



**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT FUND
FINANCIAL STATEMENTS
AND
INDEPENDENT AUDITORS' REPORT
For the Fiscal Years Ended
June 30, 2022 and 2021**

NIGRO & NIGRO^{PC}

COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
For the Fiscal Years Ended June 30, 2022 and 2021
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Financial Section



INDEPENDENT AUDITORS' REPORT

To the Honorable Board of Supervisors
of the County of Ventura
Ventura, California

Opinion

We have audited the accompanying basic financial statements of the Transportation Development Act (TDA) Article 4, Section 99260(a) Fund (TDA Fund) of the County of Ventura (County) 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 County as of June 30, 2022 and 2021, and the changes in its financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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

We are required to be independent of the County and to meet our other ethical responsibilities in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

As discussed in Note 1, these financial statements present only the TDA Fund and do not purport to, and do not, present fairly the financial position of the County as of June 30, 2022 and 2021, or the changes in its financial position for the fiscal years then ended, in conformity with accounting principles generally accepted in the United States of America.

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 County'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 opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional 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 County's internal control relating to the TDA Fund's. 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 County's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the budgetary comparison schedules, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Management has not presented the management's discussion and analysis that accounting principles generally accepted in the United States of America requires to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the TDA Fund’s financial statements. The Schedule of Status of Funds by Project is presented for purposes of additional analysis and is not a required part of the financial statements.

The Schedule of Status of Funds by Project 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. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the 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 Status of Funds by Project is fairly stated, in all material respects , in relation to the financial statements as a whole.

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

In accordance with *Government Auditing Standards* and the Transportation Development Act, we have also issued a separate report dated March 31, 2023, on our consideration of the County’s internal control over TDA accounts’ 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 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 County’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* and the Transportation Development Act in considering the County’s internal control over the TDA accounts’ financial reporting and compliance.



Murrieta, California
March 31, 2023

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND**

Balance Sheets

June 30, 2022 and 2021

	Article 4	
	<u>2022</u>	<u>2021</u>
ASSETS		
Current assets:		
Cash and cash equivalents	\$ 630,009	\$ 1,184,575
Due from other governments	1,054	-
Total current assets	<u>631,063</u>	<u>1,184,575</u>
LIABILITIES & FUND BALANCE		
Current liabilities:		
Accounts payable and accrued expenses	196,000	169,035
Total liabilities	<u>196,000</u>	<u>169,035</u>
Fund balance:		
Restricted for TDA Article 4 expenditures	435,063	1,015,540
Total fund balance	<u>435,063</u>	<u>1,015,540</u>
Total liabilities and fund balance	<u>\$ 631,063</u>	<u>\$ 1,184,575</u>

COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
Statements of Revenues Expenses and Changes in Fund Balance
For the Fiscal Years Ended June 30, 2022 and 2021

	Article 4	
	<u>2022</u>	<u>2021</u>
REVENUES		
Local Transportation Funding allocation	\$ 617,456	\$ 699,402
Interest earnings	3,093	7,264
Total revenues	<u>620,549</u>	<u>706,666</u>
EXPENDITURES		
Operating	942,793	678,683
Capital outlay	-	18,991
Refunds	258,233	-
Total expenditures	<u>1,201,026</u>	<u>697,674</u>
Change in fund balance	(580,477)	8,992
Net Position		
Beginning of year	<u>1,015,540</u>	<u>1,006,548</u>
End of year	<u>\$ 435,063</u>	<u>\$ 1,015,540</u>

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND**

*Notes to Financial Statements
June 30, 2022 and 2021*

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Organization and Operations of the Reporting Entity

The accompanying financial statements are intended to reflect the financial position and changes in financial position for the Transportation Development Act (TDA) Article 4, Section 99260(a) Fund (TDA Fund) of the County of Ventura, California, (County) only and are not intended to present fairly the financial position or results of operations of the County in accordance with accounting principles generally accepted in the United States of America.

Pursuant to Section 99260(a) of the California Public Utilities Code, Article 4 monies are to be used only for public transportation. Funding for this program is authorized by the County of Ventura and is paid to the County on behalf of the Gold Coast Transit District.

Basis of Accounting and Measurement Focus

Special Revenue Funds are accounted for 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, revenues are available if they are collected within 60 days of the end of the fiscal period. Expenditures generally are recorded when a liability is incurred.

Financial Reporting

The accounts of the County are organized on the basis of funds. 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 County accounts for the activity of the TDA Article 4, Section 99260(a) Fund in its TDA Fund, which is a Special Revenue Fund that is used to account for and report the proceeds of specific revenue sources that are restricted or committed to expenditure for specified purposes.

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 County. For the County, funds received under TDA Article 4, Section 99260(a) of the Public Utilities Code possess the characteristic of a voluntary nonexchange transaction similar to a grant. Revenues under TDA Article 4, Section 99260(a) are recognized in the period when all eligibility requirements have been met.

Unavailable revenue arises when potential revenues do not meet both the measurable and availability criteria for recognition in the current period. Unavailable revenue also arises when the County receives resources before it has a legal claim to them, as when grant monies are received prior to the incurrence of qualified expenditures. In subsequent periods, when both revenue recognition criteria are met, or when the County has a legal claim to the resources, the liability for unavailable revenue is removed from the balance sheet and revenue is recognized.

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND**

*Notes to Financial Statements
June 30, 2022 and 2021*

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Balance

The fund balance for governmental funds is reported in classifications based on the extent to which the government is bound to honor constraints on the specific purposes for which amounts in those funds can be spent.

Restricted: Fund balance is reported as restricted when the constraints placed on the use of resources are either externally imposed by creditors, grantors, contributors, or laws or regulations of other governments; or imposed by law through constitutional provision or by enabling legislation. As of June 30, 2022 and 2021, respectively, the fund balances for the TDA Fund of the County are Restricted.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America (“U.S. GAAP”) requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from these estimates.

NOTE 2 – CASH AND INVESTMENTS

The County 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 balance as of June 30, 2022 and 2021, was \$630,009 and \$1,184,575, respectively.

The TDA Fund’s cash is deposited in the County ’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 County and are included in the County ’s basic financial statements.

NOTE 3 – RESTRICTIONS

Funds received pursuant to Public Utilities Code TDA Article 4 §99260(a) may only be used for public transportation activities.

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND**

*Notes to Financial Statements
June 30, 2022 and 2021*

NOTE 4 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS

California Public Utilities Code
Chapter 4 – Transportation Development
Article 4 – Claims for Funds
Section 99268.5(c) – Fare Ratio Requirement for Exclusive Services to Elderly and Disabled Persons

In a county which had less than 500,000 population as determined by the 1970 federal decennial census and more than 500,000 in population as determined by the 1980 or 1990 federal decennial census, an operator in the county shall maintain a ratio of fare revenues to operating cost, as defined by subdivision (a) of Section 99247 (“operating cost” means all costs in the operating expense object classes exclusive of the costs in the depreciation and amortization expense object class of the uniform system of accounts and records adopted by the Controller pursuant to Section 99243), at least equal to one-fifth (20%) if serving an urbanized area or one-tenth (10%) if serving a non-urbanized area.

Valley Express

Valley Express provides transit service (fixed route and Dial-A-Ride) for the County of Fillmore, County of Santa Paula, and the County’s unincorporated area and all revenues and expenses are recorded with the Ventura County Transportation Commission (VCTC). The County paid \$164,181 and \$0 to VCTC to operate the service in the unincorporated areas on its behalf for the fiscal years ended June 30, 2022 and 2021, respectively.

For the fiscal years ended June 30, 2022 and 2021, the fare ratio requirement was calculated as follows:

<u>Description</u>	<u>2022</u>	<u>2021</u>
Operating revenues:		
Fares	\$ 40,535	\$ -
AB149 - federal funds*	31,650	-
Total operating revenues	<u>72,185</u>	<u>-</u>
Operating expenses:	1,688,165	1,511,657
Less: AB149 adjustments**	<u>(966,251)</u>	<u>-</u>
Net operating expenses	<u>\$ 721,914</u>	<u>\$ 1,511,657</u>
Total fare ratio	<u>10%</u>	<u>0%</u>
Total fare ratio requirement pursuant to section 99268.5 (c)	<u>10%</u>	<u>10%</u>

* Per Assembly Bill 149, signed July 16, 2021, federal funds received are authorized to be counted as “local funds” for purposes of calculating the farebox recovery ratio through the 2022/23 fiscal year.

** In accordance with AB149 Section 99268.17, costs required to operate demand-response and microtransit services that expand access to transit service beyond fixed route corridors shall be excluded from “operating cost” for the purposes of calculating any required ratios of fare revenues to operating cost.

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND**

*Notes to Financial Statements
June 30, 2022 and 2021*

NOTE 4 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS (continued)

Valley Express (continued)

For the fiscal year ended June 30, 2022, the Valley Express was in compliance with the fare ratio requirement. For the fiscal year ended June 30, 2021, the Valley Express was not in compliance with the fare ratio requirement; however, due to the COVID-19 pandemic, Valley Express was not required to meet the fare ratio requirement.

Thousand Oaks Dial-a-Ride

The County has an Agreement with the County of Thousand Oaks to operate local Senior and Americans with Disabilities Act (ADA) Dial-A-Ride services to the unincorporated areas within and near their service area. The County paid \$17,272 and \$6,707 to County of Thousand Oaks to operate this service on its behalf during the fiscal years ended June 30, 2022 and 2021, respectively.

For the fiscal years ended June 30, 2022 and 2021, the fare ratio requirement was calculated as follows:

Description	2022	2021
Operating revenues:		
Pasanger fares for specialized transit services	\$ 222,998	\$ (3,737)
Other local funds	-	40
Total operating revenues	<u>222,998</u>	<u>(3,697)</u>
Operating expenses:	2,360,903	2,669,277
Less: Capital expenditure	<u>(130,926)</u>	<u>(823,732)</u>
Net operating expenses	<u>\$ 2,229,977</u>	<u>\$ 1,845,545</u>
Total fare ratio	<u>10.00%</u>	<u>-0.20%</u>
Total fare ratio requirement pursuant to section 99268.5(c)	<u>10%</u>	<u>10%</u>

For purposes of the fare ratio requirement calculation, only the expenses of the bus system were included in the operating expenses. The County pays for a share of the operations of this service. Thousand Oaks Dial-a-Ride also received TDA Article 8 revenue, and its full operations are audited for farebox recovery ratio by VCTC. Contact VCTC for a complete copy of the Thousand Oaks Dial-a-Ride TDA financial statements.

For the fiscal year ended June 30, 2022, the Thousand Oaks was in compliance with the fare ratio requirement. For the fiscal year ended June 30, 2021, Thousand Oaks was not in compliance with the fare ratio requirement; however, due to COVID-19 pandemic, Thousand Oaks was not required to meet the fare ratio requirement.

**COUNTY OF VENTURA
 TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
 TRANSPORTATION DEVELOPMENT ACT FUND**

*Notes to Financial Statements
 June 30, 2022 and 2021*

NOTE 4 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS (continued)

East County Transit Alliance

An East County Transit Alliance (ECTA) Memorandum of Understanding exists between the Cities of Camarillo, Moorpark, Simi Valley, and Thousand Oaks and the County. The County of Thousand Oaks serves as the Fiscal Agent for ECTA and administers and operates the InterCounty ADA Dial-A-Ride services (“CONNECT” service) for the participating agencies, except for the County of Camarillo which operates its own InterCounty Dial-A-Ride program. The County paid \$2,308 and \$4,018 to the County of Thousand Oaks to operate service to the unincorporated areas within the ECTA service area on its behalf during the fiscal years ended June 30, 2022 and 2021, respectively.

<u>Description</u>	<u>2022</u>	<u>2021</u>
Operating revenues:		
Pasanger fares for transit services	\$ 58,705	\$ -
Total operating revenues	<u>58,705</u>	<u>-</u>
Operating expenses:		
Operations expense	682,719	449,149
Total operating expenses	<u>\$ 682,719</u>	<u>\$ 449,149</u>
Total fare ratio	<u>8.60%</u>	<u>0%</u>
Total fare ratio requirement pursuant to section 99268.5(c)	<u>10%</u>	<u>10%</u>

The County pays for a share of the operations of this service. ECTA also received TDA Article 8 revenue, and its full operations are audited for farebox recovery ratio by VCTC. Contact VCTC for a complete copy of the ECTA TDA financial statements.

For the fiscal years ended June 30, 2022 and 2021, ECTA was not in compliance with the fare ratio requirement; however, due to COVID-19 pandemic, ECTA was not required to meet the fare ratio requirement.

Kanan Shuttle

The Kanan Shuttle serves the unincorporated community of Oak Park and operates fare-free which is possible due to a route guarantee provided by County Service Area (CSA) No. 4, Oak Park Unified School District (OPUSD), and the County of Agoura Hills. The County has an Agreement with the County of Thousand Oaks for operation of the Kanan Shuttle Service. The County paid \$420,162 and \$304,577 to the County of Thousand Oaks to operate the service on its behalf during the fiscal years ended June 30, 2022 and 2021, respectively.

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND**

*Notes to Financial Statements
June 30, 2022 and 2021*

NOTE 4 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS (continued)

Kanan Shuttle (continued)

For the fiscal years ended June 30, 2022 and 2021, the fare ratio requirement was calculated as follows:

<u>Description</u>	<u>2022</u>	<u>2021</u>
Operating revenues:		
Local fare supplementation	\$ -	\$ -
Total operating revenues	-	-
Operating expenses:		
Operations expense	420,162	304,577
Less: Lease expenditures	(85,265)	(69,580)
Total operating expenses, net	\$ 334,897	\$ 234,997
Total fare ratio	0%	0%
Total fare ratio requirement pursuant to section 99268.5(c)	<u>20%</u>	<u>20%</u>

For purposes of the fare ratio requirement calculation, only the expenses of the shuttle service were included in the operating expenses. The County pays for the operations of this service.

For the fiscal years ended June 30, 2022 and 2021, Kanan Shuttle was not in compliance with the fare ratio requirement; however, due to the COVID-19 pandemic, Kanan Shuttle was not required to meet the fare ratio requirement.

Ojai Trolley

The County of Ojai operates a trolley service within the County of Ojai and the nearby unincorporated areas of Meiners Oaks and Mira Monte. The County has a Cooperative Agreement with the County of Ojai to provide Trolley service within the unincorporated areas and all revenues and expenses are recorded with the County of Ojai. The County paid \$321,292 and \$145,133 to the County of Ojai to operate this service on its behalf during the fiscal years ended June 30, 2022 and 2021, respectively.

COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
Notes to Financial Statements
June 30, 2022 and 2021

NOTE 4 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS (continued)

Ojai Trolley (continued)

For the fiscal years ended June 30, 2022 and 2021, the fare ratio requirement was calculated as follows:

Description	2022	2021
Operating revenues:		
Passenger fares for transit services	\$ 79,785	\$ 30,627
Total operating revenues	79,785	30,627
Operating expenses	139,270	124,666
Less:		
Depreciation expense	(27,720)	(62,048)
Total operating expenses, net	\$ 111,550	\$ 62,618
Total fare ratio	71.52%	48.91%
Total fare ratio requirement pursuant to section 99268.5(c)	20%	20%

For purposes of the fare ratio requirement calculation, only the expenses of the County of Ojai’s trolley operation was included in the operating expenses. The County of Ojai also received TDA Article 8 revenue, and its full operations are audited for farebox recovery ratio by the County of Ojai’s auditors. Contact the County of Ojai for a complete copy of the financial statements.

For the fiscal years ended June 30, 2022 and 2021, the County of Ojai met the fare ratio requirement.

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 2019/20 or 2020/21 fiscal years.

NOTE 5 – REFUNDS

In fiscal year ending June 30, 2022, the County made two refunds to Gold Coast Transit District. The first refund in the amount of \$170,031 was for unused Local Transportation Fund (LTF) operating funds carry over; and the second refund in the amount of \$88,201.64 was for capital projects that had been completed or discontinued.

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND**

Notes to Financial Statements

June 30, 2022 and 2021

NOTE 6 – COMMITMENTS AND CONTINGENCIES

As of June 30, 2022, in the opinion of the County administration, there were no outstanding matters which would have a significant effect on the financial position of these financial statements.

NOTE 7 – SUBSEQUENT EVENTS

The District has evaluated subsequent events through March 31, 2023, the date which the financial statements were available to be issued.

Required Supplementary Information

**COUNTY OF VENTURA
 TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
 TRANSPORTATION DEVELOPMENT ACT FUND**

*Budgetary Comparison Schedule
 For Fiscal Year Ended June 30, 2022*

	<u>Final Budget</u>	<u>Actual</u>	<u>Variance Positive (Negative)</u>
REVENUES			
Local Transportation Funding allocation	\$ 617,457	\$ 617,456	\$ (1)
Interest earnings	-	3,093	3,093
Total revenues	<u>617,457</u>	<u>620,549</u>	<u>3,092</u>
EXPENDITURES			
Operating	1,097,300	942,793	154,507
Refunds	-	258,233	(258,233)
Total expenditures	<u>1,097,300</u>	<u>1,201,026</u>	<u>(103,726)</u>
Change in fund balance	<u>\$ (479,843)</u>	<u>(580,477)</u>	<u>\$ (100,634)</u>
Fund balance:			
Beginning of year		<u>1,015,540</u>	
End of year		<u>\$ 435,063</u>	

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND**

*Budgetary Comparison Schedule
For Fiscal Year Ended June 30, 2021*

	<u>Final Budget</u>	<u>Actual</u>	<u>Variance Positive (Negative)</u>
REVENUES			
Local Transportation Funding allocation	\$ 699,402	\$ 699,402	\$ -
Interest earnings	-	7,264	7,264
Total revenues	<u>699,402</u>	<u>706,666</u>	<u>7,264</u>
EXPENDITURES			
Operating	699,402	678,683	20,719
Capital outlay	29,000	18,991	10,009
Total expenditures	<u>728,402</u>	<u>697,674</u>	<u>30,728</u>
Change in fund balance	<u>\$ (29,000)</u>	8,992	<u>\$ 37,992</u>
Fund balance:			
Beginning of year		<u>1,006,548</u>	
End of year		<u>\$ 1,015,540</u>	

Supplementary Information

COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT –ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
Schedules of Status of Funds by Project
June 30, 2022 and 2021

Changes to project status for fiscal year ended June 30, 2022, were as follows:

	Beginning Balance	Local Transportation Fund Allocation	Allocation Adjustments /Refunds	Interest Earnings Allocation (Expense)	Expenditures	Ending Balance
OPERATING						
Valley Express	\$ 98,162	\$ 108,001	\$ -	\$ 238	\$ (164,181)	\$ 42,220
Thousand Oaks Dial-a-Ride	284,431	-	(170,556)	807	(17,272)	97,410
East County Transit Alliance	73,190	-	(35,475)	210	(2,308)	35,617
Kanan Shuttle	297,929	134,074	-	834	(420,161)	12,676
Ojai Trolley	156,993	128,819	36,000	323	(321,291)	844
Bus Stop Maintenance	6,798	16,562	-	51	(11,227)	12,184
County Transit Services Management and Oversight	9,949	230,000	-	469	(6,353)	234,065
Total operating	927,452	617,456	(170,031)	2,932	(942,793)	435,016
CAPITAL						
Upgrade Bus Stops and Shelters	63,199	-	(63,313)	161	-	47
Route 22 Bus Stops Local Match	14,390	-	(14,390)	-	-	-
Autonatic AVA System - Kanan Shuttle	10,499	-	(10,499)	-	-	-
Total capital	88,088	-	(88,202)	161	-	47
Total	\$ 1,015,540	\$ 617,456	\$ (258,233)	\$ 3,093	\$ (942,793)	\$ 435,063

Changes to project status for fiscal year ended June 30, 2021, were as follows:

	Beginning Balance	Local Transportation Fund Allocation	Other Local Revenue	Fair-Value Adjustments	Expenditures	Ending Balance
OPERATING						
Valley Express	\$ 97,594	\$ -	\$ -	\$ 568	\$ -	\$ 98,162
Thousand Oaks Dial-a-Ride	254,151	35,405	-	1,582	(6,707)	284,431
East County Transit Alliance	73,265	3,510	-	433	(4,018)	73,190
Kanan Shuttle	339,354	271,571	(11,000)	2,581	(304,577)	297,929
Ojai Trolley	102,991	206,961	(8,771)	945	(145,133)	156,993
Bus Stop Maintenance	3,438	25,000	-	72	(21,712)	6,798
County Transit Services Management and Oversight	29,274	156,955	19,771	485	(196,536)	9,949
Total operating	900,067	699,402	-	6,666	(678,683)	927,452
CAPITAL						
Upgrade Bus Stops and Shelters	63,091	-	-	598	(490)	63,199
Route 22 Bus Stops Local Match	14,390	-	-	-	-	14,390
Autonatic AVA System - Kanan Shuttle	29,000	-	-	-	(18,501)	10,499
Total capital	106,481	-	-	598	(18,991)	88,088
Total	\$ 1,006,548	\$ 699,402	\$ -	\$ 7,264	\$ (697,674)	\$ 1,015,540

Other Independent Auditors' Reports



**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 AND THE
TRANSPORTATION DEVELOPMENT ACT**

To the Honorable Board of Supervisors
of the County of Ventura
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) Fund of the County of Ventura (County) which comprise the balance sheets as of June 30, 2022 and 2021, and the related statements of revenues, expenses, and changes in net position, for the years then ended, and the related notes to the financial statements, which collectively comprise the County's financial statements, and have issued our report thereon dated March 31, 2023.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the County's internal control over financial reporting (internal control) relating to the TDA Fund as a basis for designing audit procedures to determine the 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 County's internal control relating to the TDA Fund. Accordingly, we do not express an opinion on the effectiveness of the County's internal control relating to the TDA Fund.

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 County's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the TDA Fund financial statements are free of material misstatement we performed tests of the District's compliance with certain provisions of laws, regulations, contracts, and grant agreements, including the applicable statutes, rules, and regulations of the Transportation Development Act, including Section 6667 of Title 21, of the California Code of regulations, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* or the Transportation Development Act.

Purpose of this Report

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



Murrieta, California
March 31, 2023