



CITY OF MOORPARK, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT LOCAL
TRANSPORTATION FUND ARTICLE 8, SECTION 99400 (c)
PUBLIC UTILITIES CODE

FISCAL YEARS ENDED JUNE 30, 2022 AND JUNE 2021

FINANCIAL STATEMENTS

Focused
on YOU



CITY OF MOORPARK, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND
ARTICLE 8, SECTION 99400(c) PUBLIC UTILITIES CODE
FINANCIAL STATEMENTS
FISCAL YEARS ENDED JUNE 30, 2022 AND 2021

CITY OF MOORPARK, CALIFORNIA
TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND
ARTICLE 8, SECTION 99400(c) PUBLIC UTILITIES CODE

FINANCIAL STATEMENTS

FISCAL YEARS ENDED JUNE 30, 2022 AND 2021

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INDEPENDENT AUDITORS' REPORT

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

Report on the Financial Statements

Opinions

We have audited the accompanying financial statements of the Transportation Development Act ("TDA") Article 8, Section 99400 (c) Fund ("TDA Fund") of the City of Moorpark, California, (the "City") as of and for the years ended June 30, 2022 and 2021 and the related notes to the financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the TDA fund of the City as of June 30, 2022 and 2021, and the changes in financial position for the years 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. 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 City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter

As discussed in Note 1, the financial statements present only the TDA Fund of the City and do not purport to, and do not, present fairly the financial position of the City, as of June 30, 2022 and 2021, the changes in financial position, or, where applicable, its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; 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 City's ability to continue as a going concern for twelve months beyond the financial statements.





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

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 opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with 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 City'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 City'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.

Other Reporting Responsibilities

Our audit was conducted for the purpose of forming opinions on the financial statements of the TDA fund of the City. The Schedule of Expenses by Functional Categories listed as supplemental data in the table of contents is 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 financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Expenses by Functional Categories is fairly stated, in all material respects in relation to the basic financial statements as a whole.



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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 16, 2022 on our consideration of the City's internal control over the TDA Fund's 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 City's internal control over the TDA Fund's financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over the TDA Fund's financial reporting and compliance.

Lance, Soll & Lughard, LLP

Brea, California
December 16, 2022

CITY OF MOORPARK, CALIFORNIA

TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND
ARTICLE 8, SECTION 99400(c) PUBLIC UTILITIES CODE

COMPARATIVE STATEMENT OF NET POSITION

JUNE 30, 2022 AND 2021

	<u>2022</u>	<u>2021</u>
Assets:		
Current Assets:		
Cash and investments (Note 3)	\$ 785,759	\$ 316,091
Accounts receivable	419,823	543,670
Total Current Assets	<u>1,205,582</u>	<u>859,761</u>
Noncurrent Assets:		
Capital assets (Note 4):		
Property and equipment, at cost	2,503,297	2,503,297
Less: accumulated depreciation	<u>(2,166,609)</u>	<u>(2,067,095)</u>
Total Noncurrent Assets	<u>336,688</u>	<u>436,202</u>
Total Assets	<u>1,542,270</u>	<u>1,295,963</u>
Liabilities:		
Current Liabilities:		
Accounts payable	277,941	102,518
Accrued liabilities	169,242	153,534
Total Current Liabilities	<u>447,183</u>	<u>256,052</u>
Total Liabilities	<u>447,183</u>	<u>256,052</u>
Net Position:		
Invested in Capital Assets (Note 4)	336,688	436,202
Unrestricted	758,399	603,709
Total Net Position	<u>\$ 1,095,087</u>	<u>\$ 1,039,911</u>

See Accompanying Notes to the Financial Statements.

CITY OF MOORPARK, CALIFORNIA

TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND
ARTICLE 8, SECTION 99400(c) PUBLIC UTILITIES CODE

COMPARATIVE STATEMENT OF REVENUES, EXPENSES, AND
CHANGES IN FUND NET POSITION

FOR THE FISCAL YEARS ENDED JUNE 30, 2022 AND 2021

	<u>2022</u>	<u>2021</u>
Operating Revenues:		
Passenger fares for transit services	\$ 8,755	\$ 73
Total Operating Revenues	<u>8,755</u>	<u>73</u>
Operating Expenses:		
Operations	1,683,048	1,334,569
Depreciation expense (Note 4)	99,514	120,661
Total Operating Expenses	<u>1,782,562</u>	<u>1,455,230</u>
Operating Income (Loss)	<u>(1,773,807)</u>	<u>(1,455,157)</u>
Non-Operating Revenues:		
Local transportation allocation, article 8(c)	1,213,438	536,594
FTA federal grants	638,328	1,125,584
Other nonoperating	-	3,458
Interest income	(22,783)	2,940
Total Non-Operating Revenues	<u>1,828,983</u>	<u>1,668,576</u>
Change in Net Position	55,176	213,419
Net Position - Beginning, Restated	1,039,911	826,492
Net Position - Ending	<u>\$ 1,095,087</u>	<u>\$ 1,039,911</u>

See Accompanying Notes to the Financial Statements.

CITY OF MOORPARK, CALIFORNIA

TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND
ARTICLE 8, SECTION 99400(c) PUBLIC UTILITIES CODE

COMPARATIVE STATEMENT OF CASH FLOWS

FOR THE FISCAL YEARS ENDED JUNE 30, 2022 AND 2021

	<u>2022</u>	<u>2021</u>
Cash Flows from Operating Activities:		
Cash received from passenger fares	\$ 8,755	\$ 73
Cash paid for operating costs, net of support	<u>(1,491,917)</u>	<u>(1,416,237)</u>
Net Cash (Used for) Operating Activities	<u>(1,483,162)</u>	<u>(1,416,164)</u>
Cash Flows from Non-Capital Financing Activities:		
Cash received from local transportation fund, article 8(c)	1,337,285	763,670
Other receipts	-	3,458
Cash received from FTA federal grants	<u>638,328</u>	<u>901,674</u>
Net Cash Provided by Non-Capital Financing Activities	<u>1,975,613</u>	<u>1,668,802</u>
Cash Flows from Investing Activities:		
Cash received from interest on investments	<u>(22,783)</u>	2,940
Net Cash Provided by Investing Activities	<u>(22,783)</u>	<u>2,940</u>
Net Increase (Decrease) in Cash and Investments	469,668	255,578
Cash and Investments, Beginning of Year	<u>316,091</u>	<u>60,513</u>
Cash and Investments, End of Year	<u>\$ 785,759</u>	<u>\$ 316,091</u>

See Accompanying Notes to the Financial Statements.

CITY OF MOORPARK, CALIFORNIA

TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND
ARTICLE 8, SECTION 99400(c) PUBLIC UTILITIES CODE

COMPARATIVE STATEMENT OF CASH FLOWS

FOR THE FISCAL YEARS ENDED JUNE 30, 2022 AND 2021

	<u>2022</u>	<u>2021</u>
Reconciliation of Operating Loss to Net Cash (Used for) Operating Activities:		
Operating Loss	\$ (1,773,807)	\$ (1,455,157)
Adjustments to Reconcile Operating Income (Loss) to Net Cash Provided by (Used for) Operating Activities:		
Depreciation expense	99,514	120,661
Changes in operating assets and liabilities:		
Increase/(decrease) in accounts payable	175,423	(31,811)
Increase/(decrease) in accrued liabilities	15,708	(49,857)
Total Adjustments	<u>290,645</u>	<u>38,993</u>
Net Cash (Used for) Operating Activities	<u>\$ (1,483,162)</u>	<u>\$ (1,416,164)</u>

Noncash Investing, Capital, and Financing Activities:

The local transportation development act fund had no non-cash financing activity in fiscal years 2021-22 and 2020-21.

See Accompanying Notes to the Financial Statements.

CITY OF MOORPARK

**NOTES TO FINANCIAL STATEMENTS
FISCAL YEARS ENDED JUNE 30, 2022 AND 2021**

Note 1: General Information

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

Pursuant to Section 99400(c) of the California Public Utilities Code, Article 8 monies may be used only for facilities provided for the exclusive use of transportation services, including the planning, acquisition of real property, construction of facilities and buildings, purchase and replacement of vehicles, and system operation, maintenance, and repair. Funding for this program was authorized by the Ventura County Transportation Commission (“VCTC”).

Note 2: Summary of Significant Accounting Policies

a. Fund Accounting

The accounts of the City are organized on the basis of funds and account groups. A fund is defined as an independent fiscal and accounting entity wherein operations of each fund are accounted for in a separate set of self-balancing accounts that record resources, related liabilities, obligations, reserves, and equity segregated for the purpose of carrying out specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations. The City accounts for the activity of the Article 8, Section 99400(c) funds in its TDA Fund, which is an Enterprise Fund in accordance with the requirements of Public Utilities Code Section 99243. Enterprise Funds are used to account for “business-type activities” similar to those found in the private sector such as services primarily funded through user charges.

b. Measurement Focus and Basis of Accounting

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

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

c. Revenue Recognition

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

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

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

NOTES TO FINANCIAL STATEMENTS (CONTINUED)
FISCAL YEARS ENDED JUNE 30, 2022 AND 2021

Note 2: Summary of Significant Accounting Policies (Continued)

d. Net Position

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

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

It is the City's policy that restricted resources will be applied first, followed by unrestricted resources, in the absence of a formal policy adopted by the City Council.

e. Use of Estimates

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

Note 3: Cash and Investments

The City has pooled its cash and investments in order to achieve a higher return on investments while facilitating management of cash. The balance in the pool account is available to meet current operating requirements. Cash in excess of current requirements is invested in various interest-bearing accounts and other investments for varying terms. The TDA Fund's cash and investments as of June 30, 2022 and 2021 were \$785,759 and \$316,091, respectively.

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

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

CITY OF MOORPARK

**NOTES TO FINANCIAL STATEMENTS (CONTINUED)
FISCAL YEARS ENDED JUNE 30, 2022 AND 2021**

Note 4: Capital Assets

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

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

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

Other facilities	25-10 years
Bus vehicle and equipment	10-20 years

Capital assets consisted of the following as of June 30, 2022:

	Balance at July 1, 2021	Additions	Retirement	Balance at June 30, 2022
Capital Assets Being Depreciated:				
Vehicles and Equipment	\$ 2,268,352	\$ -	\$ -	\$ 2,268,352
Other Facilities	234,945	-	-	234,945
Total Capital Assets Being Depreciated	2,503,297	-	-	2,503,297
Less: Accumulated Depreciation for:				
Vehicles and Equipment	1,843,389	98,754	-	1,942,143
Other Facilities	223,706	760	-	224,466
Total Accumulated Depreciated	2,067,095	99,514	-	2,166,609
Net Capital Assets	\$ 436,202	\$ 99,514	\$ -	\$ 336,688

Note 5: Transportation Development Act Compliance Requirements

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

a. Section 6634

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

During the fiscal year 2022-2021 the funds received from the Local Transportation Fund and State Transit Assistance Fund complied with the above provision.

CITY OF MOORPARK

NOTES TO FINANCIAL STATEMENTS (CONTINUED)
FISCAL YEARS ENDED JUNE 30, 2022 AND 2021

Note 5: Transportation Development Act Compliance Requirements (Continued)

b. Section 99268.5(c)

Section 99268.5(c) indicates that an operator in Ventura County providing combined specialized service for elderly and handicapped persons and regular public transportation shall be eligible for Local Transportation Funds if it maintains for the fiscal year, ratio of fare revenue to operating costs at least equal to 20.00%. Should Moorpark perform separate farebox calculations for its regular public transportation service and specialized elderly and handicapped persons public transportation program, the separate farebox ratio requirements would then be 20.00% and 10.00%, respectively.

Passenger fares for transit services	\$ 8,755
Total Farebox Revenue	<u>\$ 8,755</u>
Operating Expense	\$ 1,683,048
Less: Depreciation	<u>(99,518)</u>
Net Adjusted Operating Expenses	<u>\$ 1,583,530</u>
Total Fare Ratio	0.55%
Total Fare Ratio Pursuant to PUC Section 99268.5(5)	20.00%

Due to the COVID-19 pandemic, the City suspended the collection of fares for services as of March 19, 2020 but they were reactivated as of FY 2022/21. The fare ratio requirement was not met; however, on June 29, 2020 Governor Newsom signed Assembly Bill 90 which waived penalties on operators that do not maintain the required ratio of fare revenues to operating cost during the 2020-21 or 2021-22 fiscal years. For purposes of the fare ratio calculation, only the expenses of the City's bus and paratransit system were included in the operating expenses.

Note 6: Organization-Paid Fees

The City receives Low Carbon Transit Operations Program (LCTOP) College Ride reimbursement funding from the Ventura County Transportation Commission. LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California legislature in 2014 with Senate Bill 862. Beginning in the fiscal year ended June 30, 2019, this funding is presented separately in the financial statement to improve transparency to the public and to make the report comparable with the Federal Transit Administration's National Transit Database reporting model. For the fiscal year ended June 30, 2022, the City received \$0 in LCTOP reimbursement funding.

Note 7: Pension/OPEB Liability

The City records the pension and post-employment benefits (OPEB) asset/liability at the Government-wide statements. The City has an OPEB asset on the government wide statements. The City participates in the Public Agency Cost-Sharing Multiple-Employer Defined Benefit Pension Plan (Plan) administered by the California Public Employees' Retirement System (CalPERS). See the City's basic financial statements for disclosures related to OPEB and defined benefit pension plans.

CITY OF MOORPARK

NOTES TO FINANCIAL STATEMENTS (CONTINUED)
FISCAL YEARS ENDED JUNE 30, 2022 AND 2021

Note 8: Restrictions

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

Note 9: Contingencies

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

SUPPLEMENTAL DATA

CITY OF MOORPARK, CALIFORNIA

TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND
ARTICLE 8, SECTION 99400(c) PUBLIC UTILITIES CODE

SCHEDULE OF EXPENSES BY FUNCTIONAL CATEGORIES
JUNE 30, 2022

	<u>Metrolink</u>	<u>Bus System</u>	<u>Paratransit</u>	<u>Public Transit Planning</u>	<u>Total</u>
Expenses:					
<u>Fund TDA 8(c)</u>					
Purchased transportation	\$ -	\$ 659,227	\$ 126,714	\$ -	\$ 785,941
Operating expenses	330,597	566,510	-	-	897,107
Depreciation	5,068	94,446	-	-	99,514
Total expenses - Fund TDA 8(c)	<u>\$ 335,665</u>	<u>\$ 1,320,183</u>	<u>\$ 126,714</u>	<u>\$ -</u>	<u>\$ 1,782,562</u>
Total expenses	<u>\$ 335,665</u>	<u>\$ 1,320,183</u>	<u>\$ 126,714</u>	<u>\$ -</u>	<u>\$ 1,782,562</u>



INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL
OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE
WITH *GOVERNMENT AUDITING STANDARDS*

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Transportation Development Act ("TDA") Article 8, Section 99400(c) fund ("TDA Fund") of the City of Moorpark, as of and for the year ended June 30, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the City's TDA Fund's basic financial statements, and have issued our report thereon dated December 16, 2022.

Report on Internal Control over Financial Reporting

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

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

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

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the TDA Fund's financial statements of the City are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, including §6666 of Part 21 of the California Code of Regulations, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and



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

accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* including §6666 of Part 21 of the California Code of Regulations.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in black ink that reads "Lance, Soll & Lughard, LLP". The signature is written in a cursive, flowing style.

Brea, California
December 16, 2022