

# Ventura County Transportation Commission

## Summary of Final Audit Findings

VCTC Board | June 5, 2026

### Summary of Final Audit Findings and Recommendations

Operator	Compliance Findings	Recommendations
City of Camarillo	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Consider providing training for Dial-A-Ride users on how to make reservations and payment using the RideCo app.</li> <li>• Continue to work with VCTC and Umo to ensure the VCbuspass readers are operational and the City is receiving all applicable fare revenues.</li> </ul>
City of Moorpark	<ul style="list-style-type: none"> <li>• State Controller Reports for FY 2022/23 and FY 2023/24 were submitted after the established deadline. The FY 2024/25 report was submitted on time.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider adding a dedicated city-wide grants position (such as a grants manager or grants analyst) that could also support transit grants.</li> <li>• Work with VCTC to implement the recommendations of the County-wide Short Range Transit Plan in a manner that both effectively addresses the mobility needs within Moorpark and ensures connectivity with the region as a whole.</li> </ul>
City of Ojai	<ul style="list-style-type: none"> <li>• The State Controller Report (Transit Operator Financial Transactions Report) was submitted two weeks late in FY 2022/23, and on-time submittal for the remaining two years of the audit period could not be confirmed.</li> <li>• Use of the TDA definition of Full-time Equivalent (FTE) Employee for reporting to the State Controller could not be confirmed for any year of the audit period.</li> <li>• The City did not provide justification for increases greater than 15 percent in its Transit operating budget for any year of the audit period.</li> <li>• LTF revenues were not reported correctly on the State Controller Report (Transit Operator Financial Transactions Report). Instead of being reported as LTF under State Government Funds (Row R32), they were reported under General Revenues of the Local Government (Row R28). In addition, no federal funds were reported on the State Controller Report, though they were reported to the National Transit Database. Without this data reported correctly, it was impossible to determine whether the City was eligible to receive all of the TDA funding it received.</li> </ul>	<ul style="list-style-type: none"> <li>• Transit staff should work with the Finance department to ensure State Controller Reports are submitted prior to the established deadline.</li> <li>• Transit staff should work with the Finance department to ensure the TDA definition of Full-time Equivalent (FTE) Employee is being used for reporting to the State Controller.</li> <li>• The City needs to document increases to its transit operating budget greater than 15 percent as part of its TDA claim.</li> <li>• Transit staff should work with the Finance department to ensure all financial data is reported correctly within the State Controller Report.</li> <li>• The City and/or VCTC should work with the TDA fiscal auditor to ensure the farebox recovery ratio is calculated correctly.</li> <li>• Transit staff must more accurately document performance data internally to ensure transparency and traceability of the sources used in external reporting was sourced from.</li> </ul>

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City of Simi Valley	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• The City should continue its efforts to fully staff its driver workforce.</li> </ul>
City of Thousand Oaks	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
County of Ventura	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• If the County continues to operate the Kanan Shuttle fare-free, it will be necessary to identify sufficient partner contributions to be counted as fares should farebox recovery ratio be restored as a primary metric for eligibility.</li> <li>• The County should explore its options regarding transition to zero-emissions vehicles.</li> </ul>
East County Transit Alliance	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
Gold Coast Transit District	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to work with the GCTD Board to identify an alternative zero-emission vehicle transition plan.</li> </ul>
Valley Express	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Continue efforts regarding plans for the zero-emission vehicle transition since the current leased facility cannot accommodate the future transition.</li> </ul>
VCTC Intercity Bus	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to work with the operations contractor so that the workforce is fully and sufficiently staffed.</li> </ul>
VCTC (RTPA)	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Submit a formal letter to Caltrans accompanying the RTPA audit and certifying completion of the operator audits, and ensure that letter is maintained for the next Triennial Performance Audit.</li> </ul>