9.130% and 7.590% of annual payroll, respectively. The Classic employer contribution for Fiscal Year 2021/2022 also included a lump sum payment for unfunded accrued liability (UAL) of \$178,307. The PEPRA employer contribution also included a lump sum payment for unfunded accrued liability (UAL) of \$1,267.

For the year ended June 30, 2022, the contributions for each plan were as follows:

	2020		
	Classic #1014	PEPRA #26505	Total
Employer Contributions	<u>\$283,592</u>	<u>\$65,616</u>	<u>\$349,208</u>
Total	<u>\$283,592</u>	<u>\$65,616</u>	<u>\$349,208</u>



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 7. Pension Plan, continued

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

Actuarial Methods and Assumptions Used to Determine Total Pension Liability: For the measurement period ended June 30, 2021 (the measurement date), the total pension liability was determined by rolling forward the June 30, 2020, total pension liability determined in the June 30, 2020 actuarial accounting valuations. The June 30, 2022, total pension liability was based on the following actuarial methods and assumptions:

Actuarial Methods and Assumptions Used to Determine Total Pension Liability	
Actuarial cost method	Entry Age Normal in accordance with the requirement of GASB Statement No. 68
Actuarial assumptions:	
Discount rate	7.15%
Inflation	2.50%
Salary Increases	Varies ¹
Mortality rate	Varies ²
Post Retirement Benefit Increase	Up to 2.50%

¹ Depending on age, service, and type of employment.

² The mortality table used was developed based on CalPERS' specific membership data for all funds. The table includes 15 years of mortality improvements using Society of Actuaries Scale 90% of Scale MP 2016. For more details on this table, please refer to the 2017 experience study.

Discount Rate: For actuarial assumptions used in the June 30, 2020, valuation date, the discount rate used to measure total pension liability was 7.15%.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

The following table reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These geometric rates of return are net of administrative expenses.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 7. Pension Plan, continued

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions, continued

Asset Class	Strategic Allocation	Real Return Years 1-10 ¹	Real Return Years 11+ ²
Public Equity	50.0%	4.80%	5.98%
Fixed Income	28.0%	1.00%	2.62%
Inflation Assets	----	0.77%	1.81%
Private Equity	8.0%	6.30%	7.23%
Real Estate	13.0%	3.75%	4.93%
Liquidity	1.0%	---	(0.92%)

¹An expected inflation of 2.00% used for this period.

²An expected inflation of 2.92% used for this period.

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate - The following presents the Commission's proportionate share of the net pension liability for the Plan as of the measurement date at June 30, 2021 (for Fiscal Year 2021/2022) calculated using the discount rate of 7.15% for the Plan, as well as what the Commission's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1% point lower or 1% point higher than the current rate:

Sensitivity of Proportionate Share of Net Pension Liability (Asset) to Changes in the Discount Rate			
Measurement Date	1% Decrease	Assumed Rate	1% Increase
	6.15%	7.15%	8.15%
June 30, 2021	\$1,482,859	\$(224,441)	\$(1,635,842)



Ventura County Transportation Commission
Notes to the Financial Statements

Note 7. Pension Plan, continued

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions, continued

Pension Plan Fiduciary Net Position – Detailed information about each pension plans fiduciary net position is available in the separately issued CalPERS financial reports and can be obtained from CalPERS' website under Forms and Publications at: www.calpers.ca.gov.

Net Pension Liabilities – The following table shows the change in plan's proportionate share of the Commission's aggregate net pension liability for the measurement period on June 30, 2021:

Measurement Date	Proportionate Share of Net Pension Liability
June 30, 2021	\$ (224,441)
June 30, 2020	<u>2,406,909</u>
Change in aggregate net pension liability	<u>\$(2,631,350)</u>

The Commission's net pension liability for each Plan is measured as the proportionate share of the net pension liability. The net pension liability of the Plan is measured as of June 30, 2021, and the total pension liability for each Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2020, and rolled forward a year using standard update procedures. The Commission's proportion of the net pension liability was based on a projection of the Commission's long-term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined by CalPERS. The Commission's proportionate share of the net pension liability for each Plan as of June 30, 2021, as follows:

Measurement Date	Proportionate Share
Proportion – June 30, 2021	(0.00415)%
Proportion – June 30, 2020	<u>0.02212%</u>
Change – Increase (Decrease)	<u>(0.02627)%</u>



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 7. Pension Plan, continued

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions, continued

For the year ended June 30, 2022, the Commission recognized pension expense(credit) of (\$1,418,057).

The amortization period differs depending on the source of the gain or loss. The difference between projected and actual earnings is amortized over 5-year straight line. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive, and retired) as of the beginning of the measurement period.

The Expected Average Remaining Service Lifetime (EARSL) is calculated by dividing the total future service years by the total number of plan participants (active, inactive, and retired) in the risk pool. The EARSL for risk pool for the 2021 measurement period is 3.7 years.

On June 30, 2022, the Commission reported in aggregate deferred outflows of resources and deferred inflows of resources related to pension from the following sources:

	2022	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	\$ (25,169)
Net Difference between projected and actual investment earnings	195,925	-
Change in employer's proportion	77,464	(469,278)
Differences between actual and proportionate share of employer's contributions	592,932	(92,260)
Contributions after the measurement date	349,208	-
Total	<u>\$1,215,529</u>	<u>\$(586,707)</u>



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 7. Pension Plan, continued

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions, continued

The \$349,208 in contributions reported as deferred outflows of resources subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 20, 2023. Contributions made after the measurement date of the net pension liability but before VCTC's reporting period will be recognized as a reduction of the net pension liability in subsequent fiscal years rather than in the current fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Fiscal Year Ended June 30	Deferred Outflows/(Inflows) of Resources
2023	\$ 71,390
2024	78,762
2025	75,319
2026	<u>54,143</u>
Total	<u>\$279,614</u>



Ventura County Transportation Commission
Notes to the Financial Statements

Note 8. Other Postemployment Benefit Plan

Plan Description and eligibility: The Commission administers an agent-multiple employer defined benefit plan which provides medical insurance benefits to eligible retirees through the California Public Employees Retirement System (CalPERS). To be eligible, retirees must be at least 50 years old for Classic members or 52 years old for new/PEPRA members, be vested with at least 5 years of CalPERS service and retire directly from VCTC within 120 days of separation.

Commission's Funding Policy: The contribution requirements of the Commission were established per a Board Resolution dated September 1, 1985, and later amended on May 14, 2010, when the Commission adopted a Health Reimbursement Arrangement (HRA) that modified VCTC's post-employment health benefits for its retirees effective June 1, 2010. The modifications included reducing the Commission's required CalPERS retiree health care contribution to the minimum amount required by CalPERS health rules adjusted for inflation each year (currently \$149 per month). For employee/retirees hired after July 1, 2010, the contribution will be the minimum required contribution. For "Grandfathered" employees and retirees hired before July 1, 2010, the Health Reimbursement Arrangement will supplement the retiree health care contribution up to the entire cost of the individual health benefit (currently up to an additional \$733 per month) until age 65. After 65 the Commission pays the Medicare supplement benefit amount (currently up to an additional \$233 per month) for individual health coverage. As of June 30, 2022, VCTC had thirteen "Grandfathered" retirees that were receiving OPEB benefits. "Grandfathered" Plan members are not required to contribute to the plan. Employees hired after July 1, 2010, will only receive the minimum contribution required by CalPERS health rules upon direct retirement from VCTC and VCTC had one retiree with this OPEB benefit.

	Participants as of	
	June 30, 2022	June 30, 2021
Current retirees and surviving spouses	14	14
Active employees eligible for benefits	<u>21</u>	<u>21</u>
Total	<u>35</u>	<u>35</u>

The Commission's contribution to the OPEB plan may be amended by the Board of Commissioners. The contribution required to be made is the annual required contribution (ARC). The ARC represents a level of funding that, if paid on an on-going basis, is projected to cover normal costs each year and amortize any unfunded liabilities of the plan. For Fiscal Year 2021/2022, the Commission contributed \$136,518 to the plan, including \$35,919 current premiums, \$51,031 HRA payments, \$49,050 trust contributions and \$518 in fees.

The Commission established an irrevocable trust in May 2009 (administered by CalPERS) for the purpose of holding assets accumulated for plan benefits. It is the Commission's policy to contribute 100% of the Annual Required Contribution as determined by the actuary and not based on pay like the pension. Accordingly, the Commission's contributions to this trust have been accounted for as reductions of the Commission's liability for its obligation. CalPERS publishes a separate financial statement conforming to GASB Statement No. 74 in separately issued financial statements for the CalPERS OPEB Trust. Copies of the CalPERS annual financial reports for its OPEB Trust may be obtained from its website at www.calpers.ca.gov.



Ventura County Transportation Commission
Notes to the Financial Statements

Note 8. Other Postemployment Benefit Plan, continued

Net OPEB Liability: VCTC's net OPEB liability was measured as of June 30, 2021. The total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of June 30, 2020. The net OPEB liability on June 30, 2022, was:

	Valuation Date June 30, 2021
Total OPEB Liability (TOL)	\$1,770,542
Fiduciary Net Position (FNP)	1,891,866
Net OPEB Liability (NOL)	<u>\$ (121,324)</u>
Funded status (FNP/TOL)	106.9%

Actuarial Methods and Assumptions: The net OPEB liability in the June 30, 2021, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Actuarial Methods and Assumptions Used to Determine Total OPEB Liability	
Actuarial cost method	Entry Age Normal, Level % of Pay
Actuarial Assumptions:	
Discount rate	6.25%
Expected rate of return	6.75% per annum. This discount rate assumes the Commission contributions projected to keep sufficient plan assets to pay all benefits from trust.
Inflation	2.50%
Mortality, Retirement, Disability & Termination	CalPERS 1997 – 2015 experience study
Mortality improvement	Mortality improvement scale MP - 2020
Salary increases	2.75% aggregate. Merit – CalPERS 1997 – 2015 experience study
Medical trend	Non-Medicare – 6.75% and Medicare – 5.85% for 2022 decreasing to an ultimate rate of 3.75% in 2076
Mortality rate	Varies
Post Retirement Benefit Increase	4.00%

The actuarial assumptions used in the June 30, 2021, valuation was based on the results of an actuarial experience study for the period July 1, 2019, to June 30, 2021.



Ventura County Transportation Commission
Notes to the Financial Statements

Note 8. Other Postemployment Benefit Plan, continued

Discount Rate: The discount rate used to measure the net OPEB liability was 6.25%. This discount rate was lowered from 6.75% in the prior year based on newer capital market assumptions. This discount rate assumes the Commission continues to fully fund for its retiree health benefits through the California Employer's Retiree Benefit Trust (CERBT) under its investment allocation strategy 1. The rate reflects the CERBT published median interest rate for strategy 1.

The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These geometric rates of return are net of administrative expenses.

Asset Class Component	Target Allocation CERBT Strategy 1	Long-term Expected Real Rate of Return ¹
Global Equity	59.00%	4.56%
Fixed Income	25.00%	0.78%
TIPS	5.00%	-0.08%
Commodities	3.00%	1.22%
REITs	8.00%	4.06%

¹Long-term expected real rate of returns are presented as geometric means.

Assumed Long-term Rate of Inflation	2.50%
Expected Long-term net Rate of Return, Rounded	6.25%

Change in the Net OPEB Liability

	Commission Plan		Increase
	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability/Asset (c) = (a) - (b)
Balance at June 30, 2021	\$ 1,790,576	\$ 1,456,413	\$ 334,163
Changes Recognized for the Measurement Period:			
Service Cost	54,772	-	54,772
Interest on the total OPEB liability	121,242	-	121,242
Actual vs. expected experience	(83,466)	-	(83,466)
Assumption changes	(14,233)	-	(14,233)
Employer contributions	-	134,285	(134,285)
Net investment income	-	400,354	(400,354)
Benefit payments, including refunds of member contributions	(98,349)	(98,349)	-
Administrative expenses	-	(837)	837
Net changes	(20,034)	435,453	(455,487)
Balance at June 30, 2022	<u>\$ 1,770,542</u>	<u>\$ 1,891,866</u>	<u>\$ (121,324)</u>



Ventura County Transportation Commission
Notes to the Financial Statements

Note 8. Other Postemployment Benefit Plan, continued

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate: The following presents the net OPEB liability of the Commission, as well as what the Commission's net OPEB liability would be if it were calculated using a discount rate of 1% point lower (5.75%) or 1% point higher (7.75%) than the current discount rate:

	Plan's Net OPEB Liability/(Asset)		
	Discount Rate -1%	Current Discount	Discount Rate
	5.25%	6.25%	+1% 7.25%
Balance at June 30, 2022	\$ <u>110,430</u>	\$ <u>(121,324)</u>	\$ <u>(313,664)</u>

Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates: The following presents the net OPEB liability of the Commission, as well as what the Commission's net OPEB liability would be if it were calculated using a discount rate of 1% point lower (6.5% non-Medicare/5.5% Medicare) or 1% point higher (8.5% non-Medicare/7.5% Medicare) than the current healthcare cost trend rates:

	Plan's Net OPEB Liability/(Asset)		
	Discount Rate -1%	Current Discount	Discount Rate
			+1%
Balance at June 30, 2022	\$ <u>(334,448)</u>	\$ <u>(121,324)</u>	\$ <u>140,408</u>

Contributions: The Commissions policy is to fund the Actuarially Determined Contribution (ADC), which includes the normal cost (current accrual for benefits being earned) plus an amortization of the net (unfunded accrued) OPEB liability. Contributions during the fiscal year were the following:

CERBT Trust	ADC
Contributions employer	<u>\$136,257</u>



Ventura County Transportation Commission
Notes to the Financial Statements

Note 8. Other Postemployment Benefit Plan, continued

OPEB Liabilities, OPEB Expense and Deferred Outflows/Inflows of Resources to OPEB: For the year ended June 30, 2022, the Commission recognized OPEB expense of \$9,373 for the Commission's Plan. On June 30, 2022, the Commission reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	\$ 120,730
Changes in assumptions	87,261	36,416
Net difference between projected and actual investment earnings	-	214,492
Contributions made after measurement date	136,257	-
Total	\$ 223,518	\$ 371,638

The \$136,257 reported above as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability in the year ended June 30, 2023. Contributions made after the measurement date of the net OPEB liability but before VCTC's reporting period will be recognized as a reduction of the net OPEB liability in subsequent fiscal years rather than in the current fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized as OPEB expense as follows:

	Deferred Outflow/(Inflows) of Resources
2023	\$ (61,386)
2024	(58,749)
2025	(59,974)
2026	(69,063)
2027	(12,060)
Thereafter	(23,145)
Total	\$ (284,377)



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 9. Joint Ventures

SCRRA - The Commission is one of five members of the Southern California Regional Rail Authority (SCRRA), a joint powers authority created in June 1992. The SCRRA's board consists of one member from the Ventura County Transportation Commission; two each from the Orange County Transportation Authority, the San Bernardino Associated Governments, and the Riverside County Transportation Commission; and four members from the Los Angeles County Metropolitan Transportation Authority. The SCRRA is responsible for implementing and operating a regional commuter rail system (Metrolink) in five southern California counties. As a member of SCRRA, the Commission makes capital and operating contributions for VCTC's pro rata share of rail lines servicing the County. The Commission expended \$5,963,240 from the budget this fiscal year for its share of Metrolink capital and operating costs. Additional funding is programmed directly to SCRRA and is not reflected in the Commission's financial statements. Separate financial statements are prepared by and available from SCRRA's website at: www.metrolinktrains.com.

LOSSAN - The Commission is one of 13 members of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency (LOSSAN), a joint powers agency created in 1989 and most recently amended in 2013. The LOSSAN's board consists of two members from the Los Angeles County Metropolitan Transportation Authority, two members from the Orange County Transportation Authority, one member from the Riverside County Transportation Commission, one member from the San Diego Metropolitan Transit System, one member from the North County Transit District, one member from the San Diego Association of Governments, one member from the Ventura County Transportation Commission, one member from the Santa Barbara County Association of Governments, one member from San Luis Obispo Council of Governments, one Caltrans Director or designee, one member from the Southern California Association of Governments, one member of the National Railroad Passenger Corporation (Amtrak), and one member from the California High-Speed Rail Authority. The LOSSAN agency provides local input to the State Division of Rail on LOSSAN intercity passenger rail operations. As a member of LOSSAN, the Commission works with other counties and SCRRA on efforts to better integrate commuter and Amtrak intercity services within the LOSSAN corridor. The Commission paid \$2,500 in dues this fiscal year. LOSSAN is currently administered by Orange County Transportation Authority (OCTA), and separate financial statements are available its website at: www.octa.net/lossan/LOSSAN-rail-corridor-agency.

CalVans - The Commission is one of eight members of the California Vanpool Authority (CalVans), a joint powers agency created in 2011. The CalVans' board consists of one voting member and one alternate each from the member agencies: Association of Monterey Bay Area Government, Fresno Council of Governments, King County Association of Governments, Madera County Transportation Commission, Tulare County Association of Governments, Sacramento Area Council of Governments, Santa Barbara County Association of Governments and Ventura County Transportation Commission. The CalVans agency operates vanpools to promote ridesharing to work or college. As a member of CalVans, the Commission works with other counties to improve ridesharing/vanpooling efforts in their communities. The Commission paid \$0 in dues. Separate financial statements are available at its website at: www.calvans.org.



**Ventura County Transportation Commission
Notes to the Financial Statements**

Note 10. Risk Management

The Commission is exposed to various risks of loss related to torts; theft of, damage to, or destruction of assets; errors or omissions; and natural disasters. The Commission protects itself against such losses by a balanced program of risk retention, risk transfers and the purchase of commercial insurance. Loss exposures retained by the Commission are treated as normal expenditures and include any loss contingency not covered by the Commission's purchased insurance policies. Capital projects and rail properties are protected through a combination of commercial insurance, insurance required by Commission consultants and a self-insurance fund established by the Southern California Regional Rail Authority (SCRRA).

Liabilities are reported when it is probable that a loss has occurred, and the amount of the loss can be reasonably estimated. Liabilities include an amount for claims that have been incurred but not reported. The result of the process to estimate the claims liability is not an exact amount as it depends on many complex factors, such as inflation, changes in legal doctrines and damage awards. Accordingly, claims are reevaluated periodically to consider the effects of inflation, recent claim settlement trends (including frequency and amount of pay-outs) and other economic and social factors. Settlements for the past three years have not exceeded insurance coverage.

The estimate of the claims liability also includes amounts for incremental claim adjustment expenses related to specific claims and other claim adjustment expenses regardless of whether allocated to specific claims. Estimated recoveries, for example from salvage or subrogation, are another component of the claim's liability estimate. An excess coverage insurance policy of \$10 million covers individual claims more than \$1 million. The Commission's worker's compensation insurance is covered through State Compensation Insurance Fund.

Note 11. Contingencies

Litigation: Various claims and suits have been filed against the Commission in the normal course of business. Although the outcome of these matters is not presently determinable, in the opinion of legal counsel, the resolutions of these matters will not have a material adverse effect on the financial condition of the Commission.

Federal and State Grants: The Commission receives federal and state funds for specific purposes that are subject to audit by the granting agencies. Although the outcome of any such audits cannot be predicted, it is management's opinion that these audits would not have a material effect on the Commission's financial position or changes in financial position.

Coronavirus Pandemic: During 2021, the worldwide coronavirus pandemic impacted national and global economies. The Commission is closely monitoring its operations, liquidity and capital resources and is actively working to minimize the current and future impact of this unprecedented situation. As of the date of issuance of these financial statements, the current and future full impact to the Commission is not known.



Ventura County Transportation Commission
Notes to the Financial Statements

Note 12. Disbursements to Local Agencies

The LTF accounts for the one-quarter percent state sales tax collected within the County. The funds can be used for various programs, including administration, planning, and programming for the Transportation Development Act; bicycle and pedestrian projects; commuter rail; streets and roads; and transit operations. The Commission's governing board approves an annual allocation that includes funding for local agencies to spend in accordance with the TDA guidelines. During the fiscal year ended June 30, 2022, the Commission allocated \$28,333,818 of LTF funds to local agencies as shown below.

Local Agency	Transit	Bicycle and Pedestrians	Streets and Roads	Fiscal Year 2021/2022
City of Camarillo	\$ -	\$ 8,446	\$ 2,350,862	\$ 2,359,308
City of Fillmore	-	10,788	533,082	543,870
City of Moorpark	1,213,438	4,607	-	1,218,045
City of Ojai	-	768	-	768
City of Oxnard	-	9,099	-	9,099
City of Port Hueneme	-	9,790	-	9,790
City of San Buenaventura	-	62,384	-	62,384
City of Santa Paula	257,276	3,455	777,760	1,038,491
City of Simi Valley	4,197,612	26,105	-	4,223,717
City of Thousand Oaks	2,729,920	6,008	1,500,000	4,235,928
County of Ventura	-	24,954	-	24,954
Gold Coast Transit	14,607,464	-	-	14,607,464
Total allocations	\$23,005,710	\$166,404	\$ 5,161,704	\$ 28,333,818

Note 13. Net Position Restatement

VCTC implemented Government Accounting Standards Board (GASB) 87, *Leases*, in Fiscal Year 2021/2022. As part of the implementation, certain accounts required a restatement of the Government-wide financial statements. The prior rent holiday liability of \$23,045 had to be removed from the financial statements while two new accounts (Right to Use Asset and Right to Use Liability) were added. as follow:

Government-wide Financials	Net Position	Right to Use Asset	Right to Use Liability	Capital Assets, net
As of 6/30/2021, as previously reported	\$ 93,188,798	\$ -	\$ -	\$ 47,793,156
Implementation of GASB 87, <i>Leases</i>	23,045	808,622	(808,622)	808,622
At 7/1/2021, as restated	<u>\$ 93,211,843</u>	<u>\$ 808,622</u>	<u>\$ (808,622)</u>	<u>\$ 48,601,778</u>



Ventura County Transportation Commission
Notes to the Financial Statements

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**Ventura County Transportation Commission
Required Supplementary Information**

Required Supplementary Information



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Ventura County Transportation Commission
Required Supplementary Information

**Ventura County Transportation Commission
Budgetary Comparison Schedule
General Fund
For the Fiscal Year Ended June 30, 2022**

	Fiscal Year 2021/2022 Original Budget	Fiscal Year 2021/2022 Final Budget	Fiscal Year 2021/2022 Actual	Variance with Final budget Positive (Negative)
Revenues:				
Intergovernmental	\$ 18,659,968	\$ 21,199,953	\$ 11,599,350	\$ (9,600,603)
Charges for services	9,400	9,400	22,317	12,917
Investment income	-	-	1,540	1,540
Other revenue	-	-	3,679	3,679
Total revenues	18,669,368	21,209,353	11,626,886	(9,582,467)
Expenditures:				
Current:				
General government:				
Salaries and benefits	3,614,900	3,684,550	3,060,415	624,135
General legal services	49,700	63,800	70,793	(6,993)
Professional services	396,100	402,600	350,817	51,783
Other	540,000	646,950	535,835	111,115
Total general government	4,600,700	4,797,900	4,017,860	780,040
Programs:				
Commuter assistance	336,300	366,300	264,684	101,616
Highways	4,997,200	5,249,557	1,225,343	4,024,214
Planning and programming	2,144,100	2,024,684	933,227	1,091,457
Rail	14,326,496	15,215,496	6,084,953	9,130,543
Transit and transportation	9,063,300	11,394,021	7,148,876	4,245,145
Total programs	30,867,396	34,250,058	15,657,083	18,592,975
Debt service:				
Principal - Lease (note)	189,400	189,400	163,593	25,807
Interest - Lease (note)	-	-	16,682	(16,682)
Total debt service	189,400	189,400	180,275	9,125
Total expenditures	35,657,496	39,237,358	19,855,218	19,382,140
Excess (deficiency) of revenues over (under) expenditures	(16,988,128)	(18,028,005)	(8,228,332)	9,799,673
Other financing sources (uses):				
Transfers in	15,072,096	15,841,096	7,499,268	(8,341,828)
Total other financing sources (uses)	15,072,096	15,841,096	7,499,268	(8,341,828)
Net change in fund balances	(1,916,032)	(2,186,909)	(729,064)	1,457,845
Fund balances, beginning of year	1,498,695	1,498,695	3,634,735	2,136,040
Fund balances (deficit), end of year	\$ (417,337)	\$ (688,214)	\$ 2,905,671	\$ 3,593,885

See accompanying notes to the required supplementary information.



Ventura County Transportation Commission
Required Supplementary Information

**Ventura County Transportation Commission
Budgetary Comparison Schedule
Local Transportation Fund
For the Fiscal Year Ended June 30, 2022**

	Fiscal Year 2021/2022 Original Budget	Fiscal Year 2021/2022 Final Budget	Fiscal Year 2021/2022 Actual	Variance with Final budget Positive (Negative)
Revenues:				
Sales taxes	\$ 35,200,000	\$ 35,200,000	\$ 45,616,382	\$ 10,416,382
Investment income	60,000	60,000	-	(60,000)
Total revenues	35,260,000	35,260,000	45,616,382	10,356,382
Expenditures:				
Current:				
Programs:				
Planning and programming	-	-	5,161,704	(5,161,704)
Transit and transportation	29,478,975	29,478,975	23,390,163	6,088,812
Total programs	29,478,975	29,478,975	28,551,867	927,108
Total expenditures	29,478,975	29,478,975	28,551,867	927,108
Excess (deficiency) of revenues over (under) expenditures	5,781,025	5,781,025	17,064,515	11,283,490
Other financing sources (uses):				
Transfer out	(6,921,108)	(6,402,476)	(6,402,476)	-
Total financing sources (uses)	(6,921,108)	(6,402,476)	(6,402,476)	-
Net change in fund balances	(1,140,083)	(621,451)	10,662,039	11,283,490
Fund balances, beginning of year	9,002,168	9,002,168	15,177,134	6,174,966
Fund balances, end of year	\$ 7,862,085	\$ 8,380,717	\$ 25,839,173	\$ 17,458,456

See accompanying notes to the required supplementary information.



Ventura County Transportation Commission
Required Supplementary Information

**Ventura County Transportation Commission
Budgetary Comparison Schedule
State Transit Assistance Fund
For the Fiscal Year Ended June 30, 2022**

	Fiscal Year 2021/2022 Original Budget	Fiscal Year 2021/2022 Final Budget	Fiscal Year 2021/2022 Actual	Variance with Final budget Positive (Negative)
Revenues:				
Sales taxes	\$ 6,764,938	\$ 6,764,938	\$ 8,762,831	\$ 1,997,893
Investment income	80,000	80,000	-	(80,000)
Total revenues	6,844,938	6,844,938	8,762,831	1,917,893
Expenditures:				
Current:				
Programs:				
Planning and Programming	333,404	810,191	852,547	(42,356)
Total programs	333,404	810,191	852,547	(42,356)
Total expenditures	333,404	810,191	852,547	(42,356)
Excess (deficiency) of revenues over (under) expenditures	6,511,534	6,034,747	7,910,284	1,875,537
Other financing sources (uses):				
Transfer out	(7,612,786)	(6,708,668)	(4,130,150)	2,578,518
Total financing sources (uses)	(7,612,786)	(6,708,668)	(4,130,150)	2,578,518
Net change in fund balances	(1,101,252)	(673,921)	3,780,134	4,454,055
Fund balances, beginning of year	15,215,593	15,215,593	17,598,321	2,382,728
Fund balances, end of year	\$ 14,114,341	\$ 14,541,672	\$ 21,378,455	\$ 6,836,783

See accompanying notes to the required supplementary information.



**Ventura County Transportation Commission
Required Supplementary Information**

**Ventura County Transportation Commission
Schedule of Proportionate Share of the Net Pension Liability (Asset)
Last Ten Fiscal Years***

Plan	2022	2021	2020	2019	2018	2017	2016	2015
Proportion of the net pension liability	0.07282%	0.02212%	0.02092%	0.02006%	0.02062%	0.01984%	0.01698%	0.02170%
Proportionate share of the net pension liability (asset)	\$ (224,441)	\$ 2,406,909	\$ 2,143,432	\$ 1,933,376	\$ 2,045,090	\$ 1,716,672	\$ 1,165,507	\$ 1,350,441
Covered payroll	\$ 2,097,175	\$ 1,943,393	\$ 1,941,449	\$ 1,799,645	\$ 1,768,289	\$ 1,641,257	\$ 1,608,856	\$ 1,484,068
Proportionate share of the net pension liability as a percentage of covered payroll	-10.70%	123.85%	110.40%	107.43%	115.65%	104.59%	72.44%	91.00%
Plan's fiduciary net position as percentage of the total pension liability	88.29%	75.10%	75.26%	75.26%	73.31%	74.06%	78.40%	83.03%
Proportionate share of aggregate employer contribution	\$ 517,427	\$ 439,661	\$ 383,935	\$ 331,699	\$ 302,164	\$ 266,767	\$ 195,821	\$ 132,450

*Fiscal Year 2015 was the first year of implementation of GASB 68, therefore, only eight years are shown.

The reported figures have a measurement date of June 30, 2021, 2020, 2019, 2018, 2017, 2016, 2015 and 2014 respectively.

The discount rate changed from 7.65 percent used for the June 30, 2016 measurement date to 7.15 percent used for the June 30, 2017 measurement date.

See accompanying notes to the required supplementary information.



**Ventura County Transportation Commission
Required Supplementary Information**

**Ventura County Transportation Commission
Schedule of Pension Contributions
Last Ten Fiscal Years***

Plan	2022	2021	2020	2019	2018	2017	2016	2015	2014
Actuarial determined contribution	\$ 293,658	\$ 329,963	\$ 285,377	\$ 250,835	\$ 204,627	\$ 182,833	\$ 154,553	\$ 132,450	\$ 135,690
Contributions in relation to the actuarially determined contribution	(349,208)	(1,329,963)	(285,377)	(292,835)	(267,259)	(212,833)	(154,553)	(132,450)	(135,690)
Contribution deficiency (excess)	\$ (55,550)	\$ (1,000,000)	\$ -	\$ (42,000)	\$ (62,632)	\$ (30,000)	\$ -	\$ -	\$ -
Covered payroll	\$ 2,084,942	\$ 2,097,175	\$ 1,943,393	\$ 1,941,449	\$ 1,799,645	\$ 1,768,289	\$ 1,641,257	\$ 1,608,856	\$ 1,484,068
Contributions as a percentage of covered payroll	16.75%	63.42%	14.68%	15.08%	14.85%	12.04%	9.42%	8.23%	9.14%
Valuation date	6/30/2019	6/30/2018	6/30/2017	6/30/2016	6/30/2015	6/30/2014	6/30/2013	6/30/2012	6/30/2011
Actuarial cost method	Entry age normal cost method								
Amortization method	Level of percentage of payroll								
Remaining amortization period	Varies by plan, not more than 30 years								
Asset valuation method	Market value of assets								
Inflation	2.50%								
Projected salary increases	Varies by entry age and service								
Discount Rate	7.00% (net of administrative expenses)								
Retirement age	60 years classic, 62 years PEPR								
Mortality	CalPERS Experience Study MP 2016								

see notes to required supplementary information

*Fiscal Year 2015 was the first year of implementation of GASB 68, therefore, only nine years are shown.

The reported figures have a measurement date of June 30, 2021, 2020, 2019, 2018, 2017, 2016, 2015, 2014 and 2013 respectively.



See accompanying notes to the required supplementary information.

**Ventura County Transportation Commission
Required Supplementary Information**

**Ventura County Transportation Commission
Schedule of Changes in the Net OPEB Liability (Asset) and Related Ratios
Last Ten Fiscal Years***

Plan Fiscal Year	2022	2021	2020	2019	2018
Total OPEB liability					
Service cost	\$ 54,772	\$ 53,519	\$ 48,715	\$ 47,296	\$ 45,918
Interest	121,242	118,173	108,313	102,621	97,184
Changes of benefit terms	-	-	-	-	-
Differences between expected and actual experience	(83,466)	-	(79,713)	-	-
Changes of assumptions	(14,233)	(32,648)	144,171	-	-
Benefit payments, including refunds of member contributions	(98,349)	(91,314)	(69,141)	(64,863)	(63,007)
Net change in total OPEB liability	(20,034)	47,730	152,345	85,054	80,095
Total OPEB liability - beginning	1,790,576	1,742,846	1,590,501	1,505,447	1,425,352
Total OPEB liability - ending (a)	\$ 1,770,542	\$ 1,790,576	\$ 1,742,846	\$ 1,590,501	\$ 1,505,447
OPEB fiduciary net position					
Contributions - employer	\$ 134,285	\$ 109,252	\$ 108,172	\$ 109,000	\$ 109,000
Net investment income	400,354	49,301	80,452	91,480	106,598
Benefit payments, including refunds of member contributions	(98,349)	(91,314)	(69,141)	(64,863)	(63,007)
Administrative expense	(837)	(938)	(447)	(2,123)	(541)
Net change in plan fiduciary net position	435,453	66,301	119,036	133,494	152,050
Plan fiduciary net position - beginning	1,456,413	1,390,112	1,271,076	1,137,582	985,532
Plan fiduciary net position - ending (b)	1,891,866	1,456,413	1,390,112	1,271,076	1,137,582
Plan net OPEB liability - ending (a) - (b)	\$ (121,324)	\$ 334,163	\$ 352,734	\$ 319,425	\$ 367,865
Plan fiduciary net position as a percentage of the total OPEB liability	106.9%	81.3%	79.8%	79.9%	75.6%
Covered-employee payroll	\$ 2,099,722	\$ 1,956,673	\$ 1,943,932	\$ 1,814,482	\$ 1,774,491
Plan net OPEB liability as a percentage of covered-employee payroll	-5.8%	17.1%	18.1%	17.6%	20.7%

*Fiscal Year 2018 was the first year of implementation of GASB 75; therefore, only five years are shown.

The reported figures have a measurement date of June 30, 2021, 2020, 2019, 2018 and 2017.

The 2019 Measurement date includes updating the demographics assumptions to the CalPERS 1997-2015 Experience Study and the Mortality Improvement Study to the Scale MP-2

The 2020 Measurement date includes the removal of the Affordable Care Act Excise Tax

The 2021 Measurement date lowers the discount rate to 6.25% (from 6.75%) based on newer capital market assumptions and Payroll increases were reduced to 2.75%

The 2021 Measurement date also decreased general inflation to 2.5% (from 2.75%) and PEMHCA minimum increase to 4% annually (from 4.25%)

See accompanying notes to the required supplementary information.



**Ventura County Transportation Commission
Required Supplementary Information**

**Ventura County Transportation Commission
Schedule of OPEB Contributions
Last Ten Fiscal Years***

Plan Fiscal Year	2022	2021	2020	2019	2018
Actuarial determined contribution	\$ 136,000	\$ 134,000	\$ 109,000	\$ 108,000	\$ 109,000
Contributions in relation to the actuarially determined contribution	136,257	134,285	109,252	108,172	109,000
Contribution deficiency (excess)	<u>\$ (257)</u>	<u>\$ (285)</u>	<u>\$ (252)</u>	<u>\$ (172)</u>	<u>\$ -</u>
Covered-employee payroll**	\$ 2,150,939	\$ 2,099,722	\$ 1,956,673	\$ 1,943,932	\$ 1,814,482
Contributions as a percentage of covered-employee payroll	6.3%	6.4%	5.6%	5.6%	6.0%
Valuation date:	6/30/2019	6/30/2019	6/30/2017	6/30/2017	6/30/2015
Actuarial cost method	Entry age normal				
Amortization method	Level of percentage of payroll				
Amortization period	6 year fixed period for 2019/20				
Asset valuation method	Investment gains and losses 5-year rolling period				
Inflation	2.75%				
Projected salary increases	varies by entry age and service				
Discount Rate	6.75%				
Retirement age	60 years Classic, 62 years PEPR				
Mortality	CalPERS Experience Study 1997-2011				

*Fiscal Year 2018 was the first year of implementation of GASB 75, therefore, only five years are shown.

** Contributions are based on actuarial calculations and not a measure of pay.



See accompanying notes to the required supplementary information.

Notes to the Required Supplementary Information

Note 1. Budgetary Data

The annual budget serves the fiscal period from July 1 through June 30 and is a vehicle that accurately and openly communicates the Commission's priorities to the community, businesses, vendors, employees, and other public agencies. Also, the budget provides the foundation of financial planning by providing resource planning and controls that permit the evaluation and adjustment of the Commission's performance.

The Commission adopts a comprehensive annual budget for all the funds. Upon final adoption, the budget shall be in effect for the ensuing fiscal year. Budgets are prepared in accordance with generally accepted accounting principles using the modified accrual basis of accounting.

A preliminary budget document is prepared by Commission staff and first presented to the Commission's Finance Committee for review and approval. Once approved, the budget is presented to the full Commission for adoption. After the budget is adopted, staff has the on-going responsibility to monitor actual revenues and expenditures of the budget. Management has the discretion to transfer budgeted amounts that do not result in an increase in the overall budget. Amendments that result in an increase to the total expenditures at the fund level would require Commission approval and would be brought to the Commission in a formal agenda item. Budgeted amounts are as originally adopted, or as amended in accordance with prescribed procedures throughout the fiscal year. Supplemental budget appropriations were necessary during the year.

Appropriations lapse at the end of the fiscal year unless they are re-appropriated through the formal budget process.

Note 2. Pension Plan

Schedule of Proportionate Share of Net Pension Liability - The schedule provides the proportion (percentage) of the collective net pension liability, proportionate share (amount) of the collective net pension liability, the Commission's covered payroll, proportionate share (amount) of the collective net pension liability as a percentage of Commission's covered payroll, and the pension plan's fiduciary net position as a percentage of the total pension liability.

Schedule of Pension Contributions - The schedule provides the Commission's actuarially determined contributions to the pension plan, the Commission's actual contributions, the difference between the actual and actuarially determined contributions, and a ratio of the actual contributions divided by covered payroll.

**Ventura County Transportation Commission
Required Supplementary Information**

Note 3. Postemployment Benefits Other Than Pensions

Schedule of Changes in the Net OPEB Liability and Related Ratios – The schedule provides the schedule of changes in the net OPEB liability (asset), the plan fiduciary net position as a percentage of the total OPEB liability (asset), the Commission's covered-employee payroll (as VCTC pays the dollar amount determined by the actuary and is not based on pay), and the net OPEB liability (asset) as a percentage of covered payroll.

Schedule of OPEB Contributions – The schedule provides the Commission's actuarially determined contributions to the OPEB plan, the Commission's actual contributions, the difference between the actual and actuarially determined contributions, and a ratio of the actual contributions divided by covered employee payroll. VCTC uses covered-employee payroll because VCTC pays the dollar amount determined by the actuary and is not based on pay.



Ventura County Transportation Commission
Required Supplementary Information

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**Ventura County Transportation Commission
Other Supplementary Information**

Other Supplementary Information



Ventura County Transportation Commission
Other Supplementary Information

Nonmajor Governmental Funds – Special Revenue Funds

Service Authority for Freeway Emergencies (SAFE) Fund: This special revenue fund is used to account for the revenues received from the Department of Motor Vehicles user registration fees for the restricted purpose of implementing and maintaining an emergency callbox system and other projects to assist motorists and is a blended component unit of the Commission.

State of Good Repair (SGR) Fund: This fund is used to account for the revenues received from the provisions of SB1 which apportions funding by formula for any transit-related capital maintenance purposes, including repair, refurbishment and replacement of existing transit vehicles and infrastructure.

Santa Paula Branch Line (SPBL) Fund: This fund is used to account for the revenues received in support of the Santa Paula Branch Line for the restricted purpose of preserving the rail right-of-way for future rail expansion and development of a recreational trail.



Ventura County Transportation Commission
Other Supplementary Information

**Ventura County Transportation Commission
Combining Balance Sheet – Nonmajor Governmental Funds
As of June 30, 2022**

	Special Revenue			Total Nonmajor
	SAFE	State of Good Repair	Santa Paula Branch Line	Governmental Funds 2022
Assets:				
Cash and investments (note 2)	\$ 3,860,581	\$ 6,120,894	\$ 304,962	\$ 10,286,437
Receivables:				
Accounts	-	-	14,550	14,550
Interest	5,678	9,757	149	15,584
Intergovernmental	275,891	240,976	-	516,867
Due from other funds (note 5)	-	-	194,087	194,087
Total assets	\$ 4,142,150	\$ 6,371,627	\$ 513,748	\$ 11,027,525
Liabilities and Fund Balances:				
Liabilities:				
Accounts payable and accrued liabilities	\$ 111,966	\$ -	\$ 228,136	\$ 340,102
Due to other government agencies	-	11,926	-	11,926
Unearned revenue	-	-	193,186	193,186
Deposits	-	-	67,059	67,059
Total liabilities	111,966	11,926	488,381	612,273
Fund balances:				
Restricted for:				
Highways	4,030,184	-	-	4,030,184
Rail and transit	-	6,359,701	25,367	6,385,068
Total fund balances	4,030,184	6,359,701	25,367	10,415,252
Total liabilities and fund balances	\$ 4,142,150	\$ 6,371,627	\$ 513,748	\$ 11,027,525

See accompanying notes to the other supplementary information.



Ventura County Transportation Commission
Other Supplementary Information

**Ventura County Transportation Commission
Combining Statement of Revenues, Expenditures and
Changes in Fund Balances
Nonmajor Governmental Funds
For the Fiscal Year Ended June 30, 2022**

	Special Revenue Funds			Total Nonmajor Governmental Funds
	SAFE	State of Good Repair	Santa Paula Branch Line	2022
Revenues:				
Vehicle registration fees	\$ 808,250	\$ -	\$ -	\$ 808,250
Intergovernmental	767,386	1,433,005	-	2,200,391
Charges for services	-	-	345,971	345,971
Other revenue	60	-	-	60
Total revenues	1,575,696	1,433,005	345,971	3,354,672
Expenditures:				
Programs:				
Highways	2,506,503	-	-	2,506,503
Rail		-	486,590	486,590
Transit and transportation		139,101	-	139,101
Total programs	2,506,503	139,101	486,590	3,132,194
Total expenditures	2,506,503	139,101	486,590	3,132,194
Excess (deficiency) of revenues over (under) expenditures	(930,807)	1,293,904	(140,619)	222,478
Other financing sources (uses):				
Transfers in (note 5)			256,243	256,243
Transfers out (note 5)	(33,861)	(117,962)	(115,624)	(267,447)
Total other financing sources (uses)	(33,861)	(117,962)	140,619	(11,204)
Net change in fund balances	(964,668)	1,175,942	-	211,274
Fund balances, beginning of year	4,994,852	5,183,759	25,367	10,203,978
Fund balances, end of year	\$ 4,030,184	\$ 6,359,701	\$ 25,367	\$ 10,415,252

See accompanying notes to the other supplementary information.



Ventura County Transportation Commission
Other Supplementary Information

**Ventura County Transportation Commission
Budgetary Comparison Schedule – Nonmajor Fund
Service Authority for Freeway Emergencies
For the Fiscal Year Ended June 30, 2022**

	Fiscal Year 2021/2022 Original Budget	Fiscal Year 2021/2022 Final Budget	Fiscal Year 2021/2022 Actual	Variance with Final budget Positive (Negative)
Revenues:				
Vehicle registration fees	\$ 810,000	\$ 810,000	\$ 808,250	\$ (1,750)
Intergovernmental	756,675	1,214,441	767,386	(447,055)
Investment income	36,000	36,000	-	(36,000)
Other revenue	-	-	60	60
Total revenues	1,602,675	2,060,441	1,575,696	(484,745)
Expenditures:				
Current:				
Programs:				
Highways	2,557,500	3,354,366	2,506,503	847,863
Total programs	2,557,500	3,354,366	2,506,503	847,863
Total expenditures	2,557,500	3,354,366	2,506,503	847,863
Excess (deficiency) of revenues over (under) expenditures	(954,825)	(1,293,925)	(930,807)	363,118
Other financing sources (uses):				
Transfer out	(66,600)	(66,600)	(33,861)	32,739
Total financing sources (uses)	(66,600)	(66,600)	(33,861)	32,739
Net change in fund balances	(1,021,425)	(1,360,525)	(964,668)	395,857
Fund balances, beginning of year	3,164,797	3,164,797	4,994,852	1,830,055
Fund balances, end of year	\$ 2,143,372	\$ 1,804,272	\$ 4,030,184	\$ 2,225,912

See accompanying notes to the other supplementary information.



Ventura County Transportation Commission
Other Supplementary Information

**Ventura County Transportation Commission
Budgetary Comparison Schedule – Nonmajor Fund
State of Good Repair Fund
For the Fiscal Year Ended June 30, 2022**

	Fiscal Year 2021/2022 Original Budget	Fiscal Year 2021/2022 Final Budget	Fiscal Year 2021/2022 Actual	Variance with Final budget Positive (Negative)
Revenues:				
Intergovernmental	\$ 1,446,865	\$ 1,446,865	\$ 1,433,005	\$ (13,860)
Investment income	30,000	30,000	-	(30,000)
Total revenues	1,476,865	1,476,865	1,433,005	(43,860)
Expenditures:				
Current:				
Programs:				
Planning and Programming	71,308	91,493	139,101	(47,608)
Total programs	71,308	91,493	139,101	(47,608)
Total expenditures	71,308	91,493	139,101	(47,608)
Excess (deficiency) of revenues over (under) expenditures	1,405,557	1,385,372	1,293,904	(91,468)
Other financing sources (uses):				
Transfer out	(6,285,557)	(6,285,557)	(117,962)	6,167,595
Total financing sources (uses)	(6,285,557)	(6,285,557)	(117,962)	6,167,595
Net change in fund balances	(4,880,000)	(4,900,185)	1,175,942	6,076,127
Fund balances, beginning of year	149,634	149,634	5,183,759	5,034,125
Fund balances, end of year	\$ (4,730,366)	\$ (4,750,551)	\$ 6,359,701	\$ 11,110,252

See accompanying notes to the other supplementary information.



Ventura County Transportation Commission
Other Supplementary Information

Ventura County Transportation Commission
Budgetary Comparison Schedule – Nonmajor Fund
Santa Paula Branch Line Fund
For the Fiscal Year Ended June 30, 2022

	Fiscal Year 2021/2022 Original Budget	Fiscal Year 2021/2022 Final Budget	Fiscal Year 2021/2022 Actual	Variance with Final budget Positive (Negative)
Revenues:				
Intergovernmental	\$ 20,000	\$ 20,000	\$ -	\$ (20,000)
Charges for Services	279,400	340,300	345,971	5,671
Total revenues	299,400	360,300	345,971	(14,329)
Expenditures:				
Current:				
Programs:				
Rail	299,400	577,000	486,590	90,410
Total programs	299,400	577,000	486,590	90,410
Total expenditures	299,400	577,000	486,590	90,410
Excess (deficiency) of revenues over (under) expenditures	-	(216,700)	(140,619)	76,081
Other financing sources (uses):				
Transfer in	-	384,600	256,243	(128,357)
Transfer out	-	(167,900)	(115,624)	52,276
Total financing sources (uses)	-	216,700	140,619	(76,081)
Net change in fund balances	-	-	-	-
Fund balances, beginning of year	25,370	25,370	25,367	(3)
Fund balances, end of year	\$ 25,370	\$ 25,370	\$ 25,367	\$ (3)

See accompanying notes to the other supplementary information.



**Ventura County Transportation Commission
Other Supplementary Information**

Major Proprietary Funds Financial Statements: These financial statements include a Statement of Net Position, a Statement of Revenues, Expenses, and Changes in Net Position which provide a more detailed level of financial information. Proprietary funds are used to account for activities that receive significant support from fees and charges for services. Proprietary funds are reported in the same way that all activities are reported in the Statement of Net Position and the Statement of Activities.

VCTC Intercity Fund: This business-type activity fund accounts for the operations associated with the regional bus services provided to Ventura County residents.

Valley Express Fund: This business-type activity fund accounts for the operations with the bus services provided to Ventura County residents within the Heritage Valley.



Ventura County Transportation Commission
Other Supplementary Information

**Ventura County Transportation Commission
Budgetary Comparison Schedule – Proprietary Fund
VCTC Intercity
For the Fiscal Year Ended June 30, 2022**

	Fiscal Year 2021/2022 Original Budget	Fiscal Year 2021/2022 Final Budget	Fiscal Year 2021/2022 Actual	Variance with Final budget Positive (Negative)
Operating Revenues:				
Passenger Fares	\$ 337,500	\$ 337,500	\$ 356,734	\$ 19,234
Route Guarantee	1,445,300	1,151,570	900,892	(250,678)
Total Operating Revenues	1,782,800	1,489,070	1,257,626	(231,444)
Operating Expenses:				
Salaries and benefits	280,500	280,500	122,199	158,301
General legal services	35,000	35,000	3,663	31,337
Professional services	165,000	165,000	125,764	39,236
Other	334,900	338,690	214,428	124,262
Contract Services	9,308,500	9,308,500	8,479,481	829,019
Depreciation	1,812,600	1,812,600	1,814,281	(1,681)
Total Operating Expenses	11,936,500	11,940,290	10,759,816	1,180,474
Operating Income(Loss)	(10,153,700)	(10,451,220)	(9,502,190)	949,030
Nonoperating Revenues:				
Federal grants	2,872,877	4,932,655	4,473,432	(459,223)
Local grants	35,000	35,000	35,000	-
Other	-	265,460	63,991	(201,469)
Interest income	-	-	2,542	2,542
Total Nonoperating Revenues	2,907,877	5,233,115	4,574,965	(658,150)
Income(Loss) before contributed capital and transfers	(7,245,823)	(5,218,105)	(4,927,225)	290,880
Transfers In(Out) (note 5)	5,433,223	3,405,505	3,044,562	(360,943)
Change in Net Position	(1,812,600)	(1,812,600)	(1,882,663)	(70,063)
Beginning of Fiscal Year	11,027,536	11,027,536	11,306,521	278,985
End of Fiscal Year	\$ 9,214,936	\$ 9,214,936	\$ 9,423,858	\$ 208,922

See accompanying notes to the other supplementary information.



Ventura County Transportation Commission
Other Supplementary Information

**Ventura County Transportation Commission
Budgetary Comparison Schedule – Proprietary Fund
Valley Express
For the Fiscal Year Ended June 30, 2022**

	Fiscal Year 2021/2022 Original Budget	Fiscal Year 2021/2022 Final Budget	Fiscal Year 2021/2022 Actual	Variance with Final budget Positive (Negative)
Operating Revenues:				
Passenger Fares	\$ 41,000	\$ 41,000	\$ 29,200	\$ (11,800)
Total Operating Revenues	41,000	41,000	29,200	(11,800)
Operating Expenses:				
Salaries and benefits	62,600	62,600	69,443	(6,843)
General legal services	12,000	12,000	6,315	5,684
Professional services	143,000	143,000	123,104	19,896
Other	79,600	79,600	49,667	29,933
Contract Services	1,765,100	1,765,100	1,439,636	325,464
Total Operating Expenses	2,062,300	2,062,300	1,688,165	374,134
Operating Income(Loss)	(2,021,300)	(2,021,300)	(1,658,965)	362,335
Nonoperating Revenues:				
Federal grants	982,100	982,100	944,639	(37,461)
Local Transportation Fund (LTF)	1,039,200	1,039,200	721,980	(317,220)
Total Nonoperating Revenues	2,021,300	2,021,300	1,666,619	(354,681)
Income(Loss) before contributed capital and transfers	-	-	7,654	7,654
Non-operating Expenses:				
Investment expense	-	-	7,654	7,654
Total Nonoperating Revenues	-	-	7,654	7,654
Change in Net Position	-	-	-	-
Beginning of Fiscal Year	-	-	-	-
End of Fiscal Year	\$ -	\$ -	\$ -	\$ -

See accompanying notes to the other supplementary information.



Notes to the Other Supplementary Information

Note 1. Budgetary Data

The annual budget serves the fiscal period from July 1 through June 30 and is a vehicle that accurately and openly communicates the Commission's priorities to the community, businesses, vendors, employees, and other public agencies. Also, the budget provides the foundation of financial planning by providing resource planning and controls that permit the evaluation and adjustment of the Commission's performance.

The Commission adopts a comprehensive annual budget for all the funds. Upon final adoption, the budget shall be in effect for the ensuing fiscal year. Budgets are prepared in accordance with generally accepted accounting principles using the accrual basis of accounting.

A preliminary budget document is prepared by Commission staff and first presented to the Commission's Finance Committee for review and approval. Once approved, the budget is presented to the full Commission for adoption. After the budget is adopted, staff has the on-going responsibility to monitor actual revenues and expenditures of the budget. Management has the discretion to transfer budgeted amounts that do not result in an increase in the overall budget. Amendments that result in an increase to the total expenditures at the fund level would require Commission approval and would be brought to the Commission in a formal agenda item. Budgeted amounts are as originally adopted, or as amended in accordance with prescribed procedures throughout the fiscal year. Supplemental budget appropriations were necessary during the year.

Appropriations lapse at the end of the fiscal year unless they are re-appropriated through the formal budget process.

Ventura County Transportation Commission
Other Supplementary Information

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STATISTICAL SECTION



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**Ventura County Transportation Commission
Statistical Section**

Statistical Section

This section of the Ventura County Transportation Commission's Comprehensive Annual Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the Commission's overall financial health. This information has not been audited by the independent auditor.

Contents:

Financial Trends

These schedules contain trend information to help the reader understand how the Commission's financial performance and well-being have changed over time.

Revenue Capacity

These schedules contain information to help the reader assess the Commission's most significant local revenue source, sales tax.

Demographic and Economic Information

These schedules offer demographic and economic indicators to help the reader understand the environment within which the Commission's financial activities take place.

Operating Information

These schedules contain service and infrastructure data to help the reader understand how the information in the Commission's financial report relates to the services the Commission provides and the activities it performs.



Ventura County Transportation Commission
Statistical Section

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Financial Trends



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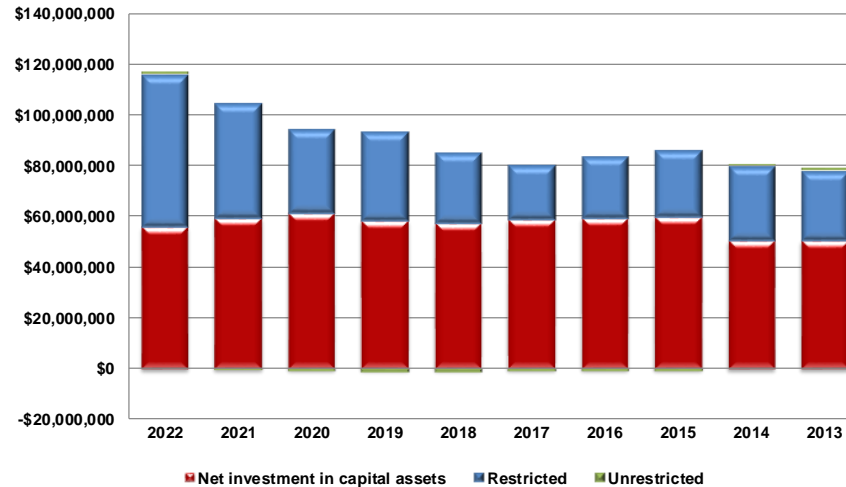
**Ventura County Transportation Commission
Statistical Section**

**Net Position by Component
Last Ten Fiscal Years**

	2022	2021	2020	2019	Fiscal Year		2016	2015	2014	2013
					2018	2017				
Governmental Activities:										
Net investment in capital assets	\$ 46,190,473	\$ 47,793,156	\$ 47,821,489	\$ 48,409,152	\$ 48,742,298	\$ 49,150,086	\$ 59,116,203	\$ 59,444,142	\$ 50,418,869	\$ 50,338,553
Restricted	60,002,174	45,630,116	33,336,199	35,869,346	28,233,039	21,680,879	24,807,391	26,733,576	29,266,276	27,849,939
Unrestricted	1,156,795	(234,474)	(1,240,284)	(1,384,064)	(1,433,735)	(1,310,863)	(1,229,891)	(1,006,558)	678,381	931,968
Total governmental activities net position	\$ 107,349,442	\$ 93,188,798	\$ 79,917,404	\$ 82,894,434	\$ 75,541,602	\$ 69,520,102	\$ 82,693,703	\$ 85,171,160	\$ 80,363,526	\$ 79,120,460
Business-type Activities:										
Net investment in capital assets	\$ 9,400,604	\$ 11,205,749	\$ 13,071,486	\$ 9,412,537	\$ 8,323,629	\$ 9,373,125	\$ -	\$ -	\$ -	\$ -
Restricted	23,254	100,772	-	-	-	-	-	-	-	-
Unrestricted	-	-	(166,450)	(118,770)	(133,379)	(87,747)	-	-	-	-
Total business-type activities net position	\$ 9,423,858	\$ 11,306,521	\$ 12,905,036	\$ 9,293,767	\$ 8,190,250	\$ 9,285,378	\$ -	\$ -	\$ -	\$ -
Primary government:										
Net investment in capital assets	\$ 55,591,077	\$ 58,998,905	\$ 60,892,975	\$ 57,821,689	\$ 57,065,927	\$ 58,523,211	\$ 59,116,203	\$ 59,444,142	\$ 50,418,869	\$ 50,338,553
Restricted	60,025,428	45,730,888	33,336,199	35,869,346	28,233,039	21,680,879	24,807,391	26,733,576	29,266,276	27,849,939
Unrestricted	1,156,795	(234,474)	(1,406,734)	(1,502,834)	(1,567,114)	(1,398,610)	(1,229,891)	(1,006,558)	678,381	931,968
Total primary government activities net position	\$ 116,773,300	\$ 104,495,319	\$ 92,822,440	\$ 92,188,201	\$ 83,731,852	\$ 78,805,480	\$ 82,693,703	\$ 85,171,160	\$ 80,363,526	\$ 79,120,460

GASB 68 implemented in 2015, GASB 75 implemented in 2018 and GASB 87 implemented in 2022. Prior year's information not restated.
Source: Ventura County Transportation Commission Finance Department.

Net Position by Component



Ventura County Transportation Commission
Statistical Section

**Changes in Net Position
Last Ten Fiscal Years**



Ventura County Transportation Commission Statistical Section

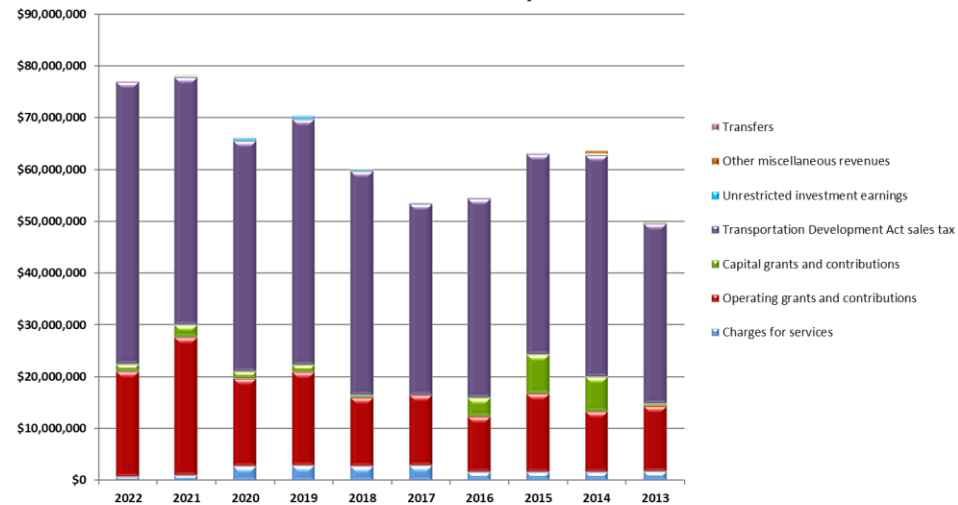
	Fiscal Year									
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Expenses										
Governmental activities:										
Commuter assistance	\$ 264,684	\$ 220,861	\$ 226,410	\$ 238,779	\$ 191,453	\$ 61,354	\$ 16,872	\$ 35,645	\$ 65,215	\$ 54,283
General government	2,480,446	4,257,407	3,789,586	3,284,884	3,385,624	3,526,219	3,722,332	3,710,719	3,666,862	3,206,934
Highways	3,731,846	4,953,643	5,812,163	3,000,459	385,116	561,319	961,504	587,948	593,920	597,348
Planning and Programming	6,094,931	7,028,282	7,681,693	6,230,382	4,173,975	4,446,225	4,565,821	4,631,468	17,783,779	10,655,680
Rail	7,152,443	5,337,151	5,074,356	4,691,330	3,911,208	6,594,505	5,221,916	3,614,184	3,880,448	3,557,084
Transit and transportation	32,454,260	33,569,615	30,504,098	31,759,935	30,751,007	30,502,299	42,455,672	44,019,073	36,382,466	29,721,057
Total governmental activities expenses	52,178,610	55,366,959	53,088,306	49,205,769	42,798,383	45,691,921	56,944,117	56,599,037	62,372,690	47,792,386
Business-type activities:										
VCTC Intercity	10,759,816	9,520,476	10,572,618	10,993,096	10,208,470	10,138,496	-	-	-	-
Valley Express	1,695,819	1,511,657	1,679,394	1,685,580	1,688,129	1,577,117	-	-	-	-
Total business-type activities expenses	12,455,635	11,032,133	12,252,012	12,678,676	11,896,599	11,715,613	-	-	-	-
Total primary government expenses	64,634,245	66,399,092	65,340,318	61,884,445	54,694,982	57,407,534	56,944,117	56,599,037	62,372,690	47,792,386
Program revenues:										
Governmental activities:										
Charges for services:										
General government	-	-	-	-	-	-	-	-	-	30,000
Highways	-	-	-	-	3,797	-	-	-	-	-
Planning and Programming	1,000	3,225	500	-	-	500	3,450	-	500	-
Rail	367,288	349,352	344,697	392,256	442,540	355,080	277,741	292,600	308,070	331,041
Transit and transportation	-	-	44,928	-	-	-	1,400,738	1,365,956	1,388,217	1,419,494
Operating grants and contributions	13,322,748	18,504,953	12,924,310	11,113,869	7,630,891	7,350,668	10,703,637	15,177,389	11,653,613	12,644,310
Capital grants and contributions	1,285,243	2,283,279	1,316,844	1,356,834	374,498	-	3,612,756	7,534,382	6,761,699	511,399
Total governmental activities program revenues	14,976,279	21,140,809	14,631,279	12,862,959	8,451,726	7,706,248	15,998,322	24,370,327	20,112,099	14,936,244
Business-type activities:										
Charges for services transit	420,934	753,815	2,379,855	2,590,510	2,399,120	2,634,588	-	-	-	-
Operating grants and contributions	7,031,808	8,100,582	4,058,871	6,907,710	5,538,914	6,170,768	-	-	-	-
Capital grants and contributions	9,135	-	-	-	188,189	-	-	-	-	-
Total business-type activities revenues	7,461,877	8,854,397	6,438,726	9,498,220	8,126,223	8,805,356	-	-	-	-
Total primary government revenues	22,438,156	29,995,206	21,070,005	22,361,179	16,577,949	16,511,604	15,998,322	24,370,327	20,112,099	14,936,244
Net primary government revenues/(expenses)										
Governmental activities	(37,202,331)	(34,226,150)	(38,457,027)	(36,342,810)	(34,346,657)	(37,985,673)	(40,945,795)	(32,228,710)	(42,260,591)	(32,856,142)
Business-type activities	(4,993,758)	(2,177,736)	(5,813,286)	(3,180,456)	(3,770,376)	(2,910,257)	-	-	-	-
Total net primary government revenues/(expenses)	(42,196,089)	(36,403,886)	(44,270,313)	(39,523,266)	(38,117,033)	(40,895,930)	(40,945,795)	(32,228,710)	(42,260,591)	(32,856,142)
General revenues and other changes in net position:										
Governmental activities:										
Transportation Development Act sales tax	54,379,213	47,751,367	44,399,557	47,227,802	43,111,953	36,885,745	38,344,885	38,597,004	42,629,270	34,608,784
Investment earnings	1,540	37,639	462,992	717,899	259,523	120,592	117,858	90,429	74,862	38,516
Other miscellaneous revenues	3,739	59,729	2,255	1,061	1,281	788	5,595	6,443	799,525	215,023
Transfers	(3,044,562)	(351,191)	(9,384,807)	(4,251,120)	(2,884,461)	(3,218,347)	-	-	-	-
Contributions capital, net	-	-	-	-	188,189	(8,976,706)	-	-	-	-
Total governmental activities general revenues	51,339,930	47,497,544	35,479,997	43,695,642	40,676,485	24,812,072	38,468,338	38,693,876	43,503,657	34,862,323
Business-type activities:										
Investment earnings	2,542	564	23,364	32,853	1,468	582	-	-	-	-
Other miscellaneous revenues	63,991	227,466	16,384	-	-	-	-	-	-	-
Transfers	3,044,562	351,191	9,384,807	4,251,120	2,884,461	3,218,347	-	-	-	-
Contributions capital, net	-	-	-	-	(188,189)	8,976,706	-	-	-	-
Total business-type activities general revenues	3,111,095	579,221	9,424,555	4,283,973	2,697,740	12,195,635	-	-	-	-
Total primary government general revenues	54,451,025	48,076,765	44,904,552	47,979,615	43,374,225	37,007,707	38,468,338	38,693,876	43,503,657	34,862,323
Changes in net position:										
Governmental activities	14,137,599	13,271,394	(2,977,030)	7,352,832	6,329,828	(13,173,601)	(2,477,457)	6,465,166	1,243,066	2,006,181
Business-type activities	(1,882,663)	(1,598,515)	3,611,269	1,103,517	(1,072,636)	9,285,378	-	-	-	-
Total primary government changes in net position	\$ 12,254,936	\$ 11,672,879	\$ 634,239	\$ 8,456,349	\$ 5,257,192	\$ (3,888,223)	\$ (2,477,457)	\$ 6,465,166	\$ 1,243,066	\$ 2,006,181

GASB 68 implemented in 2015, GASB 75 implemented in 2018 and GASB 87 implemented in 2022. Prior year's information not restated.
Source: Ventura County Transportation Commission Finance Department.

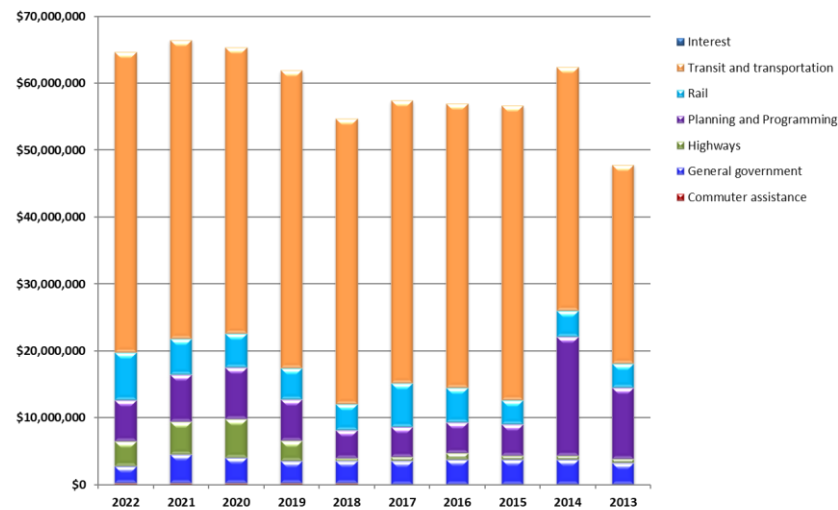


Ventura County Transportation Commission Statistical Section

Revenues by Source



Expenses by Function



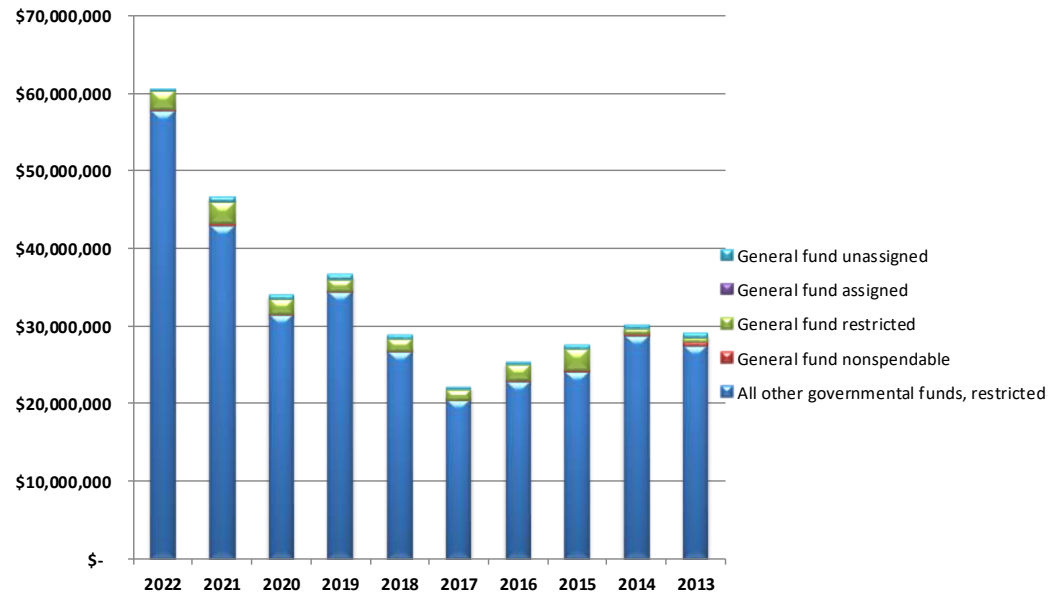
**Ventura County Transportation Commission
Statistical Section**

**Fund Balances of Governmental Funds
Last Ten Fiscal Years**

	Fiscal Year									
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
General Fund:										
Nonspendable	\$ 208,584	\$ 303,897	\$ 138,504	\$ 99,163	\$ 96,681	\$ 48,230	\$ 165,959	\$ 311,840	\$ 375,386	\$ 524,229
Restricted	2,369,294	2,650,683	1,913,578	1,564,268	1,552,567	1,283,972	1,994,084	2,737,833	676,575	524,229
Unassigned	327,793	680,155	546,665	633,736	475,407	291,854	318,444	487,640	441,450	544,159
Total General Fund	\$ 2,905,671	\$ 3,634,735	\$ 2,598,747	\$ 2,297,167	\$ 2,124,655	\$ 1,624,056	\$ 2,478,487	\$ 3,537,313	\$ 1,493,411	\$ 1,592,617
All other governmental funds:										
Restricted	\$57,632,880	\$42,979,433	\$31,422,621	\$34,305,078	\$26,680,472	\$20,396,907	\$22,813,307	\$23,995,743	\$28,589,701	\$27,325,710
Total all other governmental funds	\$57,632,880	\$42,979,433	\$31,422,621	\$34,305,078	\$26,680,472	\$20,396,907	\$22,813,307	\$23,995,743	\$28,589,701	\$27,325,710

Source: Ventura County Transportation Commission Finance Department.

Fund Balances of Governmental Funds



**Ventura County Transportation Commission
Statistical Section**

**Changes in Fund Balances of Governmental Funds
Last Ten Fiscal Years**

	Fiscal Year									
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Revenues										
Sales taxes	\$54,379,213	\$47,751,367	\$44,399,557	\$47,227,802	\$43,111,953	\$36,885,745	\$38,344,885	\$38,597,004	\$42,629,270	\$34,608,784
Vehicle registration user fees	808,250	829,696	806,744	817,104	802,797	800,633	784,953	766,387	761,141	744,145
Intergovernmental	13,799,741	19,958,536	13,434,410	11,653,599	7,202,592	6,550,035	13,502,016	21,929,983	17,644,600	12,407,378
Charges for services	368,288	352,577	390,125	392,256	446,337	355,580	1,681,929	1,658,556	1,696,787	1,780,535
Investment income	1,540	37,639	462,992	717,899	259,523	120,592	147,282	105,830	84,432	42,702
Other revenue	3,739	59,729	2,255	1,061	1,281	788	5,595	6,443	231,448	10,781
Total revenues	69,360,771	68,989,544	59,496,083	60,809,721	51,824,483	44,713,373	54,466,660	63,064,203	63,047,678	49,594,325
Expenditures										
Current:										
General Government	4,017,860	5,308,690	3,604,122	3,429,243	3,128,782	3,587,162	4,023,019	3,756,577	3,666,206	3,219,917
Programs:										
Commuter assistance	264,684	220,861	226,410	238,779	191,453	61,354	16,872	35,645	65,215	54,283
Highways	3,731,846	4,953,643	5,812,163	3,000,459	382,883	452,220	842,600	453,286	448,028	450,763
Planning and programming	6,094,931	7,028,282	7,681,693	6,230,382	4,173,975	4,446,225	4,565,821	4,631,468	16,215,526	10,655,680
Rail	6,571,543	4,740,091	4,493,314	4,115,890	3,337,044	6,020,341	4,647,409	3,039,809	3,545,504	2,985,311
Transit and specialized transportation	31,530,687	33,793,986	30,874,451	31,746,730	30,941,721	30,189,555	42,612,201	53,697,474	37,942,414	29,479,736
Debt service:										
Principal payment	163,593	-	-	-	-	-	-	-	-	-
Interest and other fiscal charges	16,682	-	-	-	-	-	-	-	-	-
Bond issuance costs	-	-	-	-	-	-	-	-	-	-
Total expenditures	52,391,826	56,045,553	52,692,153	48,761,483	42,155,858	44,756,857	56,707,922	65,614,259	61,882,893	46,845,690
Excess (deficiency) of revenues and expenditures	16,968,945	12,943,991	6,803,930	12,048,238	9,668,625	(43,484)	(2,241,262)	(2,550,056)	1,164,785	2,748,635
Other financing sources (uses):										
Transfers in	7,755,511	8,200,223	9,089,892	5,522,390	5,006,976	6,784,575	9,403,841	11,020,988	7,737,555	4,474,242
Transfers out	(10,800,073)	(8,551,414)	(18,474,699)	(9,773,510)	(7,891,437)	(10,002,922)	(9,403,841)	(11,020,988)	(7,737,555)	(4,474,242)
Contributed capital, net	-	-	-	-	-	(9,000)	-	-	-	-
Refunding bonds issued	-	-	-	-	-	-	-	-	-	-
Payment to refunded bond escrow agent	-	-	-	-	-	-	-	-	-	-
Discounts on revenue bond	-	-	-	-	-	-	-	-	-	-
Sale of capital assets	-	-	-	-	-	-	-	-	-	204,242
Total other financing sources	(3,044,562)	(351,191)	(9,384,807)	(4,251,120)	(2,884,461)	(3,227,347)	-	-	-	204,242
Net change in fund balances	\$13,924,383	\$12,592,800	\$ (2,580,877)	\$ 7,797,118	\$ 6,784,164	\$ (3,270,831)	\$ (2,241,262)	\$ (2,550,056)	\$ 1,164,785	\$ 2,952,877
Debt service as a percentage of noncapital expenditure:	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Source: Ventura County Transportation Commission Finance Department.



Ventura County Transportation Commission
Statistical Section

**Ratios of Outstanding Debt by Type
Last Ten Fiscal Years**

Governmental					
Fiscal Year	Right to use Lease ¹	Total Outstanding Debt	Percentage of Personal Income ²	Population ³	Debt per Capita ⁴
2022	\$ 628,887	\$ 628,887	**	**	**

* Fiscal Year 2022 was the first year of Right to use Lease debt (the only debt for VCTC); therefore, only on year of debt is shown.

** Data is unavailable.

Sources:

¹ Right to use lease is for VCTC office space

² Personal Income is disclosed on Demographic and Economic Statistics table

³ California Department of Finance, Demographic Research Unit, most current information available is 2021.

⁴ Debt per Capital is Total Outstanding Debt divided by Population.



Revenue Capacity



Ventura County Transportation Commission
Statistical Section

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**Ventura County Transportation Commission
Statistical Section**

**Sources of County of Ventura Taxable Sales by Business Type
Last Ten Fiscal Years
(In Thousands)**

Sources	Calendar Year									
	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Motor vehicle & parts dealers	\$ 2,631,821	\$ 2,178,154	\$ 2,210,474	\$ 2,232,770	\$ 2,303,096	\$ 2,219,586	\$ 2,164,303	\$ 1,985,028	\$ 1,838,611	\$ 1,711,680
Home furnishings & appliance stores	716,186	551,777	512,837	594,961	573,488	553,807	536,773	497,577	479,315	460,407
Building materials	1,223,712	1,069,181	934,966	911,005	844,236	780,831	774,857	718,975	684,286	641,660
Food & beverage stores	771,318	756,745	704,400	687,283	647,962	612,455	627,856	586,114	573,416	548,619
Gasoline stations	1,131,534	748,734	1,098,983	1,085,834	945,053	918,266	997,950	1,175,226	1,208,107	1,248,682
Clothing & accessories stores	1,001,272	704,392	1,013,617	1,005,545	977,483	979,664	939,280	917,802	907,629	863,178
General merchandise stores	1,290,885	1,127,733	1,185,402	1,154,120	1,136,542	1,020,719	1,036,798	1,136,469	1,136,487	1,112,454
Food services & drinking places	1,773,096	1,337,815	1,682,963	1,581,533	1,570,033	1,492,702	1,434,389	1,331,182	1,250,941	1,193,290
Other retail group	2,051,943	2,045,836	1,357,868	1,225,866	1,203,494	1,196,850	1,103,164	1,052,680	1,022,645	920,038
All other outlets	4,738,870	3,861,269	4,078,081	3,833,350	3,799,308	3,971,070	4,168,976	3,965,575	3,722,859	3,258,250
Total Taxable Sales	\$ 17,330,637	\$14,381,636	\$14,779,591	\$14,312,267	\$14,000,695	\$13,745,950	\$13,784,346	\$13,366,628	\$12,824,296	\$11,958,258

Local transportation fund tax	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%
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Source:

California Department of Tax and Fee Administration (CDTFA), Taxable Sales in California Report - Most current data available is 2017 - 2021

California State Board of Equalization, Taxable Sales in California Report - Data is from 2010-2017

Some categories from 2014 and previous years are restated to align with new California Board of Equalization (BOE) format.



Ventura County Transportation Commission
Statistical Section

Direct and Overlapping Sales Tax Rates
Last Ten Fiscal Years

Fiscal Year	Transportation Development Act	
	(TDA) Direct Rate	County of Ventura
2022	0.25%	7.25%
2021	0.25%	7.25%
2020	0.25%	7.25%
2019	0.25%	7.25%
2018	0.25%	7.25%
2017	0.25%	7.25%
2016	0.25%	7.50%
2015	0.25%	7.50%
2014	0.25%	7.50%
2013	0.25%	7.50%

The Ventura County Transportation Commission apportions the TDA sales tax revenue to the eligible cities and Gold Coast Transit District. Ventura County does not have a local transportation sales tax.

Source: California State Board of Equalization



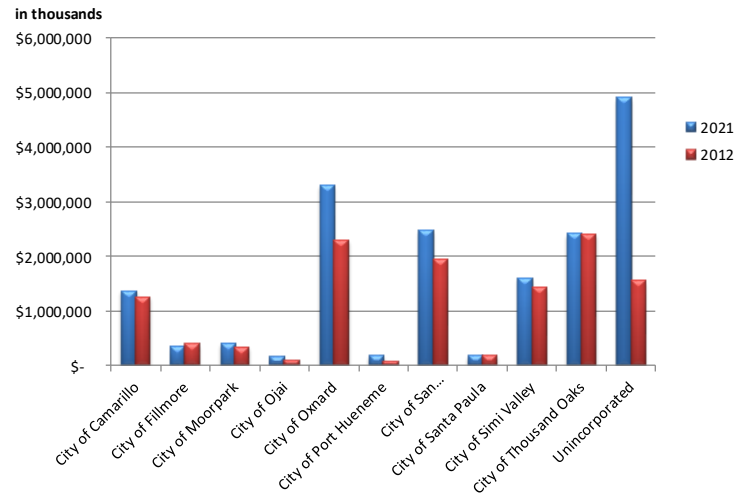
**Ventura County Transportation Commission
Statistical Section**

**Principal Taxable Sales Generation by City
Current Year and Nine Years Ago**

	2021			2012		
	Taxable Sales (in thousands)	Rank	Percentage of Total	Taxable Sales (in thousands)	Rank	Percentage of Total
City of Camarillo	\$ 1,371,284	6	7.9%	\$ 1,253,976	6	10.5%
City of Fillmore	353,029	8	2.0%	393,045	7	3.3%
City of Moorpark	401,393	7	2.3%	334,979	8	2.8%
City of Ojai	160,917	11	0.9%	101,440	10	0.8%
City of Oxnard	3,292,891	2	19.0%	2,290,589	2	19.2%
City of Port Hueneme	186,444	10	1.1%	81,794	11	0.7%
City of San Buenaventura	2,471,828	3	14.3%	1,941,328	3	16.2%
City of Santa Paula	190,715	9	1.1%	196,383	9	1.6%
City of Simi Valley	1,592,860	5	9.2%	1,427,300	5	11.9%
City of Thousand Oaks	2,416,109	4	13.9%	2,401,878	1	20.1%
Incorporated	12,437,470		71.8%	10,422,712		87.2%
Unincorporated	4,893,167	1	28.2%	1,535,548	4	12.8%
Countywide	17,330,637		100.0%	11,958,260		100.0%
California	\$ 862,712,178			\$ 558,387,250		

Source: California Department of Tax and Fee Administration (CDTFA), Taxable Sales in California Report. Most current data available is 2021

Taxable Sales by City



Ventura County Transportation Commission
Statistical Section

**General Governmental Tax Revenues by Source
Last Ten Fiscal Years
(Modified accrual)**

Fiscal Year	Transportation Development Act (TDA) Local Transportation Fund (LTF)	Transportation Development Act (TDA) State Transit Assistance (STA)
2022	\$45,616,382	\$8,762,831
2021	41,042,513	6,708,854
2020	36,011,764	8,387,793
2019	37,573,554	9,654,248
2018	35,444,892	7,667,061
2017	33,580,379	3,305,366
2016	34,601,613	3,743,885
2015	33,844,974	4,752,030
2014	37,506,271	5,122,999
2013	29,581,810	5,026,974

Tax Type: 1/4 cent General Sales Tax Gas & Diesel Sale Tax
Source: Ventura County Transportation Commission Finance Department.



Demographic and Economic Information



Ventura County Transportation Commission
Statistical Section

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**Ventura County Transportation Commission
Statistical Section**

**Demographic and Economic Statistics for the County of Ventura
Last Ten Fiscal Years**

Calendar Year	Population ¹	Personal Income (in thousands) ²	Per Capita Personal Income ²	Unemployment Rate ³
2021	833,652	*	*	6.2%
2020	835,223	56,728,142	67,422	8.6%
2019	842,886	54,749,053	64,715	3.6%
2018	856,598	52,515,048	61,307	3.8%
2017	859,073	50,550,958	58,844	4.5%
2016	857,386	47,397,620	55,282	5.2%
2015	856,508	46,060,353	53,777	5.7%
2014	848,073	42,651,306	50,292	6.7%
2013	842,967	42,406,474	50,306	7.8%
2012	835,436	40,826,909	48,869	9.0%

* Data is unavailable.

Sources:

¹ California Department of Finance, Demographic Research Unit

² U.S Bureau of Economic Analysis, most current information available is 2020.

³ California Employment Development Department, Labor Market Information Division



**Ventura County Transportation Commission
Statistical Section**

**Principal Employers
Current Year and Nine Years Ago**

Employer	2021 ¹			2012 ²		
	Employees	Rank	Percentage of Total County Employment ³	Employees	Rank	Percentage of Total County Employment
United States Naval Base	19,000	1	4.96%	17,000	1	5.80%
County of Ventura ⁴	9,146	2	2.39%	8,431	2	2.88%
Amgen, Inc.	5,400	3	1.41%	5,995	3	2.05%
Bank of America	3,000	4	0.78%	*	*	*
Anthem Inc. (previously Wellpoint Inc.)	2,500	5	0.65%	3,033	4	1.03%
Simi Valley Unified School District	2,500	5	0.65%	2,250	5	0.77%
Conejo Valley Unified School District	2,100	7	0.55%	2,004	7	0.68%
Community Memorial Hospital	2,000	8	0.52%	2,006	6	0.68%
Ventura County Community College District	1,777	9	0.46%	1,682	9	0.57%
California Lutheran University	1,550	10	0.40%	*	*	*
	<u>48,973</u>		<u>12.77%</u>	<u>42,401</u>		<u>14.46%</u>

* Data unavailable.

Source:

¹ 2021 The List, Ventura County Employers, Pacific Coast Business Times, September 24-30, 2021.

² 2012 Ventura County Real Estate and Economic Outlook as of January, 2012

³ Employment Development Department, State of California, June 2021 Ventura County, retrieved from <https://www.labormarketinfo.edd.ca.gov/data/interactive-labor-market-data-tools.html>, updated 11/22/2021

⁴ 2021 Ventura County actual payroll employee count as of June 30, 2021



Ventura County Transportation Commission
Statistical Section

**Full-Time Equivalent Employees by Function
Last Ten Fiscal Years**

Programs	Fiscal Year									
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
General government	7.3	6.6	5.9	6.3	6.1	6.2	5.5	4.8	4.3	5.2
Planning and Programming	5.6	6.4	5.7	5.4	5.0	5.3	6.0	5.0	4.0	4.4
Commuter assistance	1.4	1.7	1.6	1.5	1.7	2.4	2.3	3.2	2.4	2.8
Rail	0.8	1.2	0.9	0.9	0.9	0.8	0.9	0.8	1.0	1.0
Highways	0.3	0.5	0.5	0.4	0.3	0.2	0.1	0.1	0.1	0.1
Transit and specialized transportation	4.4	4.7	5.3	5.7	5.4	4.5	5.6	4.9	4.2	4.0
Total Full-time equivalent	19.8	21.1	19.9	20.2	19.4	19.4	20.4	18.8	16.0	17.5

Source: Ventura County Transportation Commission Finance Department.



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Operating Information



Ventura County Transportation Commission
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**Ventura County Transportation Commission
Statistical Section**

**Operating Indicators by Function
Last Ten Fiscal Years**

	Fiscal Year									
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Transit and Specialized Transportation Program										
Bus Transit Operations										
Ridership¹:										
VCTC Intercity	310,050	219,421	507,268	646,880	639,516	715,098	786,761	782,381	783,001	843,806
Valley Express	55,832	33,838	65,319	89,296	83,391	97,812	128,481	151,618	189,645	209,299
Farebox recovery ratio^{1&4}:										
VCTC Intercity (VISTA 2015-2017 combined)	20.00%	10.28%	28.56%	27.76%	31.53%	33.13%	26.00%	21.07%	23.00%	29.00%
Valley Express (VISTA 2015-2017 combined)	12.45%	0.00%	11.26%	14.38%	11.80%	6.93%	6.53%	¹	¹	¹
Bus Passes^{2&3}:										
GoVentura Pass Sales Volume								5,112	6,155	5,974
GoVentura Pass Sales Amount								\$ 198,854	\$ 232,806	\$ 217,047
GoVentura Pass Boardings								149,551	172,413	164,871
GoVentura E-Purse Sales Volume								5,390	6,761	5,863
GoVentura E-Purse Sales Amount								\$ 236,791	\$ 298,653	\$ 261,716
GoVentura E-Purse Boardings								128,977	155,702	131,306
VCTC 31-Day Pass Sales Volume	807	41	2,604	3,478	4,038	3,863	3,240	665		
VCTC 31-Day Pass Sales Amount	\$ 37,010	\$ 3,030	\$ 154,620	\$ 196,375	\$ 217,899	\$ 215,295	\$ 206,023	\$ 49,635		
VCTC 31-Day Pass Boardings	9,013	-	33,854	47,444	52,321	57,461	58,553	1,381		
VCTC 10-Trip Pass Sales Volume	-	180	5,876	9,608	11,332	13,162	13,243	2,015		
VCTC 10-Trip Pass Sales Amount	\$ -	\$ 6,029	\$ 158,714	\$ 236,241	\$ 253,664	\$ 299,148	\$ 307,208	\$ 43,838		
VCTC 10-Trip Pass Boardings	4,594	-	54,716	88,026	99,551	123,570	121,111	7,735		
Single Ride Pass Sales Volume	10,360	1,300	45,968	34,470	36,652	36,964	21,346			
Single Ride Pass Sales Amount	\$ 9,401	\$ 1,625	\$ 40,183	\$ 33,468	\$ 36,094	\$ 37,658	\$ 21,908			
Single Ride Pass Boarding	5,093	-	15,595	6,636	6,532	7,798	6,991			
VCTC College Ride Volume	40,610	-	391,343	427,017						
VCTC College Ride Amount	\$ 34,654	\$ -	\$ 430,477	\$ 469,719						
Valley Express Pass Sales Volume	1,556	-	595	1,561	1,501	1,696	1,942	271		
Valley Express Pass Sales Amount	\$ 15,066	\$ -	\$ 12,570	\$ 34,415	\$ 31,365	\$ 33,115	\$ 36,970	\$ 3,450		
Valley Express Pass Boardings	11,687	-	20,122	31,430	28,214	30,372	38,071	4,320		
Valley Express College Ride Volume	221	-	2,811	687						
Valley Express College Ride Amount	\$ 210	\$ -	\$ 3,092	\$ 756						
Stored Value Pass Sales Amount	\$ 96,984	\$ 2,935								



**Ventura County Transportation Commission
Statistical Section**

**Operating Indicators by Function
Last Ten Fiscal Years**

	Fiscal Year									
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Transit and Specialized Transportation Program										
Senior and Disabled:										
Telephone Information	7,880	5,824	6,281	8,607	11,419	12,208	13,709	16,844	16,557	4,858
Applications Received	1,949	1,446	1,405	1,502	1,407	1,389	1,519	1,558	1,254	1,114
Certifications Issued	1,848	1,415	1,369	1,410	1,310	1,246	1,314	1,116	794	803
Applicant Interviews	148	808	239	266	322	399	479	922	661	643
Functional Assessments	-	-	172	223	248	312	370	414	390	444
Highway Program										
Motorist Assistance:										
Callboxes	428	428	428	428	428	429	564	564	564	564
Calls made	1,303	1,137	1,209	2,176	2,256	2,865	2,565	3,046	2,792	3,326
Freeway Service Patrol ⁵:										
Beat 101-1 VC/LA Co. Border to Camarillo Springs Rd	1,476	608								
Beat 101-2 Camarillo Springs Rd. to Rice Ave.	1,175	344								
Beat 118-1 VC/LA County Border to SR23	1,480	144								
Rail Program										
Commuter Rail Operations Metrolink Ventura Line:										
Train miles	200,016	109,345	227,992	252,772	246,334	285,343	247,204	247,054	286,850	250,976
Passenger Boardings	257,587	127,413	854,611	1,097,325	1,087,227	1,085,453	1,029,351	1,015,242	1,061,161	1,024,464
Farebox recovery ratio	5.50%	2.90%	20.50%	21.70%	21.10%	22.20%	25.30%	27.60%	28.80%	33.70%
Commuter Assistance										
Rideshare Programs:										
Surveys Processed	12,141	14,310	10,376	17,940	9,489	14,255	18,308	14,556	11,808	24,575
Rideguides produced	1,536	1,739	2,007	2,344	1,405	1,876	1,785	2,648	2,759	2,867
GRH registered patrons	35,477	30,256	31,378	33,028	29,982	27,647	28,094	30,173	30,082	31,023
GRH Usage	-	-	3	6	27	29	47	53	46	69
Transit Information Center:										
Telephone Assistance	6,899	15,985	28,118	30,364	30,962	35,304	48,523	47,787	34,060	34,107
In-Person Assistance	n/a	n/a	1,966	3,434	3,975	3,956	4,178	4,508	4,304	3,691

¹ The VISTA service was split and rebranded into VCTC Intercity and Valley Express in May 2014. Beginning in Fiscal Year 2014/2015 the Farebox Recovery Ratio is combined by service

² The GoVentura Smartcard pass was discontinued in Fiscal Year 2014/2015; GFI Pass sales began in May 2015, Valley Express pass sales in March 2015, Stored value in June 2021

³ College Ride program started in FY2018/2019

⁴ Fares not collected in FY 2020/2021 due to COVID-19 pandemic; therefore, no pass boarding. However, pass sales continued at the request of customers.

⁵ Freeway Service Patrol started on March 1, 2021 for Beat 101-1, April 6, 2021 for Beat 101-2, and June 1, 2021 for Beat 118-1

Source: Ventura County Transportation Departments and SCRRA.



Ventura County Transportation Commission
Statistical Section

**Capital Asset Statistics by Function
Last Ten Fiscal Years**

	Fiscal Year									
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Commuter Rail Operations:										
Buildings	1	1	1	1	1	1	1	1	1	1
Acres of commuter rail land and easements	558	558	558	558	558	558	558	558	558	558
Stations and platforms	4	4	4	4	4	4	4	4	4	4
Motorist Assistance:										
Callboxes	428	428	428	428	428	429	564	564	564	564

Source: Ventura County Transportation Departments.

