

**GOLD COAST TRANSIT DISTRICT**

State Transit Assistance Fund

Financial Statements

Fiscal Years Ended June 30, 2025 and 2024

# **GOLD COAST TRANSIT DISTRICT**

State Transit Assistance Fund

Fiscal Years Ended June 30, 2025 and 2024

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Board of Commissioners  
Ventura County Transportation Commission  
Camarillo, California

## INDEPENDENT AUDITOR'S REPORT

### Opinion

We have audited the accompanying financial statements of the State Transit Assistance Fund ("STA Fund") of the Gold Coast Transit District ("District"), as of and for the years ended June 30, 2025 and 2024, 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 STA Fund of the District, as of June 30, 2025 and 2024, and the respective changes in financial position of the STA Fund of the District 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 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 ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### Emphasis of Matters

As discussed in Note 1, the financial statements present only the STA Fund of the District and do not purport to, and do not present fairly, the financial position of the District as of June 30, 2025 and 2024, the changes in its 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 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.

### **Auditor's Responsibilities for the Audit of the Financial Statements**

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with 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 STA Fund of the District'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.

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.

### **Supplementary Information**

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

In accordance with *Government Auditing Standards*, we have also issued a report dated December 8, 2025 on our consideration of the District's internal control over financial reporting for the STA Fund and our tests of its compliance with certain provisions of laws, regulations, contracts, 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 internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

ASM LLP

Rancho Santa Margarita, California  
December 8, 2025

# GOLD COAST TRANSIT DISTRICT

State Transit Assistance Fund

Comparative Statement of Net Position

June 30, 2025 and 2024

	<u>2025</u>	<u>2024</u>
<u>Assets</u>		
Cash in county treasury (Note 3)	\$ -	\$ -
Due from other governmental agencies	<u>71,241</u>	<u>74,307</u>
Total assets	<u>71,241</u>	<u>74,307</u>
<u>Liabilities</u>		
Unearned revenue	<u>-</u>	<u>-</u>
Total liabilities	<u>-</u>	<u>-</u>
<u>Net position</u>		
Restricted	<u>71,241</u>	<u>74,307</u>
Total net position	<u>\$ 71,241</u>	<u>\$ 74,307</u>

See accompanying notes to financial statements

# GOLD COAST TRANSIT DISTRICT

## State Transit Assistance Fund

### Comparative Statement of Revenues, Expenses, and Changes in Net Position

Fiscal Years Ended June 30, 2025 and 2024

	<u>2025</u>	<u>2024</u>
Operating revenues:		
Passenger fares for transit services	\$ -	\$ -
Total revenues	<u>-</u>	<u>-</u>
Operating expenditures:		
Operations	<u>320,317</u>	<u>349,650</u>
Total operating expenditures	<u>320,317</u>	<u>349,650</u>
Operating loss	<u>(320,317)</u>	<u>(349,650)</u>
Non-operating revenues:		
State of transit assistance	<u>317,251</u>	<u>350,687</u>
Total non-operating revenues	<u>317,251</u>	<u>350,687</u>
Change in net position	<u>(3,066)</u>	<u>1,037</u>
Net position at beginning of year	<u>74,307</u>	<u>73,270</u>
Net position at end of year	<u>\$ 71,241</u>	<u>\$ 74,307</u>

See accompanying notes to financial statements

# GOLD COAST TRANSIT DISTRICT

## State Transit Assistance Fund

### Comparative Statement of Cash Flows For the Fiscal Years Ended June 30, 2025 and 2024

	<u>2025</u>	<u>2024</u>
Cash flow from operating activities:		
Cash paid for operating costs, net of support	\$ (317,251)	\$ (350,687)
Net cash (used) by operating activities	<u>(317,251)</u>	<u>(350,687)</u>
Cash flow from noncapital financing activities:		
Cash received from local transportation fund, STA	<u>317,251</u>	<u>350,687</u>
Net cash provided by noncapital financing activities	<u>317,251</u>	<u>350,687</u>
Cash flows from investing activities:		
Cash received from interest from investments	<u>-</u>	<u>-</u>
Net cash provided by investing activities	<u>-</u>	<u>-</u>
Net decrease in cash in county treasury	<u>-</u>	<u>-</u>
Cash in county treasury:		
Cash and investments at the beginning of year	<u>-</u>	<u>-</u>
Cash and investments at the end of year	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>

See accompanying notes to the financial statements.

# GOLD COAST TRANSIT DISTRICT

## State Transit Assistance Fund

### Comparative Statement of Cash Flows For the Fiscal Years Ended June 30, 2025 and 2024

	<u>2025</u>	<u>2024</u>
Reconciliation of operating income to net cash (used) for operating activities:		
Operating income (loss)	<u>\$ (320,317)</u>	<u>\$ (349,650)</u>
Changes in operating assets and liabilities: (Increase)/decrease due from other government agencies	<u>3,066</u>	<u>(1,037)</u>
Total adjustments	<u>3,066</u>	<u>(1,037)</u>
Net cash (used) by operating activities	<u>\$ (317,251)</u>	<u>\$ (350,687)</u>

Noncash investing, capital, and financing activities:

The State Transit Assistance Fund had no non-cash financing activity in fiscal years 2024/25, and 2023/24.

See accompanying notes to the financial statements.

# **GOLD COAST TRANSIT DISTRICT**

State Transit Assistance Fund

Notes to Financial Statements

Fiscal Years Ended June 30, 2025 and 2024

## **(1) General Information**

State Transit Assistance Fund (“STA Fund”) funding comes from the Public Transportation Act (“PTA”) which derives its revenue from the state sales tax on gasoline. These funds are designated as discretionary or formula. The former is appropriated by the legislature. The latter is a formula based upon population and fares generated. The Gold Coast Transit District (“District”) utilizes STA funding to fund a combination of operations and capital asset purchases. The STA funding was utilized by the District for operations in the current year.

The financial statements present only the activity of the STA Fund 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.

## **(2) Summary of Significant Accounting Policies**

### 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 net position segregated for the purpose of carrying out specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations. The District accounts for the activity of the STA Fund as an Enterprise Fund. Enterprise Funds are used to account for “business type activities” similar to those found in the private sector.

### 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.

### 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 STA possess the characteristic of a voluntary nonexchange transaction similar to a grant. Revenues under STA are recognized when related costs have been incurred.

Unearned revenue arises when grant receipts are collected in excess of reimbursable costs incurred.

# GOLD COAST TRANSIT DISTRICT

State Transit Assistance Fund

Notes to Financial Statements

Fiscal Years Ended June 30, 2025 and 2024

## (2) **Summary of Significant Accounting Policies (Continued)**

### 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 the District's Board of Directors.

### 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.

### 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.

## (3) **Cash and Investments**

The District 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 STA Fund's cash and investments as of June 30, 2025 and 2024 were \$0.

# **GOLD COAST TRANSIT DISTRICT**

State Transit Assistance Fund

Notes to Financial Statements

Fiscal Years Ended June 30, 2025 and 2024

## **(3) Cash and Investments (Continued)**

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

The STA Fund's cash is deposited in the District'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 STA Fund are those of the District and are included in the District's basic financial statements.

See the District's basic financial statements for disclosures related to cash and investments including those disclosures relating to demand deposits, custodial credit risk, interest rate risk, credit rate risk, fair value, and concentration of credit risk.

## **(4) Restrictions**

Funds received pursuant to the Public Transportation Act may only be used for operations and capital asset purchases.

## **(5) Contingencies**

See the District'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.

## Supplementary Information

**GOLD COAST TRANSIT DISTRICT**

State Transit Assistance Fund

Schedule of Status of Funds by Project

**Fiscal Year Ended June 30, 2025**

<u>Project Name</u>	<u>Program Year</u>	<u>State Allocation Received</u>	<u>Current Interest Received from VCTC</u>	<u>Current Interest Accrued by District</u>	<u>Prior Year Interest Received from VCTC</u>	<u>Prior Year Interest Accrued by District</u>	<u>Current Year Expenditures</u>	<u>Prior Year Expenditures</u>	<u>Net Position</u>	<u>Program Status</u>
Transit Operation	2023-24	\$ 350,687	\$ -	\$ -	\$ -	\$ -	\$ 74,307	\$ 276,380	\$ -	Closed
Transit Operation	2024-25	<u>317,251</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>246,010</u>	<u>-</u>	<u>71,241</u>	Open
Totals		<u>\$ 667,938</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 320,317</u>	<u>\$ 276,380</u>	<u>\$ 71,241</u>	

**Fiscal Year Ended June 30, 2024**

<u>Project Name</u>	<u>Program Year</u>	<u>State Allocation Received</u>	<u>Current Interest Received from VCTC</u>	<u>Current Interest Accrued by District</u>	<u>Prior Year Interest Received from VCTC</u>	<u>Prior Year Interest Accrued by District</u>	<u>Current Year Expenditures</u>	<u>Prior Year Expenditures</u>	<u>Net Position</u>	<u>Program Status</u>
Transit Operation	2022-23	\$ 374,875	\$ -	\$ -	\$ 822	\$ -	\$ 73,270	\$ 302,427	\$ -	Closed
Transit Operation	2023-24	<u>350,687</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>276,380</u>	<u>-</u>	<u>74,307</u>	Open
Totals		<u>\$ 725,562</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 822</u>	<u>\$ -</u>	<u>\$ 349,650</u>	<u>\$ 302,427</u>	<u>\$ 74,307</u>	



Board of Commissioners  
Ventura County Transportation Commission  
Camarillo, California

**INDEPENDENT AUDITOR’S 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**

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 State Transit Assistance Fund (“STA Fund”) of the Gold Coast Transit District (“District”), as of and for the fiscal years ended June 30, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the District’s TDA Fund financial statements, and have issued our report thereon dated December 8, 2025.

**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) 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. Accordingly, we do not express an opinion on the effectiveness of the District’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 financial statements of the STA Fund of the District 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 determination of financial statement amounts. 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*, including §6666 of Part 21 of the California Code of Regulations, §99268 and §99268.5 of the Public Utilities Code.

### **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 entity'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 entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

ASM LLP

Rancho Santa Margarita, California  
December 8, 2025