

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

**FINANCIAL STATEMENTS**

**JUNE 30, 2023**

**FOR THE FISCAL YEAR ENDED  
JUNE 30, 2023**

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## INDEPENDENT AUDITORS' REPORT

Board of Directors  
Gold Coast Transit District  
Oxnard, California

### **Opinion**

We have audited the accompanying financial statements of the Low Carbon Transit Operations Program (LCTOP) accounts of the Gold Coast Transit District (District), which comprise the statement of net position as of June 30, 2023, and the related statement of changes in net position and cash flows for the fiscal year then ended, and the related notes to the financial statements.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the LCTOP accounts of the District, as of June 30, 2023, and the respective changes in financial position and cash flows thereof for the fiscal year 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 District 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, the financial statements present only the LCTOP accounts and does not purport to, and does not, present fairly the financial position of the District as of June 30, 2023, or the changes in its financial position for the fiscal year then ended, in conformity with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

### **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 District'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 District's internal control relating to the LCTOP accounts. 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 District'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 Matters**


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.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the LCTOP account's basic financial statements. The Schedule of Status of Funds by Project is presented for purposes of additional analysis and is not a required part of the basic 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 basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Status of Funds by Project is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

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

In accordance with *Government Auditing Standards* and the Transportation Development Act, we have also issued a separate report dated March 14, 2024 on our consideration of the District's internal control over the LCTOP 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 District'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 District's internal control over the LCTOP accounts' financial reporting and compliance.

A handwritten signature in blue ink that reads "Nigro & Nigro, PC". The signature is written in a cursive, flowing style.

Murrieta, California  
March 14, 2024

GOLD COAST TRANSIT DISTRICT  
 LOW CARBON TRANSIT OPERATIONS PROGRAM ACCOUNTS  
*Statement of Net Position*  
*June 30, 2023*

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	<u>2023</u>	<u>2022</u>
<b>ASSETS</b>		
Cash and investments - restricted	\$ -	\$ 35,221
Interest Receivable		
Due from other governmental agencies	<u>                    </u>	<u>                    </u>
Total assets	<u>                    -</u>	<u>                    35,221</u>
<b>LIABILITIES</b>		
Unearned revenue	<u>                    -</u>	<u>                    -</u>
Total liabilities	<u>                    -</u>	<u>                    -</u>
<b>NET POSITION</b>		
Unrestricted	<u>                    -</u>	<u>                    35,221</u>
Total net position	<u>                    \$ -</u>	<u>                    \$ 35,221</u>

GOLD COAST TRANSIT DISTRICT  
 LOW CARBON TRANSIT OPERATIONS PROGRAM ACCOUNTS  
*Statement of Changes in Net Position*  
 June 30, 2023

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	<u>2023</u>	<u>2022</u>
<b>Revenues:</b>		
Low carbon transit operations program	\$ 72,092	\$ 333,837
Interest Income	18	39
Total revenues	<u>72,110</u>	<u>333,876</u>
<b>Expenditures:</b>		
Operations	<u>107,331</u>	<u>372,884</u>
Total expenditures	<u>107,331</u>	<u>372,884</u>
Change in net position	(35,221)	(39,008)
<b>Net position, beginning of fiscal year</b>	<u>35,221</u>	<u>74,229</u>
<b>Net position, end of fiscal year</b>	<u>\$ -</u>	<u>\$ 35,221</u>

GOLD COAST TRANSIT DISTRICT  
 LOW CARBON TRANSIT OPERATIONS PROGRAM ACCOUNTS  
*Statement of Cash Flows*  
*June 30, 2023*

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	<u>2023</u>	<u>2022</u>
<b>Cash flows from operations:</b>		
Cash paid for operations	\$ -	\$ (39,008)
<b>Net cash (used) by operating activities</b>	<u>-</u>	<u>(39,008)</u>
<b>Cash flows from noncapital financing activities:</b>		
Cash received from LCTOP	72,092	333,837
Cash paid to other funds	<u>(107,331)</u>	<u>(333,876)</u>
<b>Net cash provided by noncapital financing activities</b>	<u>(35,239)</u>	<u>(39)</u>
<b>Cash flows from investing activities:</b>		
Cash received from interest received from investments	<u>18</u>	<u>39</u>
<b>Net cash provided by investing activities</b>	<u>18</u>	<u>39</u>
<b>Net decrease in cash in County treasury</b>	(35,221)	(39,008)
<b>Cash in County treasury:</b>		
Beginning of year	<u>35,221</u>	<u>74,229</u>
End of year	<u><u>-</u></u>	<u><u>35,221</u></u>
<b>Reconciliation of operating income/(loss) to net</b>		
Operating income (loss)	<u>(35,221)</u>	<u>(39,008)</u>
<b>Changes in operating assets and liabilities:</b>		
(Increase)/decrease in receivables	<u>35,221</u>	<u>-</u>
<b>Total adjustments</b>	<u>35,221</u>	<u>-</u>
<b>Net cash (used) by operating activities</b>	<u>\$ -</u>	<u>\$ (39,008)</u>



## **NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

### **A. Basis of Presentation**

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

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

For agencies whose service area includes disadvantaged communities, at least 50 percent of the total money received shall be expended on projects that will benefit disadvantaged communities.

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

### **B. Fund Accounting**

The accounts of the District 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. GCTD accounts for the activity of the Greenhouse Gas Reduction Fund within its Enterprise Fund. Enterprise Funds are used to account for “business-type activities” similar to those found in the private sector.

### **C. 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.

### **D. 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 District. For the District, funds received under LCTOP possess the characteristic of a voluntary nonexchange transaction similar to a grant. Revenues under LCTOP are recognized in the period when all eligibility requirements have been met.

A deferred inflow of resources arises when potential revenues do not meet both the measurable and availability criteria for recognition in the current period. Deferred inflows of resources also arise when the District 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 District has a legal claim to the resources, the liability for deferred revenue is removed from the balance sheet, and revenue is recognized.

E. Net Position

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

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

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

F. Amounts Due from Other Governments

Generally, amounts due from other governments are recorded as revenues when received. However, when expenditures of funds are the prime factor for determining eligibility for grants, revenues are accrued when the expenditures have been made on approved grants.

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

## **NOTE 2 – CASH AND INVESTMENTS**

### Demand Deposits

The California Government Code requires California banks and savings and loan associations to secure an entity's deposits by pledging government securities with a value of 110% of an entity's deposits.

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

### Custodial Credit Risk

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

As of June 30, 2023, none of the District's deposits and investments were exposed to disclosable custodial credit risk.

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

### Interest Rate Risk

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

### Credit Risk

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

## Fair Value

The District categorizes its fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. Investments in Money Market Funds are valued using Level 2 inputs. The District's remaining investments are in the VCPIF, which is an external investment pool valued under Level 2. Please note that interest expense is negative as a result of a fair market value adjustment booked.

## Interest Rate Risk

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

## Credit Risk

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

### **NOTE 3 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS**

GCTD is subject to the provisions pursuant to Section 6634 of the California Code of Regulations and Section 99268.3 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 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 of county to which the operator has provided services beyond its boundaries.

During Fiscal Year 2022-23, the funds received from the Local Transportation Fund complied with the above provision.

#### B. Section 9926.3

Section 99268.3 indicates that an operator in Ventura County providing regular public transportation shall be eligible for TDA funds if it maintains for the fiscal year, ratio of fare revenues to operating costs at least equal to 20%.

The fixed route, paratransit, and total fare revenue ratio for the fiscal year ending June 30, 2023, was as follows:

	<u>2023</u>
Farebox revenue	\$ 1,551,740
Route guarantee	
Local Route Guarantee - Fixed Route	3,569
LCTOP - FARE SUPPORT/ FREE FARE DAYS	473,762
LCTOP Support for Route 23	79,092
LCTOP Fare Support Program College Pass Program	368,513
Organization paid fares	558,352
Other revenue	782,721
Total farebox revenue before AB 149 - federal funds	3,817,749
AB 149 - federal funds *	1,490,216
Total farebox revenue	5,307,965
Operating expenses:	32,600,361
Less depreciation	(3,454,690)
Less Debt service expense	(911,818)
Less Route 23 service	(1,694,031)
Net adjusted operating expenses	26,539,822
Fare ratio	<u>20.00%</u>
Fare ratio without AB 149- Federal Funds	<u>14.38%</u>
Required fare ratio pursuant to PUC Section 99268.3	<u>20.00%</u>
<b>Farebox revenue - Demand Response</b>	
Farebox revenue	131,400
Organization paid fares	54,163
Total farebox revenue before AB 149 - federal funds	185,563
AB 149 - federal funds *	536,497
Total farebox revenue	722,060
Operating expenses:	3,709,634
Less depreciation	(99,339)
Net adjusted operating expenses	\$ 3,610,295
Fare ratio	<u>20.00%</u>
Fare ratio without AB 149-Federal funds	<u>5.14%</u>
Required fare ratio pursuant to PUC Section 99268.3	<u>10.00%</u>

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

**NOTE 3 – STATUS OF OUTSTANDING PROJECTS**

LCTOP funding received by the District was used for the Route 23 operations and Token Transit projects. Token Transit is a mobile application that allows riders to purchase and pay for transit services using their phone. As of June 30, 2023, LCTOP unexpended funds for Route 23 operations of \$35,221 were used during the fiscal year. There are no unexpended funds for Token Transit projects.

**NOTE 4 – RESTRICTIONS, BUDGETARY CONTROL, AND CONTINGENCIES**

Restrictions

Funds received pursuant to the LCTOP Program may only be used for operating and capital assistance towards transit activities.

Budgetary Control

The budget reflects the District's priorities and needs for the upcoming year and provides the basis for reporting and control of financial operations and accountability for LCTOP activities. The budget and reporting treatment applied are consistent with the modified accrual basis of accounting and the financial statement basis.

Contingencies

There are no contingencies at this time.

**NOTE 5 – SUBSEQUENT EVENTS**

Subsequent events have been evaluated through March 14, 2024, the date these financial statements were available to be issued.

**SUPPLEMENTAL INFORMATION**

GOLD COAST TRANSIT DISTRICT  
 LOW CARBON TRANSIT OPERATIONS PROGRAM ACCOUNTS  
*Summary of Outstanding Projects*  
 June 30, 2023

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<b>Project</b>	<b>Program Year</b>	<b>Expenditure Date</b>	<b>State Allocation Received</b>	<b>Current Year Interest Accrued by District</b>	<b>Prior Interest Received by District</b>	<b>Current Year Expenditures</b>	<b>Prior Year Expenditures</b>	<b>Net Position</b>
LCTOP - FY 2019-20 Token Transit	FY21	6/30/2022	\$ 76,290	\$ -	\$ 39	\$ 35,221	\$ 41,108	\$ -
LCTOP - FY 2021-22 Route 23 Operations	FY23	6/30/2023	\$ 72,092	\$ 18		\$ 72,110		\$ -
	<b>Total</b>		\$ 148,382	\$ 18	\$ 39	\$ 107,331	\$ 41,108	\$ -



GOLD COAST TRANSIT DISTRICT  
 LOW CARBON TRANSIT OPERATIONS PROGRAM ACCOUNTS  
*Budget vs Actuals*  
 June 30, 2023

	FY23			FY22		
	Final Budget	Actual	Variance Positive (Negative)	Final Budget	Actual	Variance Positive (Negative)
<b>REVENUES</b>						
Low carbon transit operations program	\$ 72,092	\$ 72,092	\$ -	\$ 333,837	\$ 333,837	\$ -
Interest income	-	18	18	-	39	39
			-			-
<b>Total revenues</b>	<u>72,092</u>	<u>72,110</u>	<u>18</u>	<u>333,837</u>	<u>333,876</u>	<u>39</u>
<b>EXPENDITURES</b>						
Operating	72,092	107,331	35,239	333,837	372,884	39,047
<b>Total expenditures</b>	<u>72,092</u>	<u>107,331</u>	<u>35,239</u>	<u>333,837</u>	<u>372,884</u>	<u>39,047</u>
<b>Change in fund balance</b>	<u>\$ -</u>	<u>\$ (35,221)</u>	<u>\$ (35,221)</u>	<u>\$ -</u>	<u>\$ (39,008)</u>	<u>\$ (39,008)</u>
<b>Fund balance:</b>						
Beginning of year		\$ 35,221			\$ 74,229	
End of year		\$ -			\$ 35,221	



**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**

Board of Directors  
Gold Coast Transit District  
Oxnard, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Low Carbon Transit Operations Program (LCTOP) accounts of the Gold Coast Transit District (District) as of and for the fiscal year ended June 30, 2023, and the related notes to the financial statements, and have issued our report thereon dated March 14, 2024.

**Report on Internal Control Over Financial Reporting**

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

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the District'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 have not been identified.

## Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the LCTOP accounts' financial statements are free of material misstatement, we performed tests of the District's compliance with certain provisions of laws, regulations, contracts, and grant agreements, including the applicable statutes, rules, and regulations of the Transportation Development Act, including Section 6667 of Title 21, of the California Code of regulations, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance 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 LCTOP accounts. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control and compliance relating to the LCTOP accounts. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in blue ink that reads "Nigro & Nigro, PC". The signature is written in a cursive style with a stylized "N" and "C".

Murrieta, California  
March 14, 2024