



AGENDA
REGULAR BOARD OF DIRECTORS MEETING
WEDNESDAY, APRIL 6, 2022 – 10:00 A.M.
GCTD ADMINISTRATIVE FACILITY
1901 AUTO CENTER DRIVE
OXNARD, CA 93036-7966
www.GoldCoastTransit.org

The meeting will be via ZOOM Webinar
<https://us02web.zoom.us/j/83972151959>

DUE TO THE THREAT OF NOVEL CORONAVIRUS (COVID-19), GOVERNOR NEWSOM DECLARED A STATE EMERGENCY, WHICH DECLARATION IS STILL IN EFFECT. IN ACCORDANCE WITH AB 361 AND AT THE RECOMMENDATION OF THE VENTURA COUNTY PUBLIC HEALTH OFFICER THE MEETING WILL BE VIRTUAL. AB 361 ALLOWS THE DISTRICT TO HOLD BOARD MEETINGS VIA TELECONFERENCING AND ALLOWS FOR MEMBERS OF THE PUBLIC TO OBSERVE AND ADDRESS THE MEETING TELEPHONICALLY OR ELECTRONICALLY.

MEMBERS OF THE PUBLIC MAY PARTICIPATE IN THE BOARD MEETING BY EMAILING THEIR PUBLIC COMMENTS TO THE CLERK OF THE BOARD PRIOR TO 9:00 AM ON APRIL 6, 2022. IN ADDITION, MEMBERS MAY PARTICIPATE IN THE MEETING BY LOGGING INTO ZOOM [HERE](#) ANY MEMBER OF THE PUBLIC REQUESTING ACCOMMODATION TO PARTICIPATE IN THIS MEETING VIA PHONE, MAY CONTACT THE CLERK OF THE BOARD PRIOR TO 9:00 AM ON APRIL 6, 2022 AT 805-483-3959 X 160 OR ADELGADO@GCTD.ORG.

CALL TO ORDER

ROLL CALL

Chair – Bryan MacDonald, City of Oxnard
Vice Chair – Matt LaVere, County of Ventura
Director – Mike Johnson, City of Ventura
Director – Richard Rollins, City of Port Hueneme
Director – Randy Haney, City of Ojai

CEREMONIAL CALENDAR

- **Pledge of Allegiance**
- **Employee Recognition**
 - **Veronica Navarro, Accounting Analyst – 5 Years**

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GENERAL PUBLIC COMMENT PERIOD

At this time, the Gold Coast Transit District Board of Directors will consider public comment for business matters that are not on the agenda. Each speaker is limited to three (3) minutes. The presiding officer shall enforce the time limit. Such matters cannot be discussed by the Board at the time of presentation but may be referred to the general manager/secretary for administrative action or public report at a later meeting or scheduled on a subsequent agenda for consideration. This rule shall not prohibit a member of the Board, at this time, from briefly responding to a public statement, or question or proposed initiative, as provided in Government Code Section 54954.2. Speakers are requested to complete a green speaker form, available from the Clerk of the Board, and file it with the Clerk before speaking.

BOARD OF DIRECTORS' REPORTS

GENERAL MANAGER'S REPORT

[General Manager's Report – Vanessa Rauschenberger, General Manager](#)

AGENDA REVIEW - Any changes to the agenda may be made at this time.

CONSENT AGENDA

1. [Consider Approval of Minutes of February 2, 2022, Board of Directors Meeting](#)
2. [Consider Approval of Expenditures for the Month of Dec 2021](#)
3. [Consider Approval of Treasurer's Report for the Month of Dec 2021](#)
4. [Consider Approval of Budget Income Statement for Month Ending Dec 2021](#)
5. [Consider Approval of Financial Statements & Schedule of Money Transfers for Dec 2021](#)
6. [Report of Contracts Awarded – Marlana Kohler, Purchasing Manager & DBE Officer](#)
7. [Consider Reconfirming Resolution 2021-09 Authorizing Virtual Board and Committee Meetings Pursuant to AB 361 - Vanessa Rauschenberger, General Manager](#)

FORMAL ITEMS - PUBLIC COMMENTS ON AGENDA ITEMS

The GCTD Board of Directors will consider public comment on any item appearing on the agenda at the time that agenda item has been called by the presiding officer and after the staff report has been given. Each speaker is limited to five (5) minutes comment total on all agenda items. Speakers are requested to complete a green speaker form, available from the Clerk of the Board or on the speaker's podium, and file it with the Clerk before speaking.

8. [Consideration of the Resumption of In-Person Meetings – Vanessa Rauschenberger, General Manager](#)
9. [Receive and File FY 2020-21 TDA Audit Reports for the Five \(5\) Members, as Prepared by Brown Armstrong Accountancy Corporation – Dawn Perkins, Director of Finance](#)
10. [Consider Approval of 2022 Title VI Civil Rights Program Update – Matt Miller, Planning Manager](#)

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11. [Receive Report on GCTD's Hydrogen Fuel Cell Zero Emission Project Concept and Authorize Staff to Develop Application for the 2022 Low or No Emission Grant Program \(Low-No Program\) – James Beck, Director of Operations & Maintenance and Matt Miller, Planning Manager](#)

INFORMATION

12. [Receive Presentation and Provide Input on Bus Stop Improvement Plan – Austin Novstrup, Transit Planner II](#)
13. [Future Agenda Items – Vanessa Rauschenberger, General Manager](#)

CLOSED SESSION

14. PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Title: General Manager

The next regular meeting of the GCTD Board of Directors will be held on **May 4, 2022, at 10:00 A.M. at 1901 Auto Center Drive, Oxnard CA 93036**. Copies of administrative reports relating to the Board agenda are available on-line at www.GoldCoastTransit.org or from the Clerk of the Board, Gold Coast Transit District, 1901 Auto Center Drive, Oxnard, CA, 93036-7966.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THE MEETING, PLEASE CONTACT THE CLERK OF THE BOARD AT (805) 483-3959, Ext. 160, OR E-MAIL adelgado@gctd.org OR THROUGH THE CALIFORNIA RELAY SERVICE AT 711. NOTIFICATION 72 HOURS PRIOR TO THE MEETING WILL ENABLE GCTD TO MAKE REASONABLE ACCOMMODATIONS TO ENSURE ACCESSIBILITY TO THE MEETING.



Date: April 6th, 2022

To: Board of Directors

From: Vanessa Rauschenberger, General Manager

Subject: General Manager Monthly Report

Employees of the Quarter

To start this report, I want to recognize GCTD's three Employees of the Quarter for the First Quarter of 2022. The Employees of the Quarter are nominated by their peers for excellence in professionalism, teamwork, problem solving, knowledge, and outstanding performance. Please join me in congratulating the following employees.

- **Paris Zavala/Bus Operator** - Paris became a bus operator in August 2018. In the last three years, Paris has received several commendations from our customers but his coworkers. Paris says: "This job is special, it humbles me to get out of the driver seat and sit and listen, discuss, and get to know and build relationships with our passengers."
- **Jesus Hernandez/Payroll Specialist** - Jesus joined GCTD as Payroll Specialist on 08/03/2020. During his 35 years of work experience, he has worked in Payroll, Human Resources, and Accounting.
- **Mauro Tapia/Mechanic II** - Mauro Tapia joined Gold Coast Transit on October 1, 2012. He has 16 years of transit experience, 10 of whom have been with GCTD. He is an ASE Certified Master Transit Bus Mechanic and ASE Certified Light Duty/Medium Duty mechanic. Mauro enjoys troubleshooting complex jobs and does not stop until the job is completed.

Staffing Updates

Please join me in congratulating **Frankie Escobar** on his promotion from Mechanic I to Mechanic II. Frankie started at GCTD 6 years ago as a Service Worker. In this photo, Frankie assists Tom Lincoln in rebuilding an engine that embodies GCTD's commitment to training and supporting employee growth in the organization.

Please join me in congratulating **Geraldine Navarrete** on her promotion to Revenue Specialist. Geraldine joined GCTD 14 years ago as a Customer Service Assistant. She will utilize her extensive knowledge of our services and customers to support our Finance Department in her new role.



Safety Awards / Employee Appreciation Day

On March 17th, GCTD celebrated its employees for Transit Driver Appreciation Day and the Quarterly Safety Awards. The staff enjoyed a lunch of Toppers Pizza and desserts.



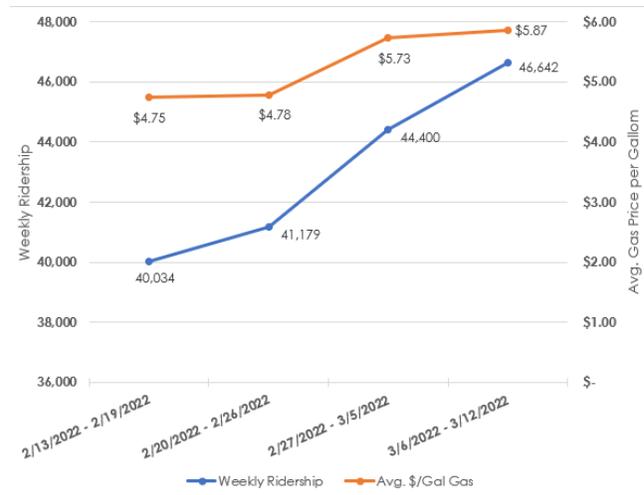
“Zero Emission Bus” Mini Conference

On March 23rd, GCTD hosted an electric vehicle maintenance mini-conference. The conference's concurrent sessions focused on driver operator and maintenance training specific to the new electric Ford Transit vehicle. The Ford Transit will be deployed in GCTD's first micro-transit pilot – scheduled to be offered to residents in South Oxnard later this year. The training was provided to maintenance and operations personnel from GCTD, Santa Barbara MTD, and MV by A-Z Bus Sales and Lightning eMotors staff. The mini-conference is the first of what GCTD hopes to be more opportunities to host and collaborate with our partners.



Fixed-Route Ridership Update

As gas prices continue to rise, more community members are looking to public transportation as an affordable way to get around. Ridership in the 1st week of March 2022 was 15% higher than the first week of February 2022.



Late Night Safe Rides

Ridership on the “Late Night Safe Routes” demonstration service continues to grow. In March, it is anticipated that ridership will exceed 800 rides.

Testing ZEB Buses Continues

GCTD hosted a Proterra 40ft ZX5 Electric Bus to demonstrate its Zero Emissions technology here, taking a test drive around the community. Jim Beck, Director of Operations and Maintenance, will be coordinating a demonstration of a Hydrogen Fuel Cell Bus that will be here June 1-2, available for test rides after our June Board meeting.

301 Facility Update

Progress is being made to prepare the 301 Facility for building demolition. On March 8th, So Cal Edison completed the removal of the electrical transformer. Additionally, Marlena Kohler, Procurement Manager, is working on getting quotes for a Phase II Environmental Assessment for the property to commence as soon as buildings are removed. Once the demolition and the Phase II report are completed, the information will be shared with the selected developers as part of the RFP process.



Administration & Finance Updates

The Finance Department continues to work with our Auditors to complete the required Annual TDA Audits. Additionally, Payroll staff completed the issuance of all retroactive checks to employees as part of the agreed-upon wage/salary increases approved by the Board in January.

General Manager Activities

- March 10th – Participated as a guest speaker for Cal Lutheran University Graduate Student course on Strategic Planning.
- March 23rd – Met with employees at “Coffee & Bagels with the GM” in the Operator Break room and heard several great ideas from employees.
- Week of March 21st-25th – I attended Safety Meetings (virtual meetings) to meet with employees and provide information on ways to contact me.
- March 30th – Attended CTA’s Small Operators Committee meeting
- Upcoming – Friday, April 8th- Monday, April 11th – I will be attending the American Public Transit Associations (APTA’s) General Manager’s/CEO’s Conference in Denver, CO.

Collaborative Meetings & Committee Activities – GCTD’s expert staff from various departments are actively engaged in coordinating and participating in a variety of meetings to support GCTD’s mission. Key meetings attended this month by GCTD staff included: VCTC’s TRANSCOM Transit Operators Committee, SCAG Regional Transit Coordination Meeting, Cal Act Board Meeting, and CaTIP. Staff also met with City of Ojai Public Works staff to discuss the possibility of preparing a joint ZEB Roll Out Plan.

Upcoming Tour! Channel Islands High School Students

Students from Channel Islands High School learning about transportation technology will tour the GCTD Facility and learn more about engine mechanics and trends toward clean energy. They will get a firsthand look at the latest technology used on GCTD’s fleet, including the electric Nissan relief vehicles and the new Ford Transit EV.

Keep up with us on the GO

“Like Us” and Follow Us on Facebook, Twitter, and Instagram, “Like Us” on Facebook @GCTransit - “Follow Us” on Twitter @GoldCoastBus - or “Follow Us” on Instagram @GoldCoastTransit. Sign up online for GCTD’s monthly “News on the GO” Newsletter.

EMPLOYEE RECOGNITIONS

April 2022





Veronica Navarro,

Accounting Analyst

5 Years Service Award



Veronica Navarro joined GCTD as an Administrative Specialist on April 3, 2017.

Veronica was born and raised in Ventura County. She currently lives in Oxnard with her husband Adrian, two daughters, Ariana (15years), Sophia (10), and 9-year-old toy poodle Duke. In her spare time, she enjoys spending time with her family and friends. She enjoys babysitting her nieces, JosieRae and Avery.

Veronica is self-driven and passionate about professional development. She recently completed her Masters of Public Policy and Administration from California Lutheran University with straight A's. She is looking forward to joining Toastmasters International to become a proficient public speaker, gain leadership skills, and become more engaged in her community. Her interests are in transit, housing, and education. She enjoys working at GCTD and hopes to grow within the district.



Item #1

**MINUTES OF THE REGULAR BOARD OF DIRECTORS MEETING
WEDNESDAY, MARCH 2, 2022 – 10:00 A.M.
THIS MEETING WAS HELD VIA-ZOOM**

Call to Order

Chair Bryan MacDonald called the regular meeting of the Board of Directors of Gold Coast Transit District to order at 10:03 AM at the GCTD Administrative Facility, 1901 Auto Center Drive, Oxnard, California and via Zoom. Due to COVID-19 this meeting was also made available via Zoom for the public.

Roll Call Present– via Zoom

Chair Bryan MacDonald – City of Oxnard – In person
Vice-Chair Matt LaVere – County of Ventura
Director Mike Johnson – City of Ventura
Director Richard Rollins – City of Port Hueneme
Director Randy Haney – City of Ojai

Staff Present – via Zoom

Steven Brown, General Manager
Steven DeBaun, General Counsel
Vanessa Rauschenberger, Acting Assistant General Manager
Chiharu Endo-Lee, Operations Manager
Juan De La Rosa, Fleet Manager
Matt Miller, Planning Manager
Martin Rodriguez, Transit Planner
Yvett Urteaga, HR Coordinator
Angie Delgado, Clerk of the Board

Ceremonial Calendar

The pledge of allegiance was led by Vice-Chair LaVere

Employee Recognition

- **Maria Padilla, Operator 10 Years**
- **Manny Barajas, Operations Supervisor, Special Recognition**

Mr. Barajas thanked Mr. Brown, Ms. Endo-Lee, and Mr. Beck for allowing him to serve the community with the resources needed and encouragement. Mr. Barajas was thankful for his recognition and mentioned it was a team effort and upbringing. He said it was a team recognition, including bus operators, and thanked the board members.

Chair MacDonald thanked Mr. Barajas for his efforts and work for the district. He also thanked Ms. Padilla for her hard work and ten years of service.

GOLD COAST TRANSIT DISTRICT

Director Johnson thanked Ms. Padilla for her ten years of service. He also thanked Mr. Barajas for his dedication and hard work. Finally, he thanked all the Operators for their critical position to move forward and work with the community from point A to point B.

Director Rollins stated how proud he feels to be a part of GCTD's employee recognitions. He would like to present the same concept to his department in Port Hueneme.

Vice-Chair La Vere thanked Ms. Padilla for her ten years of dedicated service. He thanked Mr. Barajas for going above and beyond and handling each situation professionally.

General Public Comment

None

Board of Directors Reports

Director Johnson stated that Ventura is beginning their Capital Improvement Program Workshop. Some possibilities are a transit hub in the west end of Ventura.

Chair MacDonald stated he was nominated as Vice-Chair to the Ventura County Transportation Commission (VCTC). He is honored and looking forward to it.

General Manager Reports

Mr. Brown provided the Board Members with the updated General Managers report. He stated that although some cities have lifted their mask mandate, GCTD is still following the Federal mask mandate order in effect until March 18, 2022. The Annual report is now available on GCTD's website, and a hard copy is available upon request. Mr. Brown welcomed new staff to its team of dedicated employees. Employee Appreciation Event will be celebrated this month with a luncheon. Lastly, Mr. Brown announced that the Proterra EV, an electric transit bus, will be at the GCTD yard for a test drive.

Consent Agenda

1. [Consider Approval of Minutes of February 2, 2022, Board of Directors Meeting](#)
2. [Consider Approval of Treasurer's Report for the Month of November 2021](#)
3. [Consider Approval of Financial Statements & Schedule of Money Transfers – November 2021](#)
4. [Report of Contracts Awarded – Marlana Kohler, Purchasing Manager](#)
5. [Consider Reconfirming Resolution 2021-09 Authorizing Virtual Board and Committee Meetings Pursuant to AB 361 - Vanessa Rauschenberger, Acting Assistant General Manager](#)

Vice-Chair LaVere moved to approve Consent Agenda Items 1 through 5. Director Haney seconded the motion.

The motion passed unanimously.

FORMAL ITEMS - PUBLIC COMMENTS ON AGENDA ITEMS

The Gold Coast Transit District Board of Directors will consider public comment on any item appearing on the agenda at the time that agenda item has been called by the presiding officer and after the staff report has been given. Each speaker is limited to three (3) minutes comment total on all agenda items. Members of the public must submit their request by email to the Clerk of the Board prior to 9am on the day of the Board Meeting. THERE WERE NO COMMENTS

6. [Consider Adoption of Resolution 2022-05 Approving GCTD's FY21-22 LCTOP Allocation – Matt Miller, Planning Manager](#)

Mr. Miller presented the board with information on the Low Carbon Transit Operations Program (LCTOP). The program aims to reduce GHG emissions and improve mobility focusing on Disadvantaged & Low-Income within the community, requesting funds to continue to support Route 23, which serves a state designated Disadvantaged Community.

RECOMMENDATION

It is recommended that the Board of Directors adopt Resolution 2022-05 authorizing the General Manager to execute all documents for Low Carbon Transit Operations Program with the California Department of Transportation.

Director Rollins moved to approve Consider Adoption of Resolutions 2022-05 Approving GCTD's FY21-22 LCTOP Allocation. Vice-Chair LaVere seconded the motion.

The motion passed unanimously.

INFORMATIONAL ITEMS

7. [Receive Update on TIES Transit Integration and Efficiency Study – Vanessa Rauschenberger, Acting Assistant General Manager](#)

The report was filed and received.

8. [Receive Update on 2021 Passenger Survey Results – Martin Rodriguez, Transit Planner](#)

The report was filed and received.

9. [Receive Update on Human Resources Activities – Yvett Urteaga, HR Coordinator](#)

The report was filed and received.

10. [Receive Monthly Update on Operations– Chiharu Endo-Lee, Operations Manager](#)

The report was filed and received.

11. [Receive Monthly Update on Maintenance – Juan De La Rosa, Fleet Manager](#)

The report was filed and received.

12. [Future Agenda Items – Vanessa Rauschenberger, Acting Assistant General Manager](#)

The report was filed and received.

13. CLOSED SESSION

A. PUBLIC EMPLOYEE APPOINTMENT TITLE: GENERAL MANAGER
CONFERENCE WITH LABOR NEGOTIATORS – Agency designated
representatives – Board Chair and Legal Counsel Position: General Manager

B. Reconvene into Open Session

C. Report from Closed Session

Mr. DeBaun stated the reportable action in Closed Session, the board voted 5-0 to appoint Vanessa Rauschenberger as the new General Manager for Gold Coast Transit, effective March 7, 2022.

14. Discussion and Possible Action on General Manger Contract

Mr. DeBaun stated that Board Members would vote on the employment contract terms discussed in the closed session. The contract will provide Ms. Rauschenberger with a salary of \$182,821, and she will receive the same benefits as management employees, including the 457 plan at the federal max.

Director Johnson stated he was happy to hear Ms. Rauschenberger will be staying in the GCTD family. Thanked Mr. Brown for setting GCTD for continued success enabling employees to work throughout the organization.

Mr. Brown congratulated Ms. Rauschenberger and thanked the board for the outstanding choice and for making a great selection. Mr. Brown announced his last day with GCTD effective Friday, March 4, 2022.

Chair MacDonald was happy to keep Ms. Rauschenberger as a member of the GCTD team. He congratulated Mr. Brown on his retirement and thanked him for his service and the bright future for GCTD with its new General Manager.

Director Haney congratulated Ms. Rauschenberger and was happy to hear an employee was given the opportunity. Demonstrates to the GCTD family opportunities to promote within. He also thanked Mr. Brown for his time and outstanding leadership.

Vice-Chair LaVere congratulated Ms. Rauschenberger for being a strong candidate, excited for her leadership. He thanked Mr. Brown for his many years of service with appreciation.

Director Rollins thanked Mr. Brown and stated he was a true leader.

Director Rollins moved to approve the Discussion and Possible Action on General Manager Contract. Vice Chair LaVere seconded the motion.

There being no further business, Chair Bryan MacDonald adjourned the Board of Directors meeting at 12:21 PM.

Minutes recorded by: Angie Delgado, Clerk of the Board of Directors

Vanessa Rauschenberger
Secretary of the Board of Directors

Chair Bryan MacDonald
Board of Directors

Unless otherwise determined by the Board of Directors, the next meeting of the GCTD Board of Directors will be on **April 6, 2022, at 10:00 A.M. Held via-ZOOM**. Copies of administrative reports relating to the Board agenda are available on-line at www.gctd.org or from the Clerk of the Board, Gold Coast Transit District, 1901 Auto Center Drive, Oxnard, CA 93036.



Item #2

DATE April 6, 2022
TO GCTD Board of Directors
FROM Dawn Perkins, Director of Finance *dlp*
SUBJECT Consider the Approval of Expenditures for the Month of December 2021

Attached is a list of expenditures for the month of December 2021 from the various GCTD Accounts.

If any member of the Board wishes to review a particular item, please contact me to have the necessary documentation on hand for the meeting.

Attachments:

Accounts Payable Disbursement List – December 2021

GENERAL MANAGER CONCURRENCE

A handwritten signature in black ink, reading 'Vanessa Rauschenberger', is written over a horizontal line.

Vanessa Rauschenberger
General Manager

GOLD COAST TRANSIT DISTRICT

Accounts Payable Disbursement List

Vendor #	Name	Check #	Date	Amount	Voided	Comments
R1400	ACCOMTEMP A ROBERT HALF COMPANY	83494	12/9/2021	\$27,500.00		TEMPORARY HELP
A0918	AIRGAS USA, LLC	83442	12/9/2021	\$108.42		MAINTENANCE SUPPLIES
A1406	ANA LABORATORIES, INC.	83444	12/9/2021	\$555.00		SERVICES
A1801	ARAMARK UNIFORM & CAREER APPAREL GROUP	83445	12/9/2021	\$151.05		UNIFORMS
A1920	ASSURANT EMPLOYEE BENEFITS	83446	12/9/2021	\$1,640.16		DENTAL PREMIUMS
B0503	BECNEL UNIFORMS	83448	12/9/2021	\$588.22		UNIFORMS
B0211	BEST BEST & KRIEGER LLP	83447	12/9/2021	\$33,314.03		GENERAL COUNSEL SERVICE
B1814	BROWN ARMSTRONG ACCOUNTANCY CORP.	83451	12/9/2021	\$7,060.00		PROFESSIONAL SERVICES
C0103	CALIFORNIA HOSE, INC	83453	12/9/2021	\$750.36		PARTS
C0113	CALTIP	83513	12/15/2021	\$1,624.35		LIABILITY INSURANCE
C0521	CENTER FOR TRANSPORTATION AND THE ENVIRO	83454	12/9/2021	\$3,000.00		MEMBERSHIP DUES
C0922	CITI CARDS	83514	12/15/2021	\$689.39		OFFICE SUPPLIES
O2414	CITY OF OXNARD	83483	12/9/2021	\$179.65		UTILITIES/TRASH
O2414	CITY OF OXNARD	83523	12/15/2021	\$0.00		UTILITIES/TRASH
O2414	CITY OF OXNARD	83524	12/15/2021	\$2,332.77		UTILITIES/TRASH
O2413	CITY OF OXNARD	83528	12/22/2021	\$1,270.80		UTILITIES/TRASH
C1504	COASTAL OCCUPATIONAL MEDICAL GROUP	83455	12/9/2021	\$2,140.00		PHYSICALS/DRUG SCREENS
V0501	COUNTY OF VENTURA - IT SVCS. DEPT.	83507	12/9/2021	\$189.00		REPEATER SITE RENTAL
C1904	CSAC EXCESS INSURANCE AUTHORITY	83515	12/15/2021	\$0.00	<input checked="" type="checkbox"/>	LONG TERM DISABILITY PREMIUMS
C1904	CSAC EXCESS INSURANCE AUTHORITY	83516	12/15/2021	\$0.00	<input checked="" type="checkbox"/>	LONG TERM DISABILITY PREMIUMS
C1904	CSAC EXCESS INSURANCE AUTHORITY	83517	12/15/2021	\$0.00	<input checked="" type="checkbox"/>	LONG TERM DISABILITY PREMIUMS
C1904	CSAC EXCESS INSURANCE AUTHORITY	83518	12/15/2021	\$0.00	<input checked="" type="checkbox"/>	LONG TERM DISABILITY PREMIUMS
C2115	CUMMINS PACIFIC LLC	83456	12/9/2021	\$0.00	<input checked="" type="checkbox"/>	PARTS
C2115	CUMMINS PACIFIC LLC	83457	12/9/2021	\$4,138.80		PARTS
C2115	CUMMINS PACIFIC LLC	83519	12/15/2021	\$703.27		PARTS
O1100	DAWN M PERKINS	83512	12/15/2021	\$110.00		EMPLOYEE REIMBURSEMENT
D0922	DIVERSIFIED LIGHTING SUPPLY	83458	12/9/2021	\$173.75		PARTS
E0409	EDISON CO.	83436	12/1/2021	\$22,777.48		ELECTRICAL POWER
E0409	EDISON CO.	83520	12/15/2021	\$1,502.12		ELECTRICAL POWER
A1219	ERICH KREIG	83443	12/9/2021	\$485.00		SERVICES
F0505	FEDERAL EXPRESS CORP.	83460	12/9/2021	\$53.09		MAIL SERVICES
O1805	FIRST CALL AUTO PARTS	83481	12/9/2021	\$229.99		PARTS
F1221	FLUID NETWORKS	83461	12/9/2021	\$55.80		SERVICES
F1814	FROG ENVIRONMENTAL, INC.	83526	12/22/2021	\$350.00		ENVIRONMENTAL ASSESSMENT
F1815	FRONTIER COMMUNICATIONS	83521	12/15/2021	\$1,267.51		INTERNET PRVDER-PTSIT CNTR
G0912	GILLIG LLC	83462	12/9/2021	\$0.00	<input checked="" type="checkbox"/>	PARTS
G0912	GILLIG LLC	83463	12/9/2021	\$6,163.64		PARTS
G1801	GRAINGER	83464	12/9/2021	\$3,725.21		MISC PARTS/SUPPLIES
T1506	GREG'S PETROLEUM SERVICE, INC	83502	12/9/2021	\$4,034.75		OIL SUPPLIER
G2013	GTT COMMUNICATIONS, INC.	83465	12/9/2021	\$176.84		TELEPHONE/LONG DISTANCE SRVC
I1400	INFINITY CNG SERVICES, INC.	83466	12/9/2021	\$2,100.00		PARTS/SERVICES
I1433	INSTRUMENT CONTROL SERVICES	83468	12/9/2021	\$598.00		PARTS
I1423	INTERSTATE BATTERIES	83467	12/9/2021	\$584.90		BATTERIES
I1414	IRON MOUNTAIN, INC.	83438	12/1/2021	\$101.89		SHREDDING SERVICES
K0511	KELLY CLEANING & SUPPLS, INC.	83469	12/9/2021	\$3,306.00		JANITORIAL SUPPLIES
K0915	KIMBALL MIDWEST	83470	12/9/2021	\$422.30		PARTS
L0523	LEWIS BRISBOIS BISGAARD & SMITH LLP	83471	12/9/2021	\$417.50		LEGAL SERVICES
L0908	LIGHTGABLER	83472	12/9/2021	\$1,207.50		LEGAL SERVICES
B0902	LOS ANGELES TRUCK CENTERS, LLC	83449	12/9/2021	\$0.00	<input checked="" type="checkbox"/>	PARTS/SERVICES
B0902	LOS ANGELES TRUCK CENTERS, LLC	83450	12/9/2021	\$2,517.41		PARTS/SERVICES
L2113	LUMINATOR HOLDING LP	83473	12/9/2021	\$6,747.99		PARTS/SERVICES
M2116	MUNCIE RECLAMATION AND SUPPLY COMPANY	83474	12/9/2021	\$262.07		PARTS
M2220	MV TRANSPORTATION, INC.	83475	12/9/2021	\$182,937.36		GCT ACCESS SERVICE
M2220	MV TRANSPORTATION, INC.	83527	12/22/2021	\$370,153.25		GCT ACCESS SERVICE
N1903	N/S CORPORATION	83479	12/9/2021	\$1,170.43		PARTS
N0132	NATURAL GREEN LANDSCAPE INC.	83476	12/9/2021	\$4,266.00		LANDSCAPING SERVICES
O1118	OK RADIATOR SHOP INC.	83480	12/9/2021	\$1,013.64		REPAIR SERVICES

Vendor #	Name	Check #	Date	Amount	Voided	Comments
P0119	PARKHOUSE TIRE, INC.	83484	12/9/2021	\$0.00	<input checked="" type="checkbox"/>	TIRES
P0119	PARKHOUSE TIRE, INC.	83485	12/9/2021	\$0.00	<input checked="" type="checkbox"/>	TIRES
P0119	PARKHOUSE TIRE, INC.	83486	12/9/2021	\$22,283.59		TIRES
P0919	PITNEY BOWES GLOBAL	83487	12/9/2021	\$249.04		POSTAGE MACHINE
P1601	PLATINUM TOW AND TRANSPORT INC.	83488	12/9/2021	\$320.00		TOWING SERVICES
P1602	PLEXUS GLOBAL	83489	12/9/2021	\$138.75		BACKGRD & DRUG SCREENING
P1807	PREFERRED BENEFIT INSURANCE	83490	12/9/2021	\$0.00	<input checked="" type="checkbox"/>	DENTAL PREMIUMS
P1807	PREFERRED BENEFIT INSURANCE	83491	12/9/2021	\$11,007.70		DENTAL PREMIUMS
R0126	RAYNE WATER CONDITIONING	83492	12/9/2021	\$9.31		WATER COOLER BREAK ROOM
R0913	RINGLEADER, INC	83525	12/15/2021	\$373.63		TELEPHONE/LONG DISTANCE SRVC
R0510	ROMAINE ELECTRIC CORPORATION	83493	12/9/2021	\$2,397.05		BUS PARTS
R2102	RUBBER NECK SIGNS	83495	12/9/2021	\$734.92		SERVICES
S0107	SAFETY-KLEEN SYSTEMS, INC.	83496	12/9/2021	\$1,146.58		SUPPLIES
S0921	SIRENS MEDIA	83439	12/1/2021	\$120.00		PHOTOGRAPHER
G0514	SOUTHERN COUNTIES FUELS	83437	12/1/2021	\$2,823.02		OIL/LUBE PRODUCTS
S1925	STANTEC CONSULTING SERVICES INC.	83497	12/9/2021	\$2,259.00		CONSULTING SERVICE
S2000	STAPLES ADVANTAGE	83498	12/9/2021	\$708.96		OFFICE SUPPLIES
S2126	SUPERIOR PRINTING & GRAPHICS, INC	83500	12/9/2021	\$622.44		PRINTING SERVICES
S2119	SUPERIOR SANITARY SUPPLIES	83499	12/9/2021	\$1,123.01		SUPPLIES
T0503	TEAMSTERS LOCAL 186	83501	12/9/2021	\$1,156.00		PAYROLL DEDUCTION
N0529	THE AFTERMARKET PARTS COMPANY, LLC	83477	12/9/2021	\$0.00	<input checked="" type="checkbox"/>	PARTS/BUSES
N0529	THE AFTERMARKET PARTS COMPANY, LLC	83478	12/9/2021	\$8,454.22		PARTS/BUSES
B2126	THE BUS COALITION	83452	12/9/2021	\$750.00		PARTS
G0120	THE GAS COMPANY	83522	12/15/2021	\$27,916.45		NATURAL GAS
T1827	TRAFFIC TECHNOLOGIES LLC	83503	12/9/2021	\$327.75		BUS STOP ENHANCEMENT SUPPLIES
T1910	TST PRIVATE SECURITY	83504	12/9/2021	\$21,926.34		SECURITY SERVICES
U1902	U.S. BANK	83505	12/9/2021	\$11,175.31		CALCARD PAYMENTS
U1903	U.S. BANK ST. PAUL	83506	12/9/2021	\$485,803.65		DEBT SERVICE PAYMENT
O2402	VENTURA COUNTY AUTO SUPPLY	83482	12/9/2021	\$3,952.59		PARTS
V0523	VENTURA HOSE-MAN	83508	12/9/2021	\$21.94		REPAIR PARTS/SUPPLIES
V1809	VERIZON	83511	12/9/2021	\$1,111.05		PHONE SRVC-CSC
V1507	VOGUE SIGN COMPANY	83509	12/9/2021	\$163.88		ADVERTISING
V1525	VOYAGER	83510	12/9/2021	\$1,143.77		CNG FUEL FOR ACCESS
W0500	WEBASTO CHARGING SYSTEMS, INC.	83441	12/1/2021	\$4,772.44		PARTS
D0928	WEX HEALTH, INC.	83459	12/9/2021	\$253.65		FSA ADMINISTRATIVE FEE
U1800	YVETT URTEAGA	83440	12/1/2021	\$59.26		REIMBURSEMENT

Total: \$1,322,151.99



Item #3

DATE April 6, 2022
TO GCTD Board of Directors
FROM Dawn Perkins, Director of Finance *dlp*
SUBJECT Consider the Approval of the Treasurer's Report for December 2021

Following is a recap of GCTD cash, investment and special fund accounts as of December 31, 2021:

Following is a recap of GCTD cash, investment and special fund accounts as of December 31, 2021

Cash Accounts

Petty Cash		\$	500.00
Union Bank			
General		\$	2,485,420.06
Payroll		\$	108,961.61
Union Bank Money Market 2		\$	2,515,278.57
Local Agency Investment Funds		\$	100,754.07
Total Cash on Hand		\$	5,210,914.31

Other Investments

Special Capital Reserve Funds			
Ventura County Treasurer			
Gold Coast Transit District	\$	3,206,107.56	
Member Transit Dist	\$	130,000.00	
Market Valuation of Fund	\$	13,028.87	\$ 3,349,136.43

Special Funds

Prop 1B / PTMISEA / LCTOP		\$	274,396.23
2017 Certificates of Participation			
Payment Fund	\$	490,595.50	
Project Fund	\$	287,816.64	
Reserve Fund	\$	1,384,339.86	\$ 2,162,752.00

Note: County Treasurer's Report of Investments is available for review.

GOLD COAST TRANSIT DISTRICT



DATE April 6, 2022 **Item #4**
TO GCTD Board of Directors
FROM Dawn Perkins, Director of Finance *dp*
SUBJECT **Consider Approval of Budget Income Statement for the Month Ending December 31, 2021**

Attached for the Board's approval is a copy of GCTD's Budget Income Statement covering the period ending December 31, 2021.

Attachment

GENERAL MANAGER'S CONCURRENCE

Vanessa Rauschenberger
General Manager

GOLD COAST TRANSIT DISTRICT

**GOLD COAST TRANSIT DISTRICT MONTHLY
BUDGET INCOME STATEMENT
For Six (6) Months Ending December 31, 2021**

Item # 4

Operating Budget	Adopted Budget	Year-to-Date	Percent of Budget Used
Revenues:			
Passenger Fares	\$ 2,870,124	\$ 952,087	33.2%
Non-Operating Revenues	\$ 788,000	\$ 432,573	54.9%
State Assistance	\$ 244,722	\$ 66,538	27.2%
Local Assistance	\$ 16,466,666	5,183,668	31.5%
Federal Demo Projects	\$ 783,154	-	0.0%
Federal Assistance	\$ 7,638,656	3,010,397	39.4%
Total Revenues	\$ 28,791,322	\$ 9,645,263	33.5%
Expenses:			
FUNCTIONAL CATEGORIES			
Employee Support	\$ 20,606,491	\$ 10,788,722	52.4%
Service/Supplies - Operational	5,988,703	1,220,940	20.4%
Service/Supplies - Support	2,196,127	758,568	34.5%
Total, Functional Categories	\$ 28,791,321	\$ 12,768,230	44.3%
OPERATIONAL CATEGORIES			
Fixed Route	\$ 14,722,461	\$ 7,519,163	51.1%
Maintenance	3,264,685	1,873,351	57.4%
Administration	4,844,311	2,038,995	42.1%
Planning and Marketing/Paratransit	5,959,864	1,336,720	22.4%
Total, Operational Categories	\$ 28,791,321	\$ 12,768,230	44.3%
Excess or (Deficit)	\$ -	\$ (3,122,967)	



DATE April 6, 2022 **Item #5**
TO GCTD Board of Directors
FROM Dawn Perkins, Director of Finance *djp*
SUBJECT **Consider Approval of Financial Statements & Schedule of Money Transfers for December 2021**

Attached for the Board's approval is a copy of GCTD's Financial Statements and Schedule of Money Transfers covering the period ending December 31, 2021.

Attachments

GENERAL MANAGER'S CONCURRENCE

A handwritten signature in black ink, reading 'Vanessa Rauschenberger', is written over a horizontal line.

Vanessa Rauschenberger
General Manager

GOLD COAST TRANSIT DISTRICT

Gold Coast Transit District

Balance Sheet

Division: 01 Gold Coast Transit District

As of: 3/29/2022

Fiscal Year: 2022 Period: 6 Dec-2021

ASSETS

CASH

CASH UNION BANK GENERAL	\$2,485,420.06	
CASH UNION BANK PAYROLL	\$108,961.61	
CASH SPECIAL DEPOSITS, OTHER	\$0.00	
CASH UNION BANK MONEY MARKET 2	\$2,515,278.57	
CASH ADMINISTRATION - PETTY CASH	\$500.00	
CASH ON HAND	\$175.00	
CASH CERTIFICATE OF DEPOSIT	\$0.00	
CASH STATE AGENCY INVESTMENT	\$100,263.64	
MARKET VALUATION OF STATE AGENCY INVESTMENT	\$490.43	
TOTAL CASH		\$5,211,089.31

ACCOUNTS RECEIVABLE

ACCOUNTS RECEIVABLE TRADE	\$36,265.00	
INTEREST RECEIVABLE	\$362.00	
INTEREST RECEIVABLE - RESTRICTED ACCOUNTS	(\$12,418.62)	
RECEIVABLE OTHER	\$185,938.74	
RECEIVABLE STATE	\$0.00	
RECEIVABLE FEDERAL CAP/PLAN.	\$0.00	
RECEIVABLE FEDERAL OPERATIONS	\$4,660,734.00	
RECEIVABLE STATE CAPITAL	\$0.00	
RECEIVABLE OTHER GOVERNMENT AGENCIES	\$107,351.40	
TOTAL ACCOUNTS RECEIVABLE		\$4,978,232.52

INVENTORY

MATERIALS/SUPPLIES INVENTORY	\$611,589.17	
MATERIALS/SUPPLIES INVENTORY - GRANTS	\$0.00	
MAT/SUPPLIES CNG STATION - GRANTS	\$0.00	
MATERIALS/SUP INVTRY - CNG STATION	\$5,515.34	
OIL INVENTORY	\$0.00	
LUBE OILS INVENTORY	\$82,447.03	
SYNTHETIC TRANS OIL INVENTORY	\$0.00	
TIRE INVENTORY	\$17,384.91	
EQUIPMENT INVENTORY	\$0.00	
OTHER	\$0.00	
ALLOWANCE INVENTORY DISPOSITION	\$0.00	
TOTAL INVENTORY		\$716,936.45

OTHER CURRENT ASSETS

OTHER CURRENT ASSETS	\$0.00	
ADVANCES	\$0.00	
TOTAL OTHER CURRENT ASSETS		\$0.00

WORK IN PROCESS

WORK IN PROCESS - CAP PROJECTS	\$0.00	
WORK IN PROCESS - NEW FACILITY	(\$10.00)	
WORK IN PROCESS - NEW FAC, LANDSCAPE & GROUNDS	\$0.00	
WORK IN PROCESS - NEW FAC - COP's INTEREST	\$0.00	
WORK IN PROC - NEW BUSES	\$0.00	
WORK IN PROC - FRB - PROJECTS	\$0.00	
WORK IN PROC - FRB - REPOWER NF BUSES	\$0.00	

Gold Coast Transit District

Balance Sheet

Division: 01 Gold Coast Transit District

As of: 3/29/2022

Fiscal Year: 2022 Period: 6 Dec-2021

WORK IN PROC ESS- FRB - REBUILD ENGINES	\$0.00	
WORK IN PROCESS - PARATRANSIT BUSES	\$0.00	
WORK IN PROCESS-VOICE ANNUNCIATOR	\$0.00	
TOTAL WORK IN PROCESS		(\$10.00)
TANGIBLE TRANSIT PROPERTY		
LAND	\$300,297.43	
LAND - NEW FACILITY	\$8,680,763.00	
BUILDING	\$6,474,667.57	
BUILDING - NEW FACILITY	\$43,543,693.83	
REVENUE VEHICLES	\$31,143,702.15	
OTHER VEHICLES	\$678,373.97	
MAINTENANCE EQUIPMENT	\$1,550,994.83	
OFFICE EQUIPMENT	\$1,090,359.02	
OTHER EQUIPMENT	\$2,916,872.55	
OTC LEASEHOLD IMPROVEMENTS	\$276,130.51	
TOTAL TANGIBLE TRANSIT PROPERTY		\$96,655,854.86
ACCUMULATED DEPRECIATION-BUILDING	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$5,562,900.22)	
ACCUMULATED DEPRECIATION-STATE	(\$558,206.27)	
ACCUMULATED DEPRECIATION-LOCAL	(\$2,236,236.85)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$6,404.04)	
ACCUMULATED DEPRECIATION-REVENUE VEHICLES	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$17,639,026.19)	
ACCUMULATED DEPRECIATION-STATE	(\$2,103,831.53)	
ACCUMULATED DEPRECIATION-LOCAL	(\$1,628,909.54)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$11,540.73)	
ACCUMULATED DEPRECIATION-OTHER VEHICLES	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$355,331.05)	
ACCUMULATED DEPRECIATION-STATE	\$0.00	
ACCUMULATED DEPRECIATION-LOCAL	(\$70,729.89)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
ACCUMULATED DEPRECIATION-MAINTENANCE EQUIP	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$360,711.82)	
ACCUMULATED DEPRECIATION-STATE	(\$87,152.68)	
ACCUMULATED DEPRECIATION-LOCAL	(\$18,166.61)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$5,929.38)	
ACCUMULATED DEPRECIATION-OFFICE EQUIPMENT	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$734,952.81)	
ACCUMULATED DEPRECIATION-STATE	(\$183,786.89)	
ACCUMULATED DEPRECIATION-LOCAL	(\$120,559.37)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
ACCUMULATED DEPRECIATION-OTHER EQUIPMENT	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$1,352,692.56)	
ACCUMULATED DEPRECIATION-STATE	(\$118,552.26)	
ACCUMULATED DEPRECIATION-LOCAL	(\$72,242.49)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$13,416.60)	
ACCUMULATED DEPRECIATION-OTC LEASEHOLD IMP	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	\$0.00	
ACCUMULATED DEPRECIATION-STATE	(\$56,633.44)	
ACCUMULATED DEPRECIATION-LOCAL	(\$108,319.24)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
TOTAL ACCUMULATED DEPRECIATION		(\$33,406,232.46)
NET TANGIBLE TRANSIT PROPERTY		\$63,249,622.40

Gold Coast Transit District

Balance Sheet

Division: 01 Gold Coast Transit District

As of: 3/29/2022

Fiscal Year: 2022 Period: 6 Dec-2021

PARATRANSIT TANGIBLE TRANS PROPERTY		
PARATRANSIT REVENUE VEHICLES	\$2,019,359.72	
PARATRANSIT OFFICE EQUIPMENT	\$88,637.68	
PARATRANSIT OTHER EQUIPMENT	\$79,551.26	
TOTAL PARATRANSIT TANGIBLE PROPERTY		\$2,187,548.66
ACCUMULATED DEPRECIATION PARATRANSIT REVENUE VEHIC	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	\$0.02	
ACCUMULATED DEPRECIATION-STATE	(\$1,869,407.04)	
ACCUMULATED DEPRECIATION-LOCAL	\$0.43	
ACCUMULATED DEPRECIATION-OPERATOR	(\$59,316.87)	
ACCUMULATED DEPRECIATION PARATRANSIT OFF EQUIPMEN.	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$19,271.09)	
ACCUMULATED DEPRECIATION-STATE	(\$53,790.83)	
ACCUMULATED DEPRECIATION-LOCAL	(\$4,817.73)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$0.08)	
ACCUMULATED DEPRECIATION PARATRANSIT OTHER EQUIP	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$51,213.66)	
ACCUMULATED DEPRECIATION-STATE	(\$15,534.39)	
ACCUMULATED DEPRECIATION-LOCAL	(\$12,803.40)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
TOTAL ACCUMULATED DEPRECIATION PARATRANSIT PROPERT		(\$2,086,154.64)
NET PARATRANSIT TANG PROPERTY		\$101,394.02
INTANGIBLE ASSETS		
OTHER INTANGIBLE ASSETS	\$39,401.32	
TOTAL INTANGIBLE ASSETS		\$39,401.32
ACCUMULATED DEPRECIATION - OTHER INT ASSETS	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$30,268.12)	
ACCUMULATED DEPRECIATION-STATE	\$0.00	
ACCUMULATED DEPRECIATION-LOCAL	(\$9,133.20)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
TOTAL ACCUMULATED DEPRECIATION - INTANGIBLE ASSETS		(\$39,401.32)
NET INTANGIBLE ASSETS		\$0.00
INVESTMENTS		
OTHER INVESTMENTS	\$0.00	
TOTAL INVESTMENTS		\$0.00
SPECIAL FUNDS		
2017 CERTIFICATES OF PARTICIPATION	\$0.00	
2017 CERTIFICATES OF PARTICIPATION- PAYMT FUND	(\$15,569.27)	
2017 CERTIFICATES OF PARTICIPATION - RESV FUND	\$1,374,638.97	
2017 CERTIFICATES OF PARTICIPAT - COST OF ISS	\$0.00	
SPECIAL FUNDS CAPITAL IMPROVEMENT	\$3,206,107.56	
CAPITAL RESERVE FOR FY 2016	\$0.00	
MEMBER TRANSIT FAC CAPITAL RESERVE	\$130,000.00	
MEMBER TRANS FACILITY CAPITAL RESERVE FY 2016	\$0.00	
MARKET VALUATION OF CAPITAL RESERVE FUND	\$13,028.87	
2017 CERTIFICATES OF PARTICIPATION	\$0.00	
2017 CERTIFICATES OF PARTICIPATION - PROJ FUND	\$287,800.36	
RESTRICTED CASH	\$0.00	
DOR - CONTRIBUTIONS AFTER MD	\$2,112,002.00	
DOR - PENSION RELATED	\$1,253,554.00	
DOR - OPEB CONTRIBUTIONS	\$24,618.00	
DOR - OPEB RELATED	\$2,439.00	

Gold Coast Transit District

Balance Sheet

Division: 01 Gold Coast Transit District

As of: 3/29/2022

Fiscal Year: 2022 Period: 6 Dec-2021

DEFERRED COMPENSATION	\$4,827,536.22	
TOTAL SPECIAL FUNDS		\$13,216,155.71
OTHER ASSETS		
PREPAID INSURANCE	\$141,418.34	
PREPAID EXPENSES	\$455,925.96	
DEPOSITS	\$2,982.00	
SPARE COMPONENTS	\$0.00	
TOTAL OTHER ASSETS		\$600,326.30
TOTAL ASSETS		\$88,073,746.71
LIABILITIES AND CAPITAL		
ACCOUNTS PAYABLE		
ACCOUNTS PAYABLE-TRADE	(\$251,263.86)	
CONTRACT RETENTIONS	\$0.00	
OTHER GOVERNMENT AGENCIES	\$0.00	
MISCELLANEOUS	\$0.00	
TOTAL ACCOUNTS PAYABLE		(\$251,263.86)
ACCRUED PAYROLL LIABILITIES		
ACCRUED PAYROLL	\$0.00	
WAGES PAYABLE	\$0.00	
PAYROLL TAX LIABILITY-FIT	(\$1,031.95)	
PAYROLL TAX LIABILITY-SIT	(\$366.29)	
PAYROLL TAX LIABILITY-SDI	(\$1,539.64)	
PAYROLL TAX LIABILITY-FICA	(\$1,264.52)	
PAYROLL TAX LIABILITY-MEDICARE	\$889.16	
PAYROLL DEDUCTIONS-PERS	(\$20,798.12)	
PAYROLL DEDUCTIONS-EMPLOYEE PERS	(\$114,236.26)	
PAYROLL DEDUCTIONS-EMPLOYEE PERS PEPRA	\$224,815.15	
PAYROLL DEDUCTIONS-EMPLOYER PERS	\$158,685.73	
PAYROLL DEDUCTIONS-S.BENEFITS	\$4,068.41	
PAYROLL DEDUCTIONS-VCFCU	\$0.00	
PAYROLL DEDUCTIONS-DIRECT DEPOSITS	\$23,069.62	
PAYROLL DEDUCTIONS-OCFCU	\$0.00	
PAYROLL DEDUCTIONS-UNION DUES	\$26,803.73	
PAYROLL DEDUCTIONS-GARNISHMENT	(\$6,443.58)	
PAYROLL DEDUCTIONS-DEFERRED COMPENSATION	(\$9,680.00)	
PAYROLL DEDUCTION - DEFERRED COMP EMPLOYEE LOAN	\$0.00	
PAYROLL DEDUCTIONS-FLEXIBLE BENEFITS	(\$9,278.76)	
PAYROLL DEDUCTIONS-LIFE INSURANCE	\$19,538.98	
PAYROLL DEDUCTIONS-UNION OTHER	(\$7,812.46)	
PAYROLL DEDUCTIONS-UN DIIP	\$0.00	
PAYROLL DEDUCTIONS-UNITED WAY	\$218.00	
ACCRUED SICK LEAVE	\$187,275.50	
ACCRUED VACATION/COMP LEAVE	\$783,534.34	
ACCRUED WORKERS COMPENSATION	\$0.00	
ACCRUED HEALTH BENEFITS	\$1,055,905.17	
DUE TO PERS	\$0.00	
NET OPEB OBLIGATION	\$112,133.00	
TOTAL ACCRUED PAYROLL LIABILITIES		\$2,424,485.21

Gold Coast Transit District

Balance Sheet

Division: 01 Gold Coast Transit District

As of: 3/29/2022

Fiscal Year: 2022 Period: 6 Dec-2021

ACCRUED TAX LIABILITIES		
SALES TAX PAYABLE	\$54.66	
PAYROLL TAXES PAYABLE	\$0.00	
CNG USE FUEL TAX PAYABLE	\$0.00	
CONSUMER USE TAX PAYABLE	\$586.08	
TOTAL ACCRUED TAX LIABILITIES		\$640.74
OTHER CURRENT LIABILITIES		
UNEARNED REVENUES	\$882,303.90	
REFUNDABLE DEPOSITS	\$0.00	
SMARTCARD COLLECTIONS FOR VCTC	(\$245.00)	
FUNDS HELD IN TRUST	\$0.00	
PREPAID MAINTENANCE COSTS	\$0.00	
NOTES PAYABLE	\$0.00	
UZA SPECIAL FUND	\$0.00	
TOTAL OTHER CURRENT LIABILITIES		\$882,058.90
LONG-TERM DEBT		
SERIES 2017 - CERTIFICATES OF PARTICIPATION	\$20,525,000.00	
SERIES 2017- COPs - PREMIUM	\$1,529,449.00	
SERIES 2017- COPs - ACCRUED INTEREST PAYABLE	(\$996,000.25)	
TOTAL LONG TERM DEBT		\$21,058,448.75
ESTIMATED LIABILITIES		
NET PENSION LIABILITY	\$13,210,623.00	
DIR - PENSION RELATED	\$387,962.00	
DIR - CHANGES IN ASSUMPTIONS	\$0.00	
DIR - DIFF BET PROJ AND ACT EXPERIENCE	\$0.00	
DIR - OPEB RELATED	\$370,827.00	
SELF INSURED RETENTION PL/PD	\$0.00	
TOTAL ESTIMATED LIABILITIES		\$13,969,412.00
DEFERRED CREDITS		
DEFERRED COMPENSATION	\$4,827,536.22	
DEFERRED INCOME - TDA	\$1,638,445.00	
DEFERRED INCOME - NON TDA	\$360,000.00	
DEFERRED INC - STATE OF GOOD REPAIR PROJECT - NEAR ZERO ENG REPLACEMENT	\$1,954.44	
TOTAL DEFERRED CREDITS		\$6,827,935.66
TOTAL LIABILITIES		\$44,911,717.40
CAPITAL		
GOVERNMENT ENTITY OWNERSHIP		
CITY OF OXNARD	\$0.00	
CITY OF SAN BUENAVENTURA	\$0.00	
TOTAL GOVERNMENT ENTITY OWNERSHIP		\$0.00
GRANTS AND CAPITAL		
FEDERAL GOVERNMENT CAPITAL GRANTS	\$735,367.10	
STATE GOVMT CAPITAL GRANTS	(\$734,320.44)	

Gold Coast Transit District

Balance Sheet

Division: 01 Gold Coast Transit District

As of: 3/29/2022

Fiscal Year: 2022 Period: 6 Dec-2021

LOCAL GOVMT CAPITAL GRANTS	(\$107,591.17)	
TOTAL GRANTS AND CAPITAL		(\$106,544.51)
ACCUMULATED EARNINGS		
ACCUMULATED EARNINGS	\$43,268,573.82	
TOTAL ACCUMULATED EARNINGS		\$43,268,573.82
TOTAL CAPITAL		\$43,162,029.31
TOTAL CAPITAL AND LIABILITIES		\$88,073,746.71

Gold Coast Transit District

Balance Sheet

Division: 02 Gold Coast Transit District LTF

As of: 3/29/2022

Fiscal Year: 2022 Period: 6 Dec-2021

ASSETS

CASH

CASH UNION BANK GENERL - LTF FUND

\$0.00

TOTAL CASH

\$0.00

TOTAL ASSETS

\$0.00

LIABILITIES

PAYABLE - OTHER GOVERNMENT AGENCIES

\$0.00

TOTAL ACCOUNTS PAYABLE

\$0.00

TOTAL LIABILITIES

\$0.00

Gold Coast Transit District

Balance Sheet

Division: 03 GCTD - PROP 1B/PTMISEA

As of: 3/29/2022

Fiscal Year: 2022 Period: 6 Dec-2021

ASSETS

CASH SPECIAL DEPOSITS, OTHER	\$0.00	
AUTOMATIC STOP ANNUNCIATORS	\$0.00	
REP PARA BUSES & SOFTWARE	\$200,165.85	
ADA CALL BACK SYSTEM	\$0.00	
NEW FAC PLAN, DESIGN, LAND PURCH AND CONS	\$0.56	
NEW FAC -FY 13-14 CTSGP-CTAF	\$0.00	
NEW FAC -FY 14-15 CTSGP-CTAF	\$0.00	
NEW FAC -FY 15-16 CTSGP-CTAF	\$0.00	
NEW FAC -FY 16-17 CTSGP-CTAF	\$0.00	
CALOES FY 2011-12 - NEW FACILITY	\$0.00	
VCTC FY 14-15 CAL-OES SAF&SEC GRANT	\$0.00	
VCTC PTMISEA GRANT - NEW FACILITY	\$0.00	
SAFETY AND SECURITY FY 2010-11/CSC REMODEL	\$0.00	
SAFETY AND SECURITY FY 2011-12/CSC REMODEL1	\$0.00	
SAFETY AND SECURITY FY 2012-13/CSC REMODEL2	\$0.00	
SAFETY AND SECURITY FY 2013-14/CSC REMODEL3	\$0.00	
SAFETY AND SECURITY FY 2014-15/CSC REMODEL4	\$0.00	
REPLACEMENT BUSES	\$0.00	
TICKET VENDING MACHINES	\$0.00	
LCTOP - FARE SUPPORT-TOKEN TRANSIT	\$70,044.33	
LCTOP -FARE SUPPORT - FREE FARE DAYS	\$0.00	
LCTOP- VENTURA ROAD ROUTE	\$4,185.49	
SGR - NEAR "0" ENG REPLMENTS	\$0.00	
TOTAL CASH		\$274,396.23

RECEIVABLES

INTEREST RECEIVABLE - RESTR ACCTS	\$0.00	
RECEIVABLE OTHER GOVT AGENCIES	\$0.00	
TOTAL RECEIVABLES		\$0.00

TOTAL ASSETS

\$274,396.23

LIABILITIES

DUE TO OTHER GOVT. AGENCIES	\$0.00
FUNDS HELD IN TRUST	\$0.00

TOTAL LIABILITIES

\$0.00

CAPITAL

STATE GOVMT CAPITAL GRANTS	\$0.00	
STATE GOVT CAP GRNTS -PROP 1B	\$0.00	
STATE GOVT CAP GRNTS -	\$0.00	
TOTAL GRANTS AND CAPITAL		\$0.00
NET POSITION - PROP 1B/PTMISEA	\$274,396.23	

TOTAL CAPITAL AND LIABILITIES

\$274,396.23

Gold Coast Transit District Income Statement

Division: 01 Gold Coast Transit District

As of: 3/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 6 Thru Period 6	Dec-2021 Current Period	Jul-2021 Dec-2021 Year To Date	
REVENUES				
PASSENGER FARES				
PASSENGER FARES-PASS PAID		\$165,490.94	3.02%	\$873,370.63 9.05%
PASSENGER FARES - ORG PAID		\$6,305.00	0.12%	\$18,277.50 0.19%
ADA PARATRANSIT FARES-PASS PAID		\$517.00	0.01%	\$25,764.00 0.27%
ADA PARATRANSIT FARES - ORG PAID		\$475.00	0.01%	\$34,675.00 0.36%
TOTAL PASSENGER FARES		\$172,787.94	3.16%	\$952,087.13 9.87%
SPECIAL TRANSIT FARES				
SPECIAL TRANSIT FARES		\$0.00	0.00%	\$0.00 0.00%
LOCAL ROUTE GUARATEE - FIXED ROUTE		\$0.00	0.00%	\$0.00 0.00%
LOCAL ROUTE GUARATEE - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
MEDI-CAL ADMIN ACTIVITIES (MAA) REIM FARES		\$0.00	0.00%	\$0.00 0.00%
LCTOP - FARE SUPPORT/TOKEN TRANSIT		\$0.00	0.00%	\$0.00 0.00%
LCTOP SUPPORT FOR ROUTE 23		\$0.00	0.00%	\$0.00 0.00%
LCTOP - FARE SUPPORT/ FREE FARE DAYS		\$0.00	0.00%	\$0.00 0.00%
LCTOP FARE SUPPORT PROG-VCTC COL PASS PROGRAM		\$0.00	0.00%	\$0.00 0.00%
TOTAL SPECIAL TRANSIT FARES		\$0.00	0.00%	\$0.00 0.00%
AUXILIARY TRANSPORTATION REVENUE				
OTHER		\$0.00	0.00%	\$0.00 0.00%
REVENUE VEHICLE ADVERTISING		\$17,115.00	0.31%	\$69,095.00 0.72%
ALTERNATIVE FUEL EXCISE TAX CREDIT		\$0.00	0.00%	\$0.00 0.00%
TOTAL AUXILIARY TRANS REVENUES		\$17,115.00	0.31%	\$69,095.00 0.72%
NONTRANSPORTATION REVENUES				
INVESTMENT INCOME		\$40.85	0.00%	\$779.62 0.01%
INVESTMENT INCOME-FAIR MARKET VALUATION		\$0.00	0.00%	\$0.00 0.00%
INVESTMENT INCOME SPECIAL FUND CAPITAL IMPROVEMENT		\$0.00	0.00%	\$0.00 0.00%
INVESTMENT INCOME SPCL FND CAP IMP-FAIR MRKT VAL		\$0.00	0.00%	\$0.00 0.00%
INVESTMENT INCOME SPECIAL FUND		\$0.00	0.00%	\$0.00 0.00%
SERIES 2017 - COPS - INTEREST EARNED		\$4,256.58	0.08%	\$6,302.49 0.07%
SERIES 2017 - COP MARKET VALUATION		(\$996.75)	-0.02%	(\$12,370.72) -0.13%
SALE OF CNG FUEL		\$0.00	0.00%	\$0.00 0.00%
SALE OF EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
SALE OF SCRAP MATERIAL		\$0.00	0.00%	\$341.65 0.00%
INCOME FROM ENERGY CREDITS		\$0.00	0.00%	\$222,192.88 2.30%
INSURANCE PROCEEDS		\$0.00	0.00%	\$90,000.00 0.93%
OTHER		\$439.52	0.01%	\$56,231.91 0.58%
TOTAL NONTRANSPORTATION REVENUES		\$3,740.20	0.07%	\$363,477.83 3.77%
LOCAL GRANTS AND REIMBURSEMENTS				
LOCAL TRANSPORTATION FUNDS		\$2,591,834.00	47.33%	\$5,183,668.00 53.74%
LTF PLANNING REVENUES		\$0.00	0.00%	\$0.00 0.00%
LTF REVENUE-SUBGRANT/PASS THRU		\$0.00	0.00%	\$0.00 0.00%
LOCAL REVENUE-PASS THRU VCAPCD		\$0.00	0.00%	\$0.00 0.00%
OTHER LOCAL		\$0.00	0.00%	\$0.00 0.00%
TOTAL LOCAL GRANTS & REIMB		\$2,591,834.00	47.33%	\$5,183,668.00 53.74%
STATE GRANTS AND REIMBURSEMENTS				

Gold Coast Transit District

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As of: 3/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 6 Thru Period 6	Dec-2021 Current Period	Jul-2021 Dec-2021 Year To Date	
STATE TRANSIT ASSISTANCE FUNDS		\$0.00	0.00%	\$52,062.00 0.54%
STATE OF GOOD REPAIR FUNDS		\$0.00	0.00%	\$14,475.77 0.15%
STATE - HVIP ENGINE REPL PROGRAM		\$0.00	0.00%	\$0.00 0.00%
PROP 1B/PTMISEA ASSISTANCE CAPITAL PROJ		\$0.00	0.00%	\$0.00 0.00%
OTHER STATE ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
TOTAL STATE GRANTS & REIMB		\$0.00	0.00%	\$66,537.77 0.69%
FEDERAL GRANTS AND REIMBURSEMENT				
SECTION 5307 OPERATING ASSISTANCE.		\$1,261,248.64	23.03%	\$1,261,248.64 13.08%
SECTION 5307 PLANNING ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
SECTION 5307 PREVENTATIVE MAINTENANCE		\$937,354.00	17.12%	\$996,323.00 10.33%
ADA ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - NYELAND ACRES		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - VENTURA		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - MARKET-VALENTINE SHUTTLE		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - VINEYARD CORRIDOR ROUTE		\$0.00	0.00%	\$0.00 0.00%
JARC FUNDING FOR ROUTE 19		\$0.00	0.00%	\$0.00 0.00%
JARC FUNDING FOR ROUTE 20		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - VICTORIA ROUTE		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - CMAQ ROUTE 22 WC NA		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - CMAQ VENTURA ROAD ROUTE 23		\$0.00	0.00%	\$0.00 0.00%
SECTION 5307 PASS THROUGH		\$0.00	0.00%	\$0.00 0.00%
SECTION 5307 FEDERAL OTHER		\$491,964.00	8.98%	\$644,197.00 6.68%
SECTION 5310 FEDERAL OTHER		\$0.00	0.00%	\$66,374.00 0.69%
SECTION 5310 MOBILITY GRANTS		\$0.00	0.00%	\$42,254.00 0.44%
CARES ACT OPERATING ASSIST.		\$0.00	0.00%	\$0.00 0.00%
OTHER FEDERAL GRANTS/REIMBURSEMENTS		\$0.00	0.00%	\$0.00 0.00%
CARES ACT PREVENTATIVE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
CARES ACT ADA ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
CARES ACT BUSINESS SYSTEMS UPGRADE		\$0.00	0.00%	\$0.00 0.00%
FEMA		\$0.00	0.00%	\$0.00 0.00%
TOTAL FEDERAL GRANTS & REIMBURSEMENTS		\$2,690,566.64	49.13%	\$3,010,396.64 31.21%
DEPRECIATION OFFSET				
DEPRECIATION OFFSET		\$0.00	0.00%	\$0.00 0.00%
TOTAL DEPRECIATION OFFSET		\$0.00	0.00%	\$0.00 0.00%
TOTAL REVENUES		\$5,476,043.78	100.00%	\$9,645,262.37 100.00%
EXPENSES				
LABOR				
LABOR - OPERATORS		\$0.00	0.00%	\$0.00 0.00%
LABOR-SALARY/WAGES OPERATIONS		\$653,515.22	28.24%	\$2,798,622.14 21.92%
LABOR-SALARY/WAGES - OPERATORS OT		\$72,055.60	3.11%	\$329,100.72 2.58%
LABOR-O/WAGES - OPERATIONS MGT		\$108,470.61	4.69%	\$436,027.62 3.41%
LABOR-SALARY/WAGES - OPERATIONS MANAGEMENT OT		\$0.00	0.00%	\$0.00 0.00%
LABOR-SALARY/WAGES - PARATRANSIT		\$16,532.77	0.71%	\$71,841.64 0.56%
LABOR-SALARY/WAGES - VEHICLE MAINTENANCE		\$128,402.15	5.55%	\$556,255.34 4.36%
LABOR-SALARY/WAGES - VEHICLE MAINTENANCE OT		\$0.00	0.00%	\$7,042.41 0.06%
LABOR-SALARY/WAGES - NON-VEHICLE MAINTENANCE		\$34,763.37	1.50%	\$152,557.71 1.19%
LABOR-SALARY/WAGES - NON VEHICLE MAINTENANCE OT		\$0.00	0.00%	\$7,065.90 0.06%
LABOR-SALARY/WAGES - ADMINISTRATION		\$125,542.26	5.43%	\$533,351.10 4.18%

Gold Coast Transit District

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Division: 01 Gold Coast Transit District

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From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 6 Thru Period 6	Dec-2021 Current Period	Jul-2021 Dec-2021 Year To Date	
LABOR-SALARY/WAGES - ADMINISTRATION OT		\$0.00	0.00%	\$5,713.98 0.04%
LABOR-SALARY/WAGES - PLANNING/MARKETING		\$55,227.10	2.39%	\$257,864.32 2.02%
LABOR-SALARY/WAGES - PLANNING/MARKETING OT		\$0.00	0.00%	\$468.18 0.00%
LABOR-SALARY/WAGES - HUMAN RESOURCES		\$27,801.18	1.20%	\$154,010.10 1.21%
LABOR-SALARY/WAGES - HUMAN RESOURCES OT		\$0.00	0.00%	\$0.00 0.00%
TOTAL LABOR		\$1,222,310.26	52.83%	\$5,309,921.16 41.59%
FRINGE BENEFITS				
FICA - OPERATIONS		\$13,084.12	0.57%	\$46,367.93 0.36%
FICA - OPERATIONS MANAGEMENT		\$2,316.53	0.10%	\$6,654.42 0.05%
FICA - PARATRANSIT		\$394.91	0.02%	\$1,068.37 0.01%
FICA - VEHICLE MAINTENANCE		\$2,482.48	0.11%	\$9,261.48 0.07%
FICA - NON-VEHICLE MAINTENANCE		\$838.83	0.04%	\$2,432.10 0.02%
FICA - ADMINISTRATION		(\$560.56)	-0.02%	\$8,640.35 0.07%
FICA - PLANNING/MARKETING		\$1,035.98	0.04%	\$3,951.17 0.03%
FICA - HUMAN RESOURCES		\$460.05	0.02%	\$1,981.58 0.02%
PENSION PLAN - OPERATIONS		\$15,872.98	0.69%	\$391,682.12 3.07%
PENSION PLAN - OPS - EMPLOYER - FIXED AMT		\$70,521.16	3.05%	\$423,126.96 3.31%
PENSION PLAN - OPERATIONS - CLASSIC		\$0.00	0.00%	\$29,361.90 0.23%
PENSION PLAN - OPERATIONS MANAGEMENT		\$2,213.63	0.10%	\$54,927.13 0.43%
PENSION PLAN - OPERATIONS MGT - EMPLOYER - FIXED AMT		\$7,576.65	0.33%	\$45,459.90 0.36%
PENSION PLAN - OPERATIONS MANAGEMENT - CLASSIC		\$0.00	0.00%	\$6,224.31 0.05%
PENSION PLAN - PARATRANSIT		\$363.66	0.02%	\$9,504.70 0.07%
PENSION PLAN - PARATRANSIT - EMPLOYER - FIXED AMT		\$582.82	0.03%	\$3,496.92 0.03%
PENSION PLAN - PARATRANSIT - CLASSIC		\$0.00	0.00%	\$1,016.76 0.01%
PENSION PLAN - VEHICLE MAINTENANCE		\$2,936.62	0.13%	\$92,086.58 0.72%
PENSION PLAN - VEHICLE MAINT - EMPLOYER - FIXED AMT		\$12,239.21	0.53%	\$73,435.26 0.58%
PENSION PLAN - VEHICLE MAINTENANCE - CLASSIC		\$0.00	0.00%	\$6,026.32 0.05%
PENSION PLAN - NON-VEHICLE MAINTENANCE		\$477.42	0.02%	\$15,201.72 0.12%
PENSION PLAN - NON-VEH MAT - EMPLOYER - FIXED AMT		\$4,079.74	0.18%	\$24,478.44 0.19%
PENSION PLAN - NON-VEHICLE MAINTENANCE - CLASSIC		\$0.00	0.00%	\$61.01 0.00%
PENSION PLAN - ADMINISTRATION		\$2,241.18	0.10%	\$68,100.13 0.53%
PENSION PLAN - ADMINISTRATION - EMPLOYER - FIXED AMT		\$6,411.02	0.28%	\$38,466.12 0.30%
PENSION PLAN - ADMINISTRATION - CLASSIC		\$0.00	0.00%	\$6,087.24 0.05%
PENSION PLAN - PLANNING/MARKETING		\$1,044.72	0.05%	\$39,832.11 0.31%
PENSION PLAN - PLANNING/MARK - EMPLOYER - FIXED AMT		\$5,245.38	0.23%	\$31,472.28 0.25%
PENSION PLAN - PLANNING/MARKETING - CLASSIC		\$0.00	0.00%	\$3,091.09 0.02%
PENSION PLAN - HUMAN RESOURCES - EMPLOYER		\$592.49	0.03%	\$20,181.41 0.16%
PENSION PLAN - HUMAN RESOURCES- EMPLOYER - FIXED AMT		\$2,331.28	0.10%	\$13,987.66 0.11%
PENSION PLAN - HUMAN RESOURCES - CLASSIC		\$0.00	0.00%	\$1,110.01 0.01%
PENSION EXPENSE (INC) - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - OPERATIONS MANAGEMENT		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - VEHICLE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - NON VEHICLE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - ADMINISTRATION		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - PLANNING/MARKETING		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
LONG-TERM DISABILITY - OPERATIONS		\$0.00	0.00%	\$7,542.14 0.06%
LONG-TERM DISABILITY - OPERATIONS MANAGEMENT		\$44.10	0.00%	\$1,369.76 0.01%
LONG-TERM DISABILITY - PARATRANSIT		\$25.08	0.00%	\$211.68 0.00%
LONG-TERM DISABILITY - VEH MAINT		\$0.00	0.00%	\$1,449.99 0.01%
LONG-TERM DISABILITY - NON-VEHICLE MAINTENANCE		\$21.60	0.00%	\$413.24 0.00%

Gold Coast Transit District

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Division: 01 Gold Coast Transit District

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From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 6 Thru Period 6	Dec-2021 Current Period	Jul-2021 Dec-2021 Year To Date	
LONG-TERM DISABILITY - ADMINISTRATION		\$240.52	0.01%	\$2,013.39 0.02%
LONG-TERM DISABILITY - PLANNING/MARKETING		\$65.76	0.00%	\$982.07 0.01%
LONG-TERM DISABILITY - HUMAN RESOURCES		\$64.59	0.00%	\$739.09 0.01%
HEALTH INSURANCE - OPERATIONS		\$270,278.54	11.68%	\$1,158,176.92 9.07%
HEALTH INSURANCE - POST RETIREMENT - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPERATIONS MANAGEMENT		\$33,447.90	1.45%	\$137,202.58 1.07%
HEALTH INS - POST RETIREMENT - OPERATIONS MGT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - OPERATIONS MGT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - OPS MGT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - PARATRANSIT		\$6,980.75	0.30%	\$25,516.52 0.20%
HEALTH INSURANCE -POST RETIREMENT - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - PTRANSIT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - PTRANSIT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - VEHICLE MAINTENANCE		\$45,659.23	1.97%	\$183,821.54 1.44%
HEALTH INSURANCE - POST RETIREMENT - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - VEHICLE MAIN		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - NON-VEHICLE MAINTENANCE		\$23,786.21	1.03%	\$75,025.14 0.59%
HEALTH INSURANCE - POST RETIREMENT - NON-VEH MAINT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - NON VEH MAINT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - NON VEH MAIN		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - ADMINISTRATION		\$27,091.90	1.17%	\$105,844.80 0.83%
HEALTH INS - POST RETIREMENT - ADMIN		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - RETIREES - CURRENT YEAR		\$2,288.00	0.10%	\$11,726.00 0.09%
HEALTH INS - OPEB DEF CONTS - ADM		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB GASB 75 EXP - ADM		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB DEF CONTS - RET		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB GASB 75 EXP - RET		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - PLAN/MARKETING		\$22,738.67	0.98%	\$96,744.85 0.76%
HEALTH INS - POST RETIREMENT - PLAN/MARKETNG		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB DEF CONTS - P&M		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB GASB 75 EXP - P&M		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - HUMAN RESOURCES		\$10,352.18	0.45%	\$37,282.49 0.29%
HEALTH INS - RETIREES -HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB DEF CONTS - HR		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB GASB 75 EXP - HR		\$0.00	0.00%	\$0.00 0.00%
DENTAL PLANS - OPERATIONS		\$0.00	0.00%	\$25,168.86 0.20%
DENTAL PLANS - OPERATIONS MGT		\$0.00	0.00%	\$3,025.76 0.02%
DENTAL PLANS - PARATRANSIT		\$0.00	0.00%	\$38.61 0.00%
DENTAL PLANS - VEHICLE MAIN		\$0.00	0.00%	\$4,228.81 0.03%
DENTAL PLANS - NON-VEH MAINT		\$0.00	0.00%	\$1,370.40 0.01%
DENTAL PLANS - ADMIN		\$0.00	0.00%	\$2,953.04 0.02%
DENTAL PLANS - PLAN/MARKETING		\$0.00	0.00%	\$2,255.29 0.02%
DENTAL PLANS - HUMAN RESOURCES		\$0.00	0.00%	\$1,227.20 0.01%
LIFE INSURANCE - OPERATIONS		\$2,356.85	0.10%	\$19,364.50 0.15%
LIFE INSURANCE -OPERATIONS MGT		\$274.73	0.01%	\$2,163.99 0.02%
LIFE INSURANCE - PARATRANSIT		\$39.69	0.00%	\$231.70 0.00%
LIFE INSURANCE - VEHICLE MAINT		\$192.46	0.01%	\$2,699.39 0.02%
LIFE INSURANCE - NON-VEH MAINT		\$42.23	0.00%	\$836.27 0.01%
LIFE INSURANCE - ADMIN		\$544.89	0.02%	\$3,065.44 0.02%
LIFE INSURANCE -PLAN/MARKETING		\$42.30	0.00%	\$1,006.17 0.01%

Gold Coast Transit District

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LIFE INSURANCE - HUMAN RESOURCES		\$49.50	0.00%	\$672.36 0.01%
UNEMP INS - OPERATIONS		\$0.00	0.00%	\$13,640.04 0.11%
UNEMP INS - OPERATIONS MGT		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - NON-VEH MAINT		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - ADMIN		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS -PLANNING/MARKETING		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
WORKERS COMPENSATION - OPERATIONS		\$62,146.59	2.69%	\$498,571.91 3.90%
WORKERS COMPENSATION - OPERATIONS MANAGEMENT		\$6,622.18	0.29%	\$52,407.24 0.41%
WORKERS COMPENSATION - PARATRANSIT		\$509.40	0.02%	\$4,574.46 0.04%
WORKERS COMPENSATION - VEHICLE MAINTENANCE		\$11,716.16	0.51%	\$92,604.09 0.73%
WORKERS COMPENSATION - NON-VEHICLE MAINTENANCE		\$3,565.79	0.15%	\$30,003.85 0.23%
WORKERS COMPENSATION - ADMINISTRATION		\$6,112.78	0.26%	\$49,345.77 0.39%
WORKERS COMPENSATION -PLANNING/MARKETING		\$4,075.18	0.18%	\$33,065.25 0.26%
WORKERS COMPENSATION - HUMAN RESOURCES		\$2,037.59	0.09%	\$15,776.12 0.12%
SICK LEAVE - OPERATIONS		\$26,332.73	1.14%	\$114,078.09 0.89%
SICK LEAVE - OPERATIONS MANAGEMENT		\$13,415.17	0.58%	\$26,358.58 0.21%
SICK LEAVE - PARATRANSIT		\$0.00	0.00%	\$407.36 0.00%
SICK LEAVE - VEHICLE MAINTENANCE		\$7,494.79	0.32%	\$28,493.76 0.22%
SICK LEAVE - NON-VEHICLE MAINTENANCE		\$1,437.14	0.06%	\$5,156.67 0.04%
SICK LEAVE - ADMINISTRATION		\$1,733.95	0.07%	\$7,922.00 0.06%
SICK LEAVE -PLANNING/MARKETING		\$1,781.88	0.08%	\$9,262.12 0.07%
SICK LEAVE - HUMAN RESOURCES		\$1,479.60	0.06%	\$7,012.49 0.05%
HOLIDAY - OPERATIONS		\$26,493.91	1.15%	\$80,925.25 0.63%
HOLIDAY - OPERATIONS (WORKED)		\$35,068.17	1.52%	\$35,068.17 0.27%
HOLIDAY - OPERATIONS MANAGEMENT		\$7,185.36	0.31%	\$15,217.25 0.12%
HOLIDAY - OPERATIONS MANAGEMENT (WORKED)		\$0.00	0.00%	\$0.00 0.00%
HOLIDAY - PARATRANSIT		\$1,462.40	0.06%	\$2,721.12 0.02%
HOLIDAY - VEHICLE MAINTENANCE		\$10,063.17	0.43%	\$18,629.77 0.15%
HOLIDAY - VEHICLE MAINTENANCE (WORKED)		\$0.00	0.00%	\$0.00 0.00%
HOLIDAY - NON-VEHICLE MAINTENANCE		\$3,352.82	0.14%	\$5,340.31 0.04%
HOLIDAY -NON-VEHICLE MAINTENANCE (WORKED)		\$0.00	0.00%	\$0.00 0.00%
HOLIDAY - ADMINISTRATION		\$10,174.27	0.44%	\$18,073.04 0.14%
HOLIDAY - ADMINISTRATION (WORKED)		\$0.00	0.00%	\$223.90 0.00%
HOLIDAY -PLANNING/MARKETING		\$5,125.53	0.22%	\$9,943.60 0.08%
HOLIDAY - PLANNING/ MARKETING (WORKED)		\$0.00	0.00%	\$0.00 0.00%
HOLIDAY - HUMAN RESOURCES		\$1,542.72	0.07%	\$4,131.20 0.03%
HOLIDAY - HUMAN RESOURCES (WORKED)		\$0.00	0.00%	\$0.00 0.00%
VACATION - OPERATIONS		\$61,031.80	2.64%	\$278,011.57 2.18%
VACATION - OPERATIONS MANAGEMENT		\$37,159.16	1.61%	\$43,935.32 0.34%
VACATION - PARATRANSIT		\$9,395.95	0.41%	\$8,982.63 0.07%
VACATION - VEHICLE MAINTENANCE		\$9,219.42	0.40%	\$40,118.98 0.31%
VACATION - NON-VEHICLE MAINTENANCE		\$4,947.01	0.21%	\$13,430.30 0.11%
VACATION - ADMINISTRATION		\$12,183.09	0.53%	\$51,738.63 0.41%
VACATION - PLANNING/MARKETING		\$3,694.46	0.16%	\$18,042.11 0.14%
VACATION - HUMAN RESOURCES		\$2,138.00	0.09%	\$16,324.64 0.13%
OTHER PAID ABSENCE - OPERATIONS		\$70,525.05	3.05%	\$75,113.98 0.59%
OTHER PAID ABSENCE - OPERATIONS MANAGEMENT		\$3,125.40	0.14%	\$3,125.40 0.02%
OTHER PAID ABSENCE - PARATRANSIT		\$999.00	0.04%	\$999.00 0.01%
OTHER PAID ABSENCE - VEHICLE MAINTENANCE		\$20,570.50	0.89%	\$20,945.86 0.16%
OTHER PAID ABSENCE - NON-VEHICLE MAINTENANCE		\$7,478.19	0.32%	\$7,478.19 0.06%

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From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 6 Thru Period 6	Dec-2021 Current Period	Jul-2021 Dec-2021 Year To Date	
OTHER PAID ABSENCE - ADMINISTRATION		\$2,849.76	0.12%	\$2,849.76 0.02%
OTHER PAID ABSENCE -PLAN/MARKETING		\$549.00	0.02%	\$549.00 0.00%
OTHER PAID ABSENCE - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
UNIFORMS - OPERATIONS		\$0.00	0.00%	\$35,436.94 0.28%
UNIFORMS - OPERATIONS MANAGEMENT		\$0.00	0.00%	\$342.25 0.00%
UNIFORMS - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
UNIFORMS - VEHICLE MAINTENANCE		\$0.00	0.00%	\$6,464.93 0.05%
UNIFORMS - NON-VEHICLE MAINTENANCE		\$0.00	0.00%	\$1,185.72 0.01%
UNIFORMS - ADMINISTRATION		\$0.00	0.00%	\$901.19 0.01%
UNIFORMS - PLANNING/MARKETING		\$0.00	0.00%	\$0.00 0.00%
UNIFORMS - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
OTHER FRINGE BENEFITS - OPERATIONS		\$0.00	0.00%	\$324.86 0.00%
OTHER FRINGE BENEFITS - OPERATIONS MANAGEMENT		\$0.00	0.00%	\$32.77 0.00%
OTHER FRINGE BENEFITS - PARATRANSIT		\$0.00	0.00%	\$3.92 0.00%
OTHER FRINGE BENEFITS - VEHICLE MAINTENANCE		\$0.00	0.00%	\$55.02 0.00%
OTHER FRINGE BENEFITS - NON-VEHICLE MAINTENANCE		\$0.00	0.00%	\$22.24 0.00%
OTHER FRINGE BENEFITS - ADMINISTRATION		\$0.00	0.00%	\$3,031.43 0.02%
OTHER FRINGE BENEFITS - PLANNING/MARKETING		\$0.00	0.00%	\$23.58 0.00%
OTHER FRINGE BENEFITS - HUMAN RESOURCES		\$0.00	0.00%	\$9.18 0.00%
OTHER BENEFITS PHYSICALS/DRUG TESTING-OPERATIONS		\$0.00	0.00%	\$19,729.32 0.15%
O/BEN PHYS/DRUG TESTING-OPS MT		\$0.00	0.00%	\$176.22 0.00%
O/BEN PHYS/DRUG TESTING-PARA		\$0.00	0.00%	\$24.03 0.00%
O/BEN PHYS/DRUG TESTING-MAINT		\$0.00	0.00%	\$272.34 0.00%
O/BEN PHYS/DRUG TESTING-NON-VEH MAINT		\$0.00	0.00%	\$192.24 0.00%
O/BEN PHYS/DRUG TESTING-ADMIN		\$0.00	0.00%	\$176.22 0.00%
O/BEN PHYS/DRUG TESTING-PLAN		\$0.00	0.00%	\$144.18 0.00%
O/BEN PHYS/DRUG TESTING- HUMAN RES		\$0.00	0.00%	\$56.07 0.00%
EDUCATIONAL ASSISTANCE-OPERS		\$0.00	0.00%	\$0.00 0.00%
EDUCATIONAL ASSISTANCE-OPS MGT		\$0.00	0.00%	\$0.00 0.00%
EDUCATIONAL ASSISTANCE-PARA		\$0.00	0.00%	\$0.00 0.00%
EDUCATIONAL ASSISTANCE-MAINT		\$0.00	0.00%	\$800.00 0.01%
EDUCATIONAL ASSISTANCE-NON-VEH MAINT		\$0.00	0.00%	\$0.00 0.00%
EDUCATIONAL ASSISTANCE-ADMIN		\$0.00	0.00%	\$800.00 0.01%
EDUCATIONAL ASSISTANCE-PLAN		\$0.00	0.00%	\$0.00 0.00%
EDUCATIONAL ASSISTANCE - HUMAN RES		\$0.00	0.00%	\$800.00 0.01%
FFCRA COVID - OPERATIONS		\$0.00	0.00%	\$3,535.21 0.03%
FFCRA COVID - OPERATIONS MGMT		\$0.00	0.00%	\$0.00 0.00%
FFCRA COVID - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
FFCRA COVID - VEHICLE MAINT		\$0.00	0.00%	\$1,349.07 0.01%
FFCRA COVID - NON-VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
FFCRA COVID - ADMIN		\$0.00	0.00%	\$0.00 0.00%
FFCRA COVID - PLAN/MARKETING		\$0.00	0.00%	\$0.00 0.00%
EFMLA COVID - OPERATIONS		\$2,261.63	0.10%	\$2,261.63 0.02%
EFMLA COVID - OPERATIONS MGMT		\$0.00	0.00%	\$0.00 0.00%
EFMLA COVID - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
EFMLA COVID - VEHICLE MAINT		\$321.84	0.01%	\$321.84 0.00%
EFMLA COVID - NON-VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
EFMLA COVID - ADMIN		\$0.00	0.00%	\$0.00 0.00%
EFMLA COVID - PLAN/MARKETING		\$173.24	0.01%	\$173.24 0.00%
SB95 - COVID - OPERATIONS		\$0.00	0.00%	\$17,428.26 0.14%
SB95 - COVID - OPERATIONS MGMT		\$0.00	0.00%	\$2,141.47 0.02%
SB95 - COVID - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
SB95 - COVID - MAINT		\$0.00	0.00%	\$7,253.45 0.06%

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SB95 - COVID - NON-VEH MAINT		\$0.00	0.00%	\$1,374.96 0.01%
SB95 - COVID - ADMIN		\$0.00	0.00%	\$0.00 0.00%
SB95 - COVID - PLAN & MKTG		\$0.00	0.00%	\$188.93 0.00%
REFERRAL BONUS - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - OPERATIONS MGMT		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - NON VEHICLE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - ADMINISTRATION		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - PLANNING.MARKETING		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
TOTAL FRINGE BENEFITS		\$1,100,961.76	47.58%	\$5,262,776.96 41.22%
SERVICES				
LEGAL		\$0.00	0.00%	\$541,560.91 4.24%
AUDIT		\$0.00	0.00%	\$13,300.00 0.10%
CONT MAINT SERV - OPERATIONS		\$0.00	0.00%	\$13,615.32 0.11%
CONT MAINT SERV - OPS - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - PARATRANSIT		\$0.00	0.00%	\$28,382.40 0.22%
CONT MAINT SERV - PARA - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV-VEHICLE MAINT		\$0.00	0.00%	\$25,086.81 0.20%
CONT MAINT SERV - VEH MAINT - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV-NON-VEH MAINT		\$0.00	0.00%	\$31,872.24 0.25%
CONT MAINT SERV - NON VEH MAINT - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - ADMIN		\$0.00	0.00%	\$1,452.73 0.01%
CONT MAINT SERV - ADMIN - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - IT		\$2,115.47	0.09%	\$25,484.69 0.20%
CONT MAINT SERV - HR - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - PLAN/MRKTG		\$0.00	0.00%	\$23,809.78 0.19%
CONT MAINT SERV - PLAN/MRKTG - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - IT- CAPITAL GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/PROF SERV - OPERATIONS		\$12,794.08	0.55%	\$32,732.21 0.26%
O/PROF SERV - PARATRANSIT		\$274.82	0.01%	\$640.53 0.01%
O/PROF SERV - VEHICLE MAINT		\$2,220.84	0.10%	\$5,449.32 0.04%
O/PROF SERV - NON VEH MAINT		\$667.02	0.03%	\$1,599.98 0.01%
O/PROF SERV - ADMIN		\$1,851.30	0.08%	\$100,331.08 0.79%
O/PROF SERV - HUMAN RESOURCES		\$288.39	0.01%	\$1,081.93 0.01%
TEMPORARY HELP - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
TEMPORARY HELP - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
TEMPORARY HELP - NON-VEH MAINT		\$0.00	0.00%	\$877.44 0.01%
TEMPORARY HELP - ADMIN		\$0.00	0.00%	\$48,040.50 0.38%
TEMPORARY HELP - PLNG/MRKTG		\$0.00	0.00%	\$0.00 0.00%
TEMPORARY HELP - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
SECURITY SERV - VEHICLE MAINT		\$0.00	0.00%	\$66,263.76 0.52%
ADA PARATRANSIT SERVICES		\$0.00	0.00%	\$585,585.45 4.59%
ADA SERVICES - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
ADA PARATRANSIT CONTINGENCY		\$0.00	0.00%	\$0.00 0.00%
CNG STATION EXPENSE		\$0.00	0.00%	\$3,475.13 0.03%
CNG STATION - CAPITAL GRANTS		\$0.00	0.00%	\$0.00 0.00%
ADVERTISING AND PROMOTION FEES		\$0.00	0.00%	\$0.00 0.00%
TOTAL SERVICES		\$20,211.92	0.87%	\$1,550,642.21 12.14%

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MATERIALS AND SUPPLIES					
FUEL/LUBE - OPS CNG VEH		\$0.00	0.00%	\$122,437.63	0.96%
FUEL/LUBE - PARATRANSIT		\$0.00	0.00%	\$1,271.07	0.01%
FUEL/LUBE-PARATRANSIT CNG VEH		\$0.00	0.00%	\$8,380.50	0.07%
FUELS/LUBRICANTS-VEHICLE MAINT		\$0.00	0.00%	\$3,835.99	0.03%
FUEL/LUBE CNG-VEHICLE MAINT		\$0.00	0.00%	\$0.00	0.00%
TIRES/TUBES - OPERATIONS		\$0.00	0.00%	\$35,842.25	0.28%
TIRES/TUBES - VEHICLE MAINT		\$0.00	0.00%	\$9,351.27	0.07%
GASOLINE - PARATRANSIT		\$0.00	0.00%	\$0.00	0.00%
GASOLINE - VEHICLE MAINT		\$0.00	0.00%	\$0.00	0.00%
REPAIR PARTS - VEHICLE MAINT		\$0.00	0.00%	\$111,627.93	0.87%
REPAIR PARTS - VEHICLE MAINT - GRANTS		\$0.00	0.00%	\$0.00	0.00%
REPAIR PARTS - FACILITY MAINT		\$0.00	0.00%	\$157.58	0.00%
REPAIR PARTS - OBSOLETE PARTS		\$0.00	0.00%	\$0.00	0.00%
O/REPAIR PARTS - VEHICLE MAINT		\$0.00	0.00%	\$0.00	0.00%
OTHER SHOP MATLS-VEHICLE MAINT		\$39.85	0.00%	\$32,170.18	0.25%
TOOL ALLOWANCE - VEHICLE MAINT		\$0.00	0.00%	\$4,573.94	0.04%
TOOL ALLOWANCE - NON-VEH MAINT		\$0.00	0.00%	\$0.00	0.00%
WARRANTY RECOVERY-VEHICLE MAINT		\$0.00	0.00%	\$0.00	0.00%
TELEPHONE - OPERATIONS		\$0.00	0.00%	\$851.32	0.01%
TELEPHONE - OPERATIONS MGT		\$415.44	0.02%	\$484.68	0.00%
TELEPHONE - PARATRANSIT		\$103.86	0.00%	\$173.10	0.00%
TELEPHONE - VEHICLE MAINT		\$207.72	0.01%	\$674.97	0.01%
TELEPHONE - ADMIN		\$727.02	0.03%	\$7,584.16	0.06%
TELEPHONE-PLANNING & MARKETING		\$311.58	0.01%	\$588.54	0.00%
TELEPHONE - HUMAN RESOURCES		\$311.58	0.01%	\$727.02	0.01%
OFFICE SUPPLIES - ADMIN		\$162.82	0.01%	\$5,226.84	0.04%
COPIER COSTS		\$0.00	0.00%	\$4,520.78	0.04%
POSTAGE		\$0.00	0.00%	\$269.00	0.00%
O/MAT & SUPPLIES - OPERATIONS		\$66.61	0.00%	\$3,204.29	0.03%
O/MAT & SUPPLIES - OPS- CAP GRANTS		\$0.00	0.00%	\$0.00	0.00%
O/MAT & SUPPLIES - PARATRANSIT		\$0.00	0.00%	\$1,251.67	0.01%
O/MAT & SUPPLIES - PARA - CAP GRANTS		\$0.00	0.00%	\$0.00	0.00%
O/MAT & SUPPLIES-VEHICLE-MAINT		\$179.01	0.01%	\$3,995.19	0.03%
O/MAT & SUPPLIES - VEH MAINT- CAP GRANTS		\$0.00	0.00%	\$0.00	0.00%
O/MAT & SUPPLIES-NON-VEH MAINT		\$2,593.68	0.11%	\$37,241.25	0.29%
O/MAT & SUPPLIES - NON VEH MAINT- CAP GRANTS		\$0.00	0.00%	\$0.00	0.00%
O/MAT & SUPPLIES - ADMIN		\$1,371.61	0.06%	\$15,342.90	0.12%
O/MAT & SUPPLIES - ADMIN- CAP GRANTS		\$0.00	0.00%	\$0.00	0.00%
O/MAT & SUPPLIES - SUSPENSE ACCOUNT		(\$9,746.50)	-0.42%	(\$29,239.50)	-0.23%
O/MAT & SUPPLIES - IT		\$0.00	0.00%	\$40,376.26	0.32%
O/MAT & SUPPLIES - IT - CAPITAL GRANTS		\$0.00	0.00%	\$0.00	0.00%
O/MAT & SUPPLIES - PLAN/MRKTG		\$0.00	0.00%	\$887.31	0.01%
O/MAT & SUPPLIES - PLAN/MRKTG- CAP GRANTS		\$0.00	0.00%	\$0.00	0.00%
O/MAT & SUPPLIES - HUMAN RESOURCES		\$654.39	0.03%	\$4,096.86	0.03%
O/MAT & SUPPLIES - HR - CAPITAL GRANTS		\$0.00	0.00%	\$0.00	0.00%
TICKETS/SCHEDLS - OPERATIONS		\$0.00	0.00%	\$8,054.90	0.06%
TICKETS/SCHEDLS - OPERATIONS - CAP GRANTS		\$0.00	0.00%	\$0.00	0.00%
TICKETS/SCHEDLS - PARATRANSIT		\$0.00	0.00%	\$0.00	0.00%
PLANNING PROJECTS		\$0.00	0.00%	\$0.00	0.00%
DISCOUNTS		\$0.00	0.00%	(\$0.51)	0.00%
SUB-GRANTEE/PASS THROUGH PROJ.		\$0.00	0.00%	\$0.00	0.00%
SECTION 18 - CITY OF OJAI		\$0.00	0.00%	\$0.00	0.00%

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TOTAL MATERIALS AND SUPPLIES		(\$2,601.33)	-0.11%	\$435,959.37	3.41%
UTILITIES					
ELECTRICITY - CNG STATION		\$0.00	0.00%	\$68,228.34	0.53%
ELECTRIC - NON-VEH MAINT		\$0.00	0.00%	\$4,378.04	0.03%
GAS - NON-VEH MAINT		\$0.00	0.00%	\$1,848.92	0.01%
WATER - NON-VEH MAINT		\$0.00	0.00%	\$9,793.15	0.08%
SEWER - NON-VEH MAINT		\$0.00	0.00%	\$634.94	0.00%
REFUSE - NON-VEH MAINT		\$0.00	0.00%	\$2,455.26	0.02%
TOTAL UTILITIES		\$0.00	0.00%	\$87,338.65	0.68%
CASUALTY AND LIABILITY COSTS					
PUBLIC LIABILITY DAMAGE PREM		\$0.00	0.00%	\$0.00	0.00%
PARATRANSIT INSURANCE EXPENSE		\$0.00	0.00%	\$0.00	0.00%
OTHER INSURANCE EXPENSE		\$0.00	0.00%	\$16,818.58	0.13%
SAFETY PROGRAM EXPENSE - ADMIN		\$0.00	0.00%	\$0.00	0.00%
SAFETY PROGRAM EXPENSE - HR		\$0.00	0.00%	\$0.00	0.00%
CLAIMS EXPENSE		\$0.00	0.00%	\$3,109.78	0.02%
ROADEO/SAFETY PROGRAM		\$0.00	0.00%	\$0.00	0.00%
RECOVERY OF LOSSES		\$0.00	0.00%	\$0.00	0.00%
LOSSES FROM ASSET WRITE OFFS		\$0.00	0.00%	\$0.00	0.00%
TOTAL CASUALTY AND LIABILITY		\$0.00	0.00%	\$19,928.36	0.16%
FUEL TAXES					
FUEL TAXES		\$0.00	0.00%	\$0.00	0.00%
FUEL TAXES - PARATRANSIT		\$0.00	0.00%	\$0.00	0.00%
TOTAL FUEL TAXES		\$0.00	0.00%	\$0.00	0.00%
MISCELLANEOUS EXPENSE					
DUES AND SUBSCRIPTIONS		\$97.87	0.00%	\$911.72	0.01%
TRAVEL AND MEETINGS - OPERATIONS		\$0.00	0.00%	\$0.00	0.00%
TRAVEL AND MEETINGS - OPS MGMT		\$0.00	0.00%	\$103.00	0.00%
TRAVEL AND MEETINGS - PARATRANSIT		\$0.00	0.00%	\$1,180.40	0.01%
TRAVEL AND MEETINGS - VEH MAINT		\$0.00	0.00%	\$0.00	0.00%
TRAVEL AND MEETINGS - NON-VEH MAINT		\$0.00	0.00%	\$0.00	0.00%
TRAVEL AND MEETINGS - ADMIN		\$0.00	0.00%	\$0.00	0.00%
TRAVEL AND MEETINGS - PLAN AND MARTHNG		\$0.00	0.00%	\$0.00	0.00%
TRAVEL AND MEETINGS - HUMAN RESOURCES		\$0.00	0.00%	\$0.00	0.00%
ENVIRONMENTAL FEES		\$0.00	0.00%	\$5,532.03	0.04%
OFFICERS AND DIRECTORS EXPENSE		(\$39,400.00)	-1.70%	(\$38,755.35)	-0.30%
EMPLOYEE EVENTS - HUMAN RESOURCES		\$685.10	0.03%	\$7,296.14	0.06%
TRAINING - OPERATIONS		\$0.00	0.00%	\$0.00	0.00%
TRAINING - OPERATIONS MGT		\$116.83	0.01%	\$2,232.94	0.02%
TRAINING - PARATRANSIT		\$0.00	0.00%	\$0.00	0.00%
TRAINING - VEHICLE MAINT		\$1,520.54	0.07%	\$12,709.90	0.10%
TRAINING NON VEH MAINT		\$80.44	0.00%	\$503.61	0.00%
TRAINING - ADMIN		\$0.00	0.00%	\$1,245.00	0.01%
TRAINING - PLANNING/MARKETING		\$0.00	0.00%	\$0.00	0.00%
TRAINING - HUMAN RESOURCES		\$0.00	0.00%	\$0.00	0.00%
ADVT/PROMOTIONS - PARATRANSIT		\$0.00	0.00%	\$0.00	0.00%
ADVT/PROMOTIONS - PARA - CAP GRANTS		\$0.00	0.00%	\$0.00	0.00%
ADVT/PROMOTIONS - ADMIN		\$0.00	0.00%	\$120.18	0.00%
ADVT/PROMOTIONS-PLAN MARKETING		\$5.87	0.00%	\$22,812.90	0.18%

Gold Coast Transit District

Income Statement

Division: 01 Gold Coast Transit District

As of: 3/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 6 Thru Period 6	Dec-2021 Current Period	Jul-2021 Dec-2021 Year To Date	
ADVT/PROMOTIONS - PLAN/MRKTG - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
ADVT/PROMOTIONS-P/M BUS ADV		\$0.00	0.00%	\$0.00 0.00%
ADVT/PROMOTIONS-P/M TOKEN TRANSIT		\$1,019.37	0.04%	\$11,124.03 0.09%
ADVT/PROMOTIONS - HUMAN RESOURCES		\$1,107.63	0.05%	\$7,790.89 0.06%
BAD DEBTS EXPENSE		\$0.00	0.00%	\$0.00 0.00%
LEGAL ADVERTISING		\$0.00	0.00%	\$0.00 0.00%
CASH OVER/SHORT		\$0.00	0.00%	\$0.00 0.00%
REFUNDS		\$0.00	0.00%	\$0.00 0.00%
NONCAPITAL EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
NONCAPITAL EQUIPMENT - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
NONCAPITAL EQUIPMENT - I.T.		\$0.00	0.00%	\$0.00 0.00%
TOTAL MISCELLANEOUS EXPENSE		(\$34,766.35)	-1.50%	\$34,807.39 0.27%
INTEREST EXPENSE				
INTEREST EXPENSE-LONG TERM		\$0.00	0.00%	\$0.00 0.00%
INTEREST EXPENSE-SHORT TERM		\$6,192.00	0.27%	\$45,170.43 0.35%
TOTAL INTEREST EXPENSE		\$6,192.00	0.27%	\$45,170.43 0.35%
LEASES				
LEASE - OXNARD TRANS CENTER		\$0.00	0.00%	\$4,149.68 0.03%
TOTAL LEASES		\$0.00	0.00%	\$4,149.68 0.03%
TANGIBLE DEPN AND AMORTIZATION				
BUILDING		\$0.00	0.00%	\$0.00 0.00%
REVENUE VEHICLES		\$0.00	0.00%	\$7,611.25 0.06%
OTHER VEHICLES		\$0.00	0.00%	\$0.00 0.00%
MAINTENANCE SHOP EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
OFFICE EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
OTHER EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
OTC LEASEHOLD IMPROVEMENTS		\$0.00	0.00%	\$0.00 0.00%
TOTAL TRANSIT DEPN & AMORT		\$0.00	0.00%	\$7,611.25 0.06%
PARATRANSIT DEPRECIATION & AMORT				
PARATRANSIT REVENUE VEHICLES		\$0.00	0.00%	\$0.00 0.00%
PARATRANSIT OFFICE EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
PARATRANSIT OTHER EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
TOTAL PARA DEPN & AMORT.		\$0.00	0.00%	\$0.00 0.00%
INTANGIBLE ASSETS DEPN & AMORT				
OTHER INTANGIBLE ASSETS		\$0.00	0.00%	\$0.00 0.00%
TOTAL INT'BLE ASSETS DEPN & AMORT		\$0.00	0.00%	\$0.00 0.00%
MISCELLANEOUS FEES				
CREDIT CARD FEES		\$0.00	0.00%	\$822.11 0.01%
TOKEN TRANSIT FEES		\$1,509.54	0.07%	\$9,101.29 0.07%
TOTAL MISCELLANEOUS FEES		\$1,509.54	0.07%	\$9,923.40 0.08%
DEBT SERVICE EXPENSE				
SERIES 2017 - COPS - INT EXP		\$0.00	0.00%	\$0.00 0.00%
SERIES 2017 - COPS - PREM AMORT		\$0.00	0.00%	\$0.00 0.00%
SERIES 2017 - COPS - COST OF ISS		\$0.00	0.00%	\$0.00 0.00%
TOTAL DEBT SERVICE EXPENSE		\$0.00	0.00%	\$0.00 0.00%
FEMA OPERATIONS DEPT 10		\$0.00	0.00%	\$0.00 0.00%

Gold Coast Transit District

Income Statement

Division: 01 Gold Coast Transit District

As of: 3/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 6 Thru Period 6	Dec-2021 Current Period		Jul-2021 Dec-2021 Year To Date	
FEMA OPERATIONS MGMT DEPT 11		\$0.00	0.00%	\$0.00	0.00%
FEMA PARATRANSIT DEPT 12		\$0.00	0.00%	\$0.00	0.00%
FEMA MAINT DEPT 41		\$0.00	0.00%	\$0.00	0.00%
FEMA MAINT DEPT 42		\$0.00	0.00%	\$0.00	0.00%
FEMA ADMIN DEPT 160		\$0.00	0.00%	\$0.00	0.00%
FEMA PLANNING/MKTG DEPT 162		\$0.00	0.00%	\$0.00	0.00%
FEMA HUMAN RESOURCES DEPT 167		\$0.00	0.00%	\$0.00	0.00%
CONTINGENCY					
TOTAL CONTINGENCY		\$0.00	0.00%	\$0.00	0.00%
OPERATING CONTINGENCY		\$0.00	0.00%	\$0.00	0.00%
TOTAL EXPENSES		\$2,313,817.80	100.00%	\$12,768,228.86	100.00%
PROFIT/LOSS		\$3,162,225.98	136.67%	(\$3,122,966.49)	-24.46%

Gold Coast Transit District Income Statement

Division: 02 Gold Coast Transit District LTF

As of: 3/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 6 Thru Period 6	Dec-2021 Current Period	Jul-2021 Dec-2021 Year To Date	
REVENUES				
LOCAL TRANSPORTATION FUNDS				
LTF - GOLD COAST TRANSIT DISTRICT		\$2,591,834.00	88.72%	\$5,183,668.00 86.28%
LTF - COUNTY OF VENTURA		\$123,490.00	4.23%	\$308,725.00 5.14%
LTF - CITY OF OXNARD		\$128,022.00	4.38%	\$320,055.00 5.33%
LTF - CITY OF SAN BUENAVENTURA		\$50,292.00	1.72%	\$125,730.00 2.09%
LTF - CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
LTF - CITY OF OJAI		\$27,854.00	0.95%	\$69,635.00 1.16%
TOTAL REVENUES		\$2,921,492.00	100.00%	\$6,007,813.00 100.00%
EXPENSES				
LABOR AND WAGES				
LABOR - GOLD COAST TRANSIT DISTRICT		\$1,776,936.00	60.82%	\$3,553,872.00 59.15%
LABOR - COUNTY OF VENTURA		\$61,745.00	2.11%	\$138,926.25 2.31%
LABOR - CITY OF OXNARD		\$64,010.00	2.19%	\$160,025.00 2.66%
LABOR - CITY OF SAN BUENAVENTURA		\$24,146.00	0.83%	\$59,623.00 0.99%
LABOR - CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
LABOR - CITY OF OJAI		\$10,368.00	0.35%	\$25,920.00 0.43%
TOTAL LABOR		\$1,937,205.00	66.31%	\$3,938,366.25 65.55%
FRINGE BENEFITS				
BENEFITS - GOLD COAST TRANSIT DISTRICT		\$620,016.00	21.22%	\$1,240,032.00 20.64%
BENEFITS - COUNTY OF VENTURA		\$30,872.50	1.06%	\$77,181.25 1.28%
BENEFITS - CITY OF OXNARD		\$32,006.00	1.10%	\$80,015.00 1.33%
BENEFITS - CITY OF SAN BUENAVENTURA		\$12,573.00	0.43%	\$30,812.00 0.51%
BENEFITS - CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
BENEFITS - CITY OF OJAI		\$4,188.00	0.14%	\$10,470.00 0.17%
TOTAL FRINGE BENEFITS		\$699,655.50	23.95%	\$1,438,510.25 23.94%
MATERIALS AND SUPPLIES				
MAT/SUP -GOLD COAST TRANSIT DISTRICT		\$194,882.00	6.67%	\$389,764.00 6.49%
MAT/SUP -COUNTY OF VENTURA		\$30,872.50	1.06%	\$61,745.00 1.03%
MAT/SUP -CITY OF OXNARD		\$32,006.00	1.10%	\$80,015.00 1.33%
MAT/SUP -CITY OF SAN BUENAVENTURA		\$12,573.00	0.43%	\$30,812.00 0.51%
MAT/SUP -CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
MAT/SUP -CITY OF OJAI		\$13,298.00	0.46%	\$33,245.00 0.55%
TOTAL MATERIALS AND SUPPLIES		\$283,631.50	9.71%	\$595,581.00 9.91%
MISCELLANEOUS EXPENSE				
CAP IMP - GOLD COAST TRANSIT DISTRICT		\$0.00	0.00%	\$30,872.50 0.51%
CAP IMP - COUNTY OF VENTURA		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF OXNARD		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF SAN BUENAVENTURA		\$1,000.00	0.03%	\$4,483.00 0.07%
CAP IMP - CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF OJAI		\$0.00	0.00%	\$0.00 0.00%
TOTAL MISCELLANEOUS EXPENSE		\$1,000.00	0.03%	\$35,355.50 0.59%
TOTAL EXPENSES		\$2,921,492.00	100.00%	\$6,007,813.00 100.00%
PROFIT/LOSS		\$0.00	0.00%	\$0.00 0.00%

Gold Coast Transit District

Income Statement

Division: 03 GCTD - PROP 1B/PTMISEA

As of: 3/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 6 Thru Period 6	Dec-2021 Current Period	Jul-2021 Dec-2021 Year To Date	
REVENUES				
STATE GRANTS AND REIMBURSEMENTS				
PROPOSITION 1B ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
INVESTMENT INC - PROP 1B		\$0.00	0.00%	\$0.00 0.00%
PTMISEA		\$0.00	0.00%	\$0.00 0.00%
INVESTMENT INC - PTMISEA		\$11.78	100.00%	\$69.92 100.00%
LCTOP		\$0.00	0.00%	\$0.00 0.00%
INVESTMENT INC - LCTOP		\$0.00	0.00%	\$0.00 0.00%
STATE OF GOOD REPAIR		\$0.00	0.00%	\$0.00 0.00%
INVESTMENT INC - SGR		\$0.00	0.00%	\$0.00 0.00%
OTHER STATE ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
TOTAL STATE GRANTS & REIMB		\$11.78	100.00%	\$69.92 100.00%
TOTAL REVENUES		\$11.78	100.00%	\$69.92 100.00%
GOLD COAST TRANSIT PROJECTS				
AUTOMATIC STOP ANNUNCIATORS		\$0.00	0.00%	\$0.00 0.00%
ADA CALL BACK SYSTEM		\$0.00	0.00%	\$0.00 0.00%
NEW FAC PLAN, DESIGN, LAND PURCH AND CONS		\$0.00	0.00%	\$0.00 0.00%
NEW FAC -FY 13-14 CTSGP-CTAF		\$0.00	0.00%	\$0.00 0.00%
NEW FAC -FY 14-15 CTSGP-CTAF		\$0.00	0.00%	\$0.00 0.00%
NEW FAC -FY 15-16 CTSGP-CTAF		\$0.00	0.00%	\$0.00 0.00%
NEW FAC -FY 16-17 CTSGP-CTAF		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2010-11/CSC REMODEL		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2011-12/CSC REMODEL1		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2012-13/CSC REMODEL2		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2013-14/CSC REMODEL3		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2014-15/CSC REMODEL4		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2011-12/NEW FACILITY		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2012-13/CSC REMODEL2		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2013-14/CSC REMODEL3		\$0.00	0.00%	\$0.00 0.00%
VCTC FY 14-15 CAL-OES SAF&SEC GRANT		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2011-12/NEW FACILITY		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2012-13/CSC REMODEL2		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2013-14/CSC REMODEL3		\$0.00	0.00%	\$0.00 0.00%
REPLACEMENT BUSES		\$0.00	0.00%	\$0.00 0.00%
REP PARA BUSES & SOFTWARE		\$0.00	0.00%	\$0.00 0.00%
LCTOP -FARE SUPPORT - TOKEN TRANSIT		\$0.00	0.00%	\$0.00 0.00%
LCTOP-FARE SUPPORT - FREE FARE DAYS		\$0.00	0.00%	\$0.00 0.00%
LCTOP - VENTURA ROAD ROUTE		\$0.00	0.00%	\$0.00 0.00%
UNCLASSIFIED PROJECTS		\$0.00	0.00%	\$0.00 0.00%
SGR - NEAR "0" ENG REPLMENTS		\$0.00	0.00%	\$0.00 0.00%
TOTAL PROJECTS		\$0.00	0.00%	\$0.00 0.00%
NET POSITION		\$11.78	0.00%	\$69.92 0.00%

**Gold Coast Transit District
Schedule of Money Transfers
For the Month of December 2021**

Date	Description	Accounts		Amount
		From	To	
12/1/2021	Transfer for AP & Payroll	UB Money Market 2	UB General Account	551,158.92
12/9/2021	Transfer for AP & Payroll	UB Money Market 2	UB General Account	1,192,925.68
12/16/2021	Transfer for Payroll	UB Money Market 2	UB Payroll Account	24,578.49
12/16/2021	Transfer for AP & Payroll	UB Money Market 2	UB General Account	494,657.70
12/22/2021	Transfer for AP	UB Money Market 2	UB General Account	371,774.05
12/29/2021	Transfer for Payroll	UB Money Market 2	UB General Account	451,615.71
12/29/2021	Transfer for Payroll	UB General Account	UB Payroll Account	5,457.59

**Gold Coast Transit District
Payroll Information**

Pay Date	Period End	Gross Earnings	Direct Deposits	Net Pay	Payroll Fees	Payroll Tax EFTs	Non-tax Deductions
3-Dec-21	27-Nov-21	\$ 474,470.75	\$ 346,844.89	\$ (7,689.19)	\$ 4,011.12	\$ 67,805.55	\$ 71,746.28
10-Dec-21	11-Dec-21	\$ 110,056.41	\$ -	\$ 92,487.70	\$ 3,074.43	\$ 12,088.48	\$ 7,052.73
17-Dec-21	11-Dec-21	\$ 508,683.35	\$ 325,393.98	\$ 43,946.60	\$ 5,018.80	\$ 86,044.50	\$ 60,547.43
30-Dec-21	25-Dec-21						
		\$ 1,093,210.51	\$ 672,238.87	\$ 128,745.11	\$ 12,104.35	\$ 165,938.53	\$ 139,346.44



April 6, 2022

Item #6

TO GCTD Board of Directors
FROM Marlena Kohler, Purchasing Manager *MK*
SUBJECT Report of Contracts Awarded.

SUMMARY

As requested by the Board of Directors on December 2, 2021 and in accordance with the GCTD Purchasing Resolution, staff is to provide a monthly report of all purchases issued by this agency. The attached report lists all purchase orders awarded since the March 2022 Board meeting.

RECOMMENDATION

It is recommended that the Board of Directors receive and file this report.

GENERAL MANAGER'S CONCURRENCE



Vanessa Rauschenberger
General Manager

GOLD COAST TRANSIT DISTRICT

Contracts/PO Awarded
April 2022

Date Ordered	Name	PO#	Description	Cost
23-Mar-22	THE AFTERMARKET PARTS COMPANY, LLC	M0049058	Lamp, Green Exit Door	\$3,200.64
24-Mar-22	SPX CORPORATION	M0049059	PRINT HEAD	\$944.47
24-Mar-22	LOS ANGELES TRUCK CENTERS, LLC	M0049060	EGR COOLER	\$3,173.69
25-Mar-22	INTERSTATE BATTERIES	M0049061	BATTERY - INTERSTATE	\$467.92
25-Mar-22	GILLIG LLC	M0049062	Lamp assm, R/S Headlight	\$3,587.10
28-Mar-22	CUMMINS PACIFIC LLC	M0049066	SENSOR, EGR PRESSURE	\$2,069.13
28-Mar-22	MOTION INDUSTRIES, INC.	M0049067	Transducer, Nitra	\$514.51
28-Mar-22	CUMMINS PACIFIC LLC	M0049068	CYLINDER HEAD 8.9L	\$9,169.52
28-Mar-22	REMIX TECHNOLOGIES LLC	P0030258	Planning Platform License Renewal year 1	\$8,500.00
29-Mar-22	MUNCIE RECLAMATION AND SUPPLY COMPANY	M0049069	SWITCH, SIDE CONSOLE TOGGLE	\$859.77
29-Mar-22	THE AFTERMARKET PARTS COMPANY, LLC	M0049070	FAN, DRIVERS BOOSTER	\$4,034.77
29-Mar-22	VALLEY POWER SYSTEMS, INC.	M0049071	TRANS GASKET VALVE BODY UPPER	\$1,181.39
29-Mar-22	3D OF OXNARD SUPPLY	M0049072	LEATHER & VINYL CONCENTRATED CLEANER 5 GALLON	\$2,152.14
30-Mar-22	UNITED TRANSMISSION EXCHANGE	M0049074	B-400B Transmission Gen4	\$3,987.63
30-Mar-22	GILLIG LLC	M0049075	SPRING,LIFT U	\$375.31
30-Mar-22	SOUTHERN COUNTIES FUELS	M0049076	GEARLUBE 80W90 GL5	\$1,316.24
30-Mar-22	HOERBIGER SERVICE INC.	M0049077	SUCTION VALVE,MTX 98RX	\$7,375.09
30-Mar-22	CUMMINS PACIFIC LLC	M0049078	Harness, Engine	\$5,123.91

TOTAL \$58,033.23



Item #7

DATE April 6 2022
TO GCTD Board of Directors
FROM Vanessa Rauschenberger, General Manager
SUBJECT **Consider Reconfirming Resolution 2021-09 Authorizing Virtual Board and Committee Meetings Pursuant to AB 361**

SUMMARY

Since the start of the pandemic, the Board of Directors has been holding its regular board meetings virtually in accordance with Executive Orders issued by the Governor. The Governor has now rescinded those orders as they relate to the virtual meetings and the legislature has adopted AB 361 reestablishing and amending the requirements to meet virtually.

On November 3, 2021, the Board adopted resolution 2021-09 which authorized continuation of virtual meetings for 30 days. In order to continue meeting virtually, the Board of Director is required to make findings reconfirming the continuation of virtual meetings every 30 days.

BACKGROUND

When the COVID-19 pandemic began, California Governor Gavin Newsom signed an Executive Order that allowed public agencies to meet virtually. The most recent Executive Order, N-33-20, expired on September 30, 2021. On September 16, Governor Newsom signed Assembly Bill (AB) 361. AB 361 gives the option for public agencies to continue meeting virtually until January 1, 2024. This bill allows local agencies to use teleconferencing in compliance with the Ralph M. Brown Act. Pursuant to AB 361, the GCTD Board of Directors must reconsider the continuing need for virtual meetings every thirty (30) days.

Virtual meetings are permitted presently because Governor Newsom has proclaimed a state of emergency. The State of California and many local officials have recommended measures to promote social distancing. If those conditions change, the local agency can still meet virtually if it has determined that physical presence at meetings would present imminent risks to the health and safety of attendees.

RECOMMENDATION

It is recommended that the Board consider reconfirming GCTD Resolution 2021-09, declaring the need for continuation of virtual Board meetings, pursuant to AB 361.

GOLD COAST TRANSIT DISTRICT



Item #8

Date: April 6th, 2022
To: Board of Directors
From: Vanessa Rauschenberger, General Manager *VR*
Subject: Consideration of the Resumption of In-Person Meetings

SUMMARY

At the March 2nd Board meeting, members of the Board expressed interest in considering resuming in-person meeting as conditions allow. For this item, staff will provide an update on the current public health regulations related to COVID-19 at GCTD; and seek direction on whether to resume in-person meetings. If direction is given at the April 6th meeting to move forward with resuming in-person meetings, the next Board Meeting on May 4th, 2022 would be held in-person.

BACKGROUND

The Ventura County Public Health Department continues to track COVID-19 cases, including those resulting from variants of the virus. As of Monday, March 28th the VCPH reports indicate that the spread of COVID is likely decreasing in our area at this time.

Safety Protocols for In-Person Meetings – Under the FTA’s Federal Mask Mandate, GCTD’s employees and visitors are currently required to wear masks when inside the facility and on buses. The Federal FTA Mask Mandate is effective through April 18th. It is unknown if this date will be extended at this time. Once that order ends, GCTD would follow all local, state and Ventura County Public Health Department orders, which strongly recommend masks be worn in indoor public settings for all persons regardless of vaccination status. Upon resuming in-person meetings, if members of the Board would like staff to implement any additional safety precautions, (plexiglass barriers on the dais, etc.) it may choose to provide that direction to staff at this time.

Public Participation at In-Person Meetings – Upon resuming in-person meetings, the Board may choose to direct staff to hold either fully In-Person or a Hybrid meeting. For in-person only meetings, members of the public will be able to make comments by either attending in person, or submitting comments via email, or in writing. Alternatively, if the Board would like to have the ability to attend remotely, a hybrid meeting option is permitted under AB 361. With this option both the Board and members of the public must be able to participate remotely. The hybrid option would require some technical equipment upgrades; and additional staff time to coordinate, however, it may help to reduce travel time costs for meeting attendees.

Technical Advisory Committee (TAC) Meetings – In order to facilitate member agency staff participation in Technical Advisory Committee meetings, it is recommended that TAC meetings continue to be publicly noticed as fully remote meetings at this time. The TAC typically meets monthly at on the 3rd Wednesday of each month.

RECOMMENDATION

It is recommended the Board consider resuming in-person meetings effective with the May 4th 2022 Board Meeting. Alternatively, the Board may consider directing staff to provide a hybrid meeting option or choose to continue to meet remotely.



Item #9

April 6, 2022

TO: Gold Coast Transit District Board of Directors

From: Dawn Perkins 
Director of Finance

RE: Receive and File FY 2020-21 TDA Compliance Audit Reports for GCTD's Five (5)
Member Jurisdictions

I. EXECUTIVE SUMMARY

The Board of Directors has contracted with Brown Armstrong Accountancy Corporation to audit GCTD's financial operations and prepare GCTD's FY 2020-21 financial statements, as well as to audit Transportation Development Act (TDA) compliance by GCTD's five member jurisdictions that accept TDA funds from GCTD for public transportation related activities.

Presented today for the Board's review and information are TDA Compliance Audits for each of GCTD's five member jurisdictions (Oxnard, San Buenaventura, Ojai, Port Hueneme and the County of Ventura) that receive TDA Article 4 Local Transportation Funds (LTF) from GCTD.

All members were found to be in compliance with respect to all expended funds having been spent on TDA-eligible expenses. Last year one transit service funded in part by GCTD TDA funds, the Ojai Trolley, failed to meet their required fare box recovery ratio of 20%. However, the fare box ratio was not required to be met. This year all transit services funded in part by GCTD TDA funds met their required fare box recovery ratios.

In accordance with the administrative process established in 2014 and revised in January 2016 with input from the Technical Advisory Committee (TAC), funds for recurring annual expenses for locally-owned, maintained and operated transit services that were not expended will be considered carryover and will be returned to GCTD as a credit in the fiscal year following completion of the audit.

The TDA compliance reports express Brown Armstrong's opinion that GCTD and its five members each complied, in all material aspects, with the compliance requirements of the TDA. Copies of the reports are attached to this report, which will be posted on GCTD's website for public access.

GOLD COAST TRANSIT DISTRICT

II. SUMMARY AND RECOMMENDATIONS

IT IS RECOMMENDED that the Board receive and file the FY 2020-21 TDA Compliance Audit Reports for Oxnard, San Buenaventura, Ojai, Port Hueneme and the County of Ventura, as prepared by Brown Armstrong.

GENERAL MANAGER'S CONCURRENCE

A handwritten signature in black ink, reading "Vanessa Rauschenberger", is written over a horizontal line.

Vanessa Rauschenberger
General Manager

**CITY OF OJAI
TRANSPORTATION DEVELOPMENT ACT FUND
ARTICLE 4, SECTION 99260(a) OF
THE PUBLIC UTILITIES CODE**

**FINANCIAL STATEMENTS AND
INDEPENDENT AUDITOR'S REPORTS**

**FOR THE FISCAL YEARS ENDED
JUNE 30, 2021 AND 2020**

**CITY OF OJAI
TRANSPORTATION DEVELOPMENT ACT FUND
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

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INDEPENDENT AUDITOR'S REPORT

To the Honorable Mayor and Members of the
City Council of the City of Ojai
Ojai, California

Report on the Financial Statements

We have audited the financial statements of the Transportation Development Act (TDA) Article 4, Section 99260(a) Fund (TDA Fund) of the City of Ojai, California (City), which comprise the balance sheets as of June 30, 2021 and 2020; the related statements of revenues, expenditures, and changes in fund balance for the fiscal years then ended; and the related notes to the fund financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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 Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We did not audit the TDA compliance requirements included in Note 5 to these financial statements for Ojai Trolley. Those disclosures were audited by other auditors whose reports have been furnished to us, and our opinion, insofar as it relates to the amounts included for the City's compliance with the farebox recovery ratio, are based solely on the reports of the other auditors. 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. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control, relating to the TDA Fund, relevant to the City's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control relating to the TDA Fund. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the TDA Fund of the City as of June 30, 2021 and 2020, and the respective changes in its financial position for the fiscal years then ended in accordance with accounting principles generally accepted in the United States of America.

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 City as of June 30, 2021 and 2020, 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.

Other Matters

Required Supplementary Information

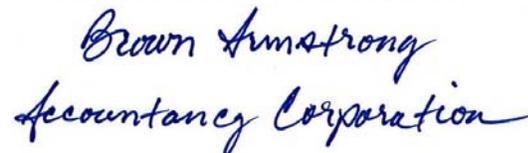
Accounting principles generally accepted in the United States of America require that the budgetary comparison information and the schedules of project status, as listed in the table of contents, be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board (GASB), who considers it to be an essential part of financial reporting for placing the 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 financial statements, and other knowledge we obtained during our audit of the 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 omitted management's discussion and analysis (MD&A) that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the GASB 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 MD&A.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated March 4, 2022, on our consideration of the City's internal control over financial reporting for the TDA Fund 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 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 City's internal control over financial reporting and compliance relating to the TDA Fund.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Handwritten signature in blue ink that reads "Brown Armstrong Accountancy Corporation".

Bakersfield, California
March 4, 2022

**CITY OF OJAI
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BALANCE SHEETS
JUNE 30, 2021 AND 2020**

	Article 4	
	2021	2020
ASSETS		
Current assets:		
Cash and cash equivalents	\$ -	\$ -
Total current assets	\$ -	\$ -
LIABILITIES AND FUND BALANCE		
Current liabilities:		
Accounts payable and accrued expenses	\$ -	\$ -
Total current liabilities	-	-
Fund balance:		
Restricted for TDA Article 4 expenditures	-	-
Total fund balance	-	-
Total liabilities and fund balance	\$ -	\$ -

The accompanying notes are an integral part of these financial statements.

**CITY OF OJAI
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
STATEMENTS OF REVENUES, EXPENDITURES, AND
CHANGES IN FUND BALANCE
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

	Article 4	
	2021	2020
REVENUES		
Local transportation funds allocation	\$ 124,666	\$ 158,000
Interest earnings	-	3,064
	124,666	161,064
EXPENDITURES		
Operating	124,666	177,302
	124,666	177,302
Excess (deficiency) of revenues over (under) expenditures	-	(16,238)
OTHER FINANCING USES		
Transfers out to the City	-	(70,907)
Changes in fund balance	-	(87,145)
Fund balance, beginning	-	87,145
Fund balance, ending	\$ -	\$ -

The accompanying notes are an integral part of these financial statements.

**CITY OF OJAI
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
NOTES TO THE FUND FINANCIAL STATEMENTS
JUNE 30, 2021 AND 2020**

NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. General Information

The accompanying financial statements are intended to reflect the financial position and changes in financial position for the Article 4, Section 99260(a) Transportation Development Act (TDA) Fund of the City of Ojai, California, (City) only and are not intended to present fairly the financial position and results of operations of the City 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 City from Gold Coast Transit District (the District).

B. Governmental Fund Financial Statements

The accounts of the City 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 City accounts for the activity of the 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.

C. Measurement Focus and Basis of Accounting

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.

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 City. For the City, 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 revenues also arise when the City 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 City has a legal claim to the resources, the liability for unavailable revenue is removed from the balance sheet and revenue is recognized.

NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES
(Continued)

E. Fund Balance

As prescribed by Governmental Accounting Standards Board (GASB) Statement No. 54, governmental funds report fund balance in classifications based primarily on the extent to which the entity is bound to honor constraints on the specific purposes for which amounts in the fund can be spent. As of June 30, 2021 and 2020, the fund balance for the TDA Fund of the City is restricted.

Restricted fund balance includes amounts with constraints placed on their use that are either (a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions enabling legislation. Restrictions may effectively be changed or lifted only with the consent of the resource providers.

F. 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 the reported amounts of assets and liabilities and disclosures of contingent assets and liabilities at the date of the financial statements and the reported changes in City net position during the reporting period. Actual results could differ from those estimates.

NOTE 2 – CASH AND INVESTMENTS

The City has pooled its cash and investments in order to achieve a higher return on investments while facilitating management of cash. The balance in the pool account is available to meet current operating requirements. Cash in excess of current requirements is invested in various interest-bearing accounts and other investments for varying terms. The TDA Fund's cash and investments balance as of June 30, 2021 and 2020, was \$0.

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

NOTE 3 – RESTRICTIONS

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

NOTE 4 – COMMITMENTS AND CONTINGENCIES

As of June 30, 2021 and 2020, in the opinion of the City administration, there were no outstanding matters which would have a significant effect on the financial position of these financial statements.

NOTE 5 – 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

NOTE 5 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS (Continued)

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 nonurbanized area.

Ojai Trolley

The following information is provided from the City’s TDA Fund.

For the fiscal years ended June 30, 2021 and 2020, the fare ratio requirement was calculated as follows:

Description	2021	2020
Operating revenues:		
Passenger fares for transit services	\$ 30,627	\$ 111,664
Total operating revenues	30,627	111,664
Operating expenses	124,666	727,641
Less:		
Transfers	-	4,620
Depreciation expense	62,048	102,013
Net operating expenses	\$ 62,618	\$ 621,008
Total fare ratio	48.91%	17.98%
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 City’s bus system were included in the operating expenses.

For the fiscal year ended June 30, 2016, the City operated the Ojai Trolley with TDA funds passed-through from the District to the City and the County of Ventura. The City utilized the TDA funds passed-through from the County of Ventura as a local support to offset its fare box requirements. However, at the May 13, 2016, Ventura County Transportation Commission (VCTC) meeting, the VCTC board approved a TDA policy that indicates that TDA funds allocated to eligible claimants and passed-through to other entities retain TDA requirements for policy implementation effective July 1, 2016.

For the fiscal year ended June 30, 2021, the City complied with the fare ratio requirement. For the fiscal year ended June 30, 2020, the City did not comply with the fare ratio requirement; however, due to the COVID-19 pandemic, the fare ratio requirement was not required to be met.

NOTE 6 – SUBSEQUENT EVENTS

The date to which events occurring after June 30, 2021, have been evaluated for possible adjustments to the financial statements or disclosures is March 4, 2022, which is the date that the financial statements were available to be issued. There were no events brought to our attention that were deemed to be reportable at that time.

REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF OJAI
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

	<u>Original Budget</u>	<u>Actual</u>	<u>Variance With Final Budget</u>
REVENUES			
Local transportation funds allocation	<u>\$ 165,000</u>	<u>\$ 124,666</u>	<u>\$ (40,334)</u>
Total revenues	<u>165,000</u>	<u>124,666</u>	<u>(40,334)</u>
EXPENDITURES			
Operating	<u>187,000</u>	<u>124,666</u>	<u>62,334</u>
Total expenditures	<u>187,000</u>	<u>124,666</u>	<u>62,334</u>
OTHER FINANCING USES			
Transfers out to the City	<u>-</u>	<u>-</u>	<u>-</u>
Changes in fund balance	<u><u>\$ (22,000)</u></u>	<u>-</u>	<u><u>\$ 22,000</u></u>
Fund balance, beginning		<u>-</u>	
Fund balance, ending		<u><u>\$ -</u></u>	

**CITY OF OJAI
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2020**

	Original Budget	Actual	Variance With Final Budget
REVENUES			
Local transportation funds allocation	\$ 200,000	\$ 158,000	\$ (42,000)
Interest earnings	-	3,064	3,064
Total revenues	<u>200,000</u>	<u>161,064</u>	<u>(38,936)</u>
EXPENDITURES			
Operating	<u>182,300</u>	<u>177,302</u>	<u>4,998</u>
Total expenditures	<u>182,300</u>	<u>177,302</u>	<u>4,998</u>
OTHER FINANCING USES			
Transfers out to the City	<u>-</u>	<u>(70,907)</u>	<u>(70,907)</u>
Changes in fund balance	<u>\$ 17,700</u>	<u>(87,145)</u>	<u>\$ (104,845)</u>
Fund balance, beginning		<u>87,145</u>	
Fund balance, ending		<u>\$ -</u>	

**CITY OF OJAI
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
SCHEDULES OF PROJECT STATUS
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

For the Fiscal Year Ended June 30, 2021

Project Description	Beginning Balance	Local Transportation Funds Allocation	Allocation Adjustments	Interest Earnings Allocation	Expenditures	Ending Balance
Operating:						
Ojai Trolley	\$ (10,971)	\$ 124,666	\$ -	\$ -	\$ 124,666	\$ (10,971)
Total operating	(10,971)	124,666	-	-	124,666	(10,971)
Capital:						
Ojai Automatic Voice Annunciators	6,653	-	-	-	-	6,653
Ojai Trolley Storage Area	4,318	-	-	-	-	4,318
Total capital	10,971	-	-	-	-	10,971
Total	\$ -	\$ 124,666	\$ -	\$ -	\$ 124,666	\$ -

For the Fiscal Year Ended June 30, 2020

Project Description	Beginning Balance	Local Transportation Funds Allocation	Allocation Adjustments	Interest Earnings Allocation	Expenditures	Ending Balance
Operating:						
Ojai Trolley	\$ (8,080)	\$ 158,000	\$ -	\$ 3,064	\$ 163,955	\$ (10,971)
Total operating	(8,080)	158,000	-	3,064	163,955	(10,971)
Capital:						
Ojai Automatic Voice Annunciators	20,000	-	-	-	13,347	6,653
Ojai Trolley Washpad and Collection System	45,134	-	-	-	45,134	-
Ojai Trolley Storage Area	30,091	-	-	-	25,773	4,318
Total capital	95,225	-	-	-	84,254	10,971
Total	\$ 87,145	\$ 158,000	\$ -	\$ 3,064	\$ 248,209	\$ -

OTHER REPORT

**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* AND THE
TRANSPORTATION DEVELOPMENT ACT**

To the Honorable Mayor and Members of the
City Council of the City of Ojai
Ojai, 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 balance sheet of the Transportation Development Act (TDA) Article 4, Section 99260(a) Fund (TDA Fund) of the City of Ojai, California (City), as of June 30, 2021; the related statement of revenues, expenditures, and changes in fund balance for the fiscal year ended; and the related notes to the financial statements, which collectively comprise the financial statements of the TDA Fund of the City, and have issued our report thereon dated March 4, 2022.

Internal Control Over Financial Reporting

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the financial statements of the TDA Fund of the City are free from material misstatement, we performed tests of the City's compliance with certain provisions of laws, regulations, contracts, and grant agreements, including the applicable statutes, rules, and regulations of the TDA, including Section 6666 and 6667 of Title 21, Division 3, Chapter 2, Article 5.5 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 that are required to be reported under *Government Auditing Standards* or the TDA.

Purpose of this Report

This purpose of this report is solely to describe the scope of our testing of internal control and compliance relating to the TDA Fund and the result of that testing, and not to provide an opinion on the effectiveness of the City'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 City's internal control and compliance relating to the TDA Fund. Accordingly, this communication is not suitable for any other purpose.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
March 4, 2022

**CITY OF OXNARD
TRANSPORTATION DEVELOPMENT ACT FUND
ARTICLE 4, SECTION 99260(A) OF
THE PUBLIC UTILITIES CODE**

**INDEPENDENT AUDITOR'S REPORTS,
FINANCIAL STATEMENTS, AND
SUPPLEMENTARY INFORMATION**

**FOR THE FISCAL YEARS ENDED
JUNE 30, 2021 AND 2020**

**CITY OF OXNARD
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

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INDEPENDENT AUDITOR'S REPORT

To the City Council
City of Oxnard
Oxnard, California

Report on the Financial Statements

We have audited the accompanying basic financial statements of the Transportation Development Act (TDA) Article 4, Section 99260(a) Fund (TDA Fund) of the City of Oxnard, California (City), which comprise the balance sheets as of June 30, 2021 and 2020; the related statements of revenues, expenditures, and changes in fund balance for the fiscal years then ended; and the related notes to the fund financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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 Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. 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. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relating to the TDA Fund relevant to the City's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control relating to the TDA Fund. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the TDA Fund of the City, as of June 30, 2021 and 2020, and the respective changes in financial position, for the fiscal years then ended in accordance with accounting principles generally accepted in the United States of America.

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 City as of June 30, 2021 and 2020, 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.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the budgetary comparison information and Schedules of Project Status, as listed in the table of contents, be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board (GASB), who considers it to be an essential part of financial reporting for placing the 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 financial statements, and other knowledge we obtained during our audit of the 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 omitted management's discussion and analysis (MD&A) that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the GASB 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 MD&A.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 30, 2021, on our consideration of the City's internal control over financial reporting relating to the TDA Fund and on our tests of the City's 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 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 City's internal control over financial reporting and compliance relating to the TDA Fund.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
December 30, 2021

**CITY OF OXNARD
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BALANCE SHEETS
JUNE 30, 2021 AND 2020**

	Article 4	
	2021	2020
ASSETS		
Current assets:		
Cash and investments	\$ 441,809	\$ 535,194
Due from other governments	20,162	16,489
Total current assets	\$ 461,971	\$ 551,683
LIABILITIES AND FUND BALANCE		
Current liabilities:		
Accounts payable and accrued expenses	\$ 62,324	\$ 51,999
Unearned revenue	12,205	13,094
Total current liabilities	74,529	65,093
Fund balance:		
Restricted for TDA Article 4 expenditures	387,442	486,590
Total fund balance	387,442	486,590
Total liabilities and fund balance	\$ 461,971	\$ 551,683

The accompanying notes are an integral part of these financial statements.

**CITY OF OXNARD
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
STATEMENTS OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

	Article 4	
	2021	2020
REVENUES		
Local Transportation Fund allocation	\$ 401,380	\$ 422,729
Lease revenue	231,075	250,242
Interest earnings	2,277	11,067
Fair value adjustment	(2,942)	(9,855)
	631,790	674,183
EXPENDITURES		
Operating	730,938	581,763
	730,938	581,763
Changes in fund balance	(99,148)	92,420
Fund balance, beginning	486,590	394,170
Fund balance, ending	\$ 387,442	\$ 486,590

The accompanying notes are an integral part of these financial statements.

**CITY OF OXNARD
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
NOTES TO THE FUND FINANCIAL STATEMENTS
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

General Information

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 City of Oxnard, California, (City) only and are not intended to present fairly the financial position and results of operations of the City 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 used only for public transportation. Funding for this program is authorized by the County of Ventura and is paid to the City on behalf of the Gold Coast Transit District.

Governmental Fund Financial Statements

The accounts of the City 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 City accounts for the activity of the 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.

Measurement Focus and Basis of Accounting

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.

Revenue Recognition

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

The lease revenue comprises rents from transit related facilities including space, cell site, and share of facilities.

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 City 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 City has a legal claim to the resources, the liability for unavailable revenue is removed from the balance sheet and revenue is recognized.

NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFCANT ACCOUNTING POLICIES
(Continued)

Fund Balance

As prescribed by the Governmental Accounting Standards Board (GASB) Statement No. 54, governmental funds report fund balance in classifications based primarily on the extent to which the entity is bound to honor constraints on the specific purposes for which amounts in the fund can be spent. As of June 30, 2021 and 2020, the fund balance for the TDA Fund of the City is Restricted.

Restricted fund balance includes amounts with constraints placed on their use that are either (a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions enabling legislation. Restrictions may effectively be changed or lifted only with the consent of the resource providers.

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 the reported amounts of assets and liabilities and disclosures of contingent assets and liabilities at the date of the financial statements and the reported changes in fund balance during the reporting period. Actual results could differ from those estimates.

NOTE 2 – CASH AND INVESTMENTS

The City has pooled its cash and investments in order to achieve a higher return on investments while facilitating management of cash. The balance in the pool account is available to meet current operating requirements. Cash in excess of current requirements is invested in various interest-bearing accounts and other investments for varying terms. The TDA Fund's cash and investments balance as of June 30, 2021 and 2020, was \$441,809 and \$535,194, respectively.

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

NOTE 3 – RESTRICTIONS

Funds received pursuant to Section 99260(a) of the Public Utilities Code may only be used for public transportation activities.

NOTE 4 – COMMITMENTS AND CONTINGENCIES

As of June 30, 2021, in the opinion of the City administration, there were no outstanding matters which would have a significant effect on the financial position of these financial statements.

NOTE 5 – EXCESS OF EXPENDITURES OVER APPROPRIATIONS

As of June 30, 2021, expenditures exceeded appropriations as follows:

<u>Appropriations Category</u>	<u>Excess Expenditures</u>
Operating	\$ 2,515

NOTE 6 – SUBSEQUENT EVENTS

The date to which events occurring after June 30, 2021, have been evaluated for possible adjustments to the financial statements or disclosures is December 30, 2021, which is the date that the financial statements were available to be issued. There were no events brought to our attention that were deemed to be reportable at that time.

REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF OXNARD
TRANSPORTATION DEVELOPMENT ACT FUND – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

	<u>Final Budget</u>	<u>Actual</u>	<u>Variance With Final Budget</u>
REVENUES			
Local Transportation Fund allocation	\$ 572,964	\$ 401,380	\$ (171,584)
Lease revenue	246,166	231,075	(15,091)
Interest earnings (expense)	48,270	2,277	(45,993)
Fair value adjustment	<u>-</u>	<u>(2,942)</u>	<u>(2,942)</u>
 Total revenues	 <u>867,400</u>	 <u>631,790</u>	 <u>(235,610)</u>
EXPENDITURES			
Operating	<u>728,423</u>	<u>730,938</u>	<u>(2,515)</u>
 Total expenditures	 <u>728,423</u>	 <u>730,938</u>	 <u>(2,515)</u>
 Changes in fund balance	 <u>\$ 138,977</u>	 (99,148)	 <u>\$ (238,125)</u>
 Fund balance, beginning		 <u>486,590</u>	
 Fund balance, ending		 <u>\$ 387,442</u>	

**CITY OF OXNARD
TRANSPORTATION DEVELOPMENT ACT FUND – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2020**

	<u>Original Budget</u>	<u>Actual</u>	<u>Variance With Final Budget</u>
REVENUES			
Local Transportation Fund allocation	\$ 535,351	\$ 422,729	\$ (112,622)
Lease revenue	215,000	250,242	35,242
Interest earnings	3,261	11,067	7,806
Fair value adjustment	<u>-</u>	<u>(9,855)</u>	<u>(9,855)</u>
 Total revenues	 <u>753,612</u>	 <u>674,183</u>	 <u>(79,429)</u>
EXPENDITURES			
Operating	<u>621,008</u>	<u>581,763</u>	<u>39,245</u>
 Total expenditures	 <u>621,008</u>	 <u>581,763</u>	 <u>39,245</u>
 Changes in fund balance	 <u>\$ 132,604</u>	 92,420	 <u>\$ (40,184)</u>
 Fund balance, beginning		 <u>394,170</u>	
 Fund balance, ending		 <u>\$ 486,590</u>	

CITY OF OXNARD
TRANSPORTATION DEVELOPMENT ACT FUND – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
SCHEDULES OF PROJECT STATUS
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020

For the fiscal year ended June 30, 2021:

Project Description	Beginning Balance	Local Transportation Fund Allocation	Other Local Revenue	Fair Value Adjustments	Interest Earnings Allocation (Expense)	Expenditures	Ending Balance
Operating:							
Oxnard Transit Center	\$ 281,040	\$ 401,380	\$ 231,075	\$ (2,942)	\$ 2,277	\$ 730,938	\$ 181,892
Bus Stop Maintenance	-	-	-	-	-	-	-
Total Operating	<u>281,040</u>	<u>401,380</u>	<u>231,075</u>	<u>(2,942)</u>	<u>2,277</u>	<u>730,938</u>	<u>181,892</u>
Capital:							
Bus Stop Capital Improvement Program	205,550	-	-	-	-	-	205,550
Total Capital	<u>205,550</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>205,550</u>
Total	<u>\$ 486,590</u>	<u>\$ 401,380</u>	<u>\$ 231,075</u>	<u>\$ (2,942)</u>	<u>\$ 2,277</u>	<u>\$ 730,938</u>	<u>\$ 387,442</u>

For the fiscal year ended June 30, 2020:

Project Description	Beginning Balance	Local Transportation Fund Allocation	Other Local Revenue	Fair Value Adjustments	Interest Earnings Allocation	Expenditures	Ending Balance
Operating:							
Oxnard Transit Center	\$ 188,620	\$ 383,482	\$ 250,242	\$ (9,855)	\$ 11,067	\$ 542,516	\$ 281,040
Bus Stop Maintenance	-	39,247	-	-	-	39,247	-
Total Operating	<u>188,620</u>	<u>422,729</u>	<u>250,242</u>	<u>(9,855)</u>	<u>11,067</u>	<u>581,763</u>	<u>281,040</u>
Capital:							
Bus Stop Capital Improvement Program	205,550	-	-	-	-	-	205,550
Total Capital	<u>205,550</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>205,550</u>
Total	<u>\$ 394,170</u>	<u>\$ 422,729</u>	<u>\$ 250,242</u>	<u>\$ (9,855)</u>	<u>\$ 11,067</u>	<u>\$ 581,763</u>	<u>\$ 486,590</u>

OTHER REPORT

**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* AND THE
TRANSPORTATION DEVELOPMENT ACT**

To the City Council
City of Oxnard
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 balance sheet of the Transportation Development Act (TDA) Article 4, Section 99260(a) Fund (TDA Fund) of the City of Oxnard, California (City), as of June 30, 2021; the related statement of revenues, expenditures, and changes in fund balance for the fiscal year then ended; and the related notes to the fund financial statements, which collectively comprise the financial statements of the TDA Fund of the City, and have issued our report thereon dated December 30, 2021.

Internal Control Over Financial Reporting

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the financial statements of the TDA Fund of the City are free from material misstatement, we performed tests of the City's compliance with certain provisions of laws, regulations, contracts, and grant agreements, including the applicable statutes, rules, and regulations of the TDA, including Section 6666 and 6667 of Title 21, Division 3, Chapter 2, Article 5.5 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 TDA.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance relating to the TDA Fund and the results of that testing, and not to approve an opinion on the effectiveness of the City'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 City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
December 30, 2021

**CITY OF PORT HUENEME
TRANSPORTATION DEVELOPMENT ACT FUND
ARTICLE 4, SECTION 99260(A) OF
THE PUBLIC UTILITIES CODE**

**INDEPENDENT AUDITOR'S REPORTS,
FINANCIAL STATEMENTS, AND
SUPPLEMENTARY INFORMATION**

**FOR THE FISCAL YEARS ENDED
JUNE 30, 2021 AND 2020**

**CITY OF PORT HUENEME
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

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INDEPENDENT AUDITOR'S REPORT

To the City Council
City of Port Hueneme
Port Hueneme, California

Report on the Financial Statements

We have audited the accompanying basic financial statements of the Transportation Development Act (TDA) Article 4, Section 99260(a) Fund of the City of Port Hueneme, California (City), which comprise the balance sheets as of June 30, 2021 and 2020; the related statements of revenues, expenditures, and changes in fund balance for the fiscal years then ended; and the related notes to the fund financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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 Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. 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. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the TDA Fund of the City as of June 30, 2021 and 2020, and the respective changes in its financial position for the fiscal years then ended in accordance with accounting principles generally accepted in the United States of America.

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 City as of June 30, 2021 and 2020, 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.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the budgetary comparison information and schedules of project status, as listed on the table of contents, be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board (GASB), who considers it to be an essential part of financial reporting for placing the 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 financial statements, and other knowledge we obtained during our audit of the 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 omitted management's discussion and analysis (MD&A) that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the GASB, 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 MD&A.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 29, 2021, on our consideration of the City's internal control over financial reporting relating to the TDA Fund, 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 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 City's internal control over financial reporting and compliance relating to the TDA Fund.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
December 29, 2021

**CITY OF PORT HUENEME
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BALANCE SHEETS
JUNE 30, 2021 AND 2020**

	Article 4	
	2021	2020
ASSETS		
Current assets:		
Cash and investments	\$ 145,092	\$ 145,375
Due from other governments	-	3,298
Total current assets	\$ 145,092	\$ 148,673
LIABILITIES AND FUND BALANCE		
Liabilities:		
Total liabilities	\$ -	\$ -
Fund balance:		
Restricted for TDA Article 4 expenditures	145,092	148,673
Total fund balance	145,092	148,673
Total liabilities and fund balance	\$ 145,092	\$ 148,673

The accompanying notes are an integral part of these financial statements.

**CITY OF PORT HUENEME
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
STATEMENTS OF REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCE
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

	Article 4	
	2021	2020
REVENUES		
Local transportation fund	\$ -	\$ 39,466
Interest earnings	403	2,087
	403	41,553
EXPENDITURES		
Operating	3,984	-
	3,984	-
Changes in fund balance	(3,581)	41,553
Fund balance, beginning	148,673	107,120
Fund balance, ending	\$ 145,092	\$ 148,673

The accompanying notes are an integral part of these financial statements.

**CITY OF PORT HUENEME
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
NOTES TO THE FUND FINANCIAL STATEMENTS
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

General Information

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 of the City of Port Hueneme, California (City), only and are not intended to present fairly the financial position or results of operations of the City 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 City on behalf of the Gold Coast Transit District.

Governmental Fund Financial Statements

The accounts of the City 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 City accounts for the activity of the 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.

Measurement Focus and Basis of Accounting

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.

Revenue Recognition

Recognition of revenues arising from nonexchange transactions, which include revenues from taxes, certain grants, and contributions, is based on the primary characteristic from which the revenues are received by the City. For the City, funds received under 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 revenues also arise when the City 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 City has a legal claim to the resources, the liability for unavailable revenue is removed from the balance sheet and revenue is recognized.

NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES
(Continued)

Fund Balance

As prescribed by Governmental Accounting Standards Board (GASB) Statement No. 54, governmental funds report fund balance in classifications based primarily on the extent to which the entity is bound to honor constraints on the specific purposes for which amounts in the fund can be spent. As of June 30, 2021 and 2020, the fund balance for the TDA Fund of the City is Restricted.

Restricted fund balance includes amounts with constraints placed on their use that are either (a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions enabling legislation. Restrictions may effectively be changed or lifted only with the consent of the resource providers.

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 the reported amounts of assets and liabilities and disclosures of contingent assets and liabilities at the date of the financial statements and the reported changes in fund balance during the reporting period. Actual results could differ from those estimates.

NOTE 2 – CASH AND INVESTMENTS

The City has pooled its cash and investments in order to achieve a higher return on investments while facilitating management of cash. The balance in the pool account is available to meet current operating requirements. Cash in excess of current requirements is invested in various interest-bearing accounts and other investments for varying terms. The TDA Fund's cash and investments balance as of June 30, 2021 and 2020, was \$145,092 and \$145,375, respectively.

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

NOTE 3 – RESTRICTIONS

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

NOTE 4 – COMMITMENTS AND CONTINGENCIES

As of June 30, 2021, in the opinion of the City administration, there were no outstanding matters which would have a significant effect on the financial position of these financial statements.

NOTE 5 – EXCESS OF EXPENDITURES OVER APPROPRIATIONS

As of June 30, 2021, expenditures exceeded appropriations as follows:

<u>Appropriations Category</u>	<u>Excess Expenditures</u>
Operating	\$ 3,984

NOTE 6 – SUBSEQUENT EVENTS

The date to which events occurring after June 30, 2021, have been evaluated for possible adjustments to the financial statements or disclosure is December 29, 2021, which is the date that the financial statements were available to be issued. There were no other events brought to our attention that were deemed to be reportable at that time.

REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF PORT HUENEME
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

	<u>Original Budget</u>	<u>Actual</u>	<u>Variance With Final Budget</u>
REVENUES			
Interest earnings	<u>\$ -</u>	<u>\$ 403</u>	<u>\$ 403</u>
Total revenues	<u>-</u>	<u>403</u>	<u>403</u>
EXPENDITURES			
Operating	<u>-</u>	<u>3,984</u>	<u>(3,984)</u>
Total expenditures	<u>-</u>	<u>3,984</u>	<u>(3,984)</u>
Changes in fund balance	<u><u>\$ -</u></u>	<u>(3,581)</u>	<u><u>\$ (3,581)</u></u>
Fund balance, beginning		<u>148,673</u>	
Fund balance, ending		<u><u>\$ 145,092</u></u>	

**CITY OF PORT HUENEME
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2020**

	<u>Original Budget</u>	<u>Actual</u>	<u>Variance With Final Budget</u>
REVENUES			
Local transportation fund	\$ -	\$ 39,466	\$ 39,466
Interest earnings	-	2,087	2,087
	<hr/>	<hr/>	<hr/>
Total revenues	-	41,553	41,553
	<hr/>	<hr/>	<hr/>
EXPENDITURES			
Operating	-	-	-
Capital outlay	-	-	-
	<hr/>	<hr/>	<hr/>
Total expenditures	-	-	-
	<hr/>	<hr/>	<hr/>
Changes in fund balance	<u>\$ -</u>	41,553	<u>\$ 41,553</u>
	<hr/>	<hr/>	<hr/>
Fund balance, beginning		107,120	
		<hr/>	
Fund balance, ending		<u>\$ 148,673</u>	

**CITY OF PORT HUENEME
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
SCHEDULES OF PROJECT STATUS
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

For the fiscal year ended June 30, 2021:

Project Description	Beginning Balance	Allocation Adjustments	Interest Earnings Allocation	Expenditures	Ending Balance
Operating:					
Bus stop maintenance	\$ (417)	\$ -	\$ 403	\$ 3,984	\$ (3,998)
Total operating	(417)	-	403	3,984	(3,998)
Capital:					
Bus stop amenities	374	-	-	-	374
Bus stop - Ventura Road & Bard	77,776	-	-	-	77,776
Upgrade bus stops and shelters	70,940	-	-	-	70,940
Total capital	149,090	-	-	-	149,090
Total	\$ 148,673	\$ -	\$ 403	\$ 3,984	\$ 145,092

For the fiscal year ended June 30, 2020:

Project Description	Beginning Balance	Allocation Adjustments	Interest Earnings Allocation	Expenditures	Ending Balance
Operating:					
Bus stop maintenance	\$ (13,026)	\$ 12,615	\$ (6)	\$ -	\$ (417)
Total operating	(13,026)	12,615	(6)	-	(417)
Capital:					
Bus stop amenities	369	-	5	-	374
Bus stop - Ventura Road & Bard	76,684	-	1,092	-	77,776
Upgrade bus stops and shelters	43,093	26,851	996	-	70,940
Total capital	120,146	26,851	2,093	-	149,090
Total	\$ 107,120	\$ 39,466	\$ 2,087	\$ -	\$ 148,673

OTHER REPORTS

**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* AND THE
TRANSPORTATION DEVELOPMENT ACT**

To the City Council
City of Port Hueneme
Port Hueneme, 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 balance sheet of the Transportation Development Act (TDA) Article 4, Section 99260(a) Fund of the City of Port Hueneme, California (City), as of June 30, 2021; the related statement of revenues, expenditures, and changes in fund balance for the fiscal year ended; and the related notes to the fund financial statements, which collectively comprise the financial statements of the TDA Fund of the City, and have issued our report thereon dated December 29, 2021.

Internal Control Over Financial Reporting

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the financial statements of the TDA Fund of the City are free from material misstatement, we performed tests of the City's compliance with certain provisions of laws, regulations, contracts, and grant agreements, including the applicable statutes, rules, and regulations of the TDA, including Section 6666 and 6667 of Title 21, Division 3, Chapter 2, Article 5.5 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* or the TDA.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance relating to the TDA Fund and the results of that testing, and not to provide an opinion on the effectiveness of the City'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 City's internal control and compliance relating to the TDA Fund. Accordingly, this communication is not suitable for any other purpose.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

*Brown Armstrong
Accountancy Corporation*

Bakersfield, California
December 29, 2021

**CITY OF SAN BUENAVENTURA
TRANSPORTATION DEVELOPMENT ACT FUND**

**INDEPENDENT AUDITOR'S REPORTS,
FUND FINANCIAL STATEMENTS, AND
SUPPLEMENTARY INFORMATION**

JUNE 30, 2021 AND 2020

**CITY OF SAN BUENAVENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
JUNE 30, 2021 AND 2020**

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INDEPENDENT AUDITOR'S REPORT

To the Honorable Mayor and Members of the
City Council of the City of San Buenaventura
San Buenaventura, California

Report on the Financial Statements

We have audited the accompanying basic financial statements of the Transportation Development Act (TDA) Article 4, Section 99260(a) Fund (TDA Fund) of the City of San Buenaventura, California (City), which comprise the balance sheets as of June 30, 2021 and 2020; the related statements of revenues, expenditures, and changes in fund balance for the fiscal years then ended; and the related notes to the fund financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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 Responsibility

Our responsibility is to express an opinion on these basic financial statements based on our audits. 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. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the basic financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the TDA Fund of the City as of June 30, 2021 and 2020, and the respective changes in its financial position for the fiscal years then ended in accordance with accounting principles generally accepted in the United States of America.

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 City as of June 30, 2021 and 2020, 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.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the budgetary comparison information and the schedules of project status, as listed in the table of contents, be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board (GASB), who considers it to be an essential part of financial reporting for placing the 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 financial statements, and other knowledge we obtained during our audit of the 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 omitted management's discussion and analysis (MD&A) that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by GASB 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 MD&A.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 27, 2021, on our consideration of the City's internal control over financial reporting relating to the TDA Fund 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 City'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* in considering the City's internal control over financial reporting and compliance relating to the TDA Fund.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
December 27, 2021

**CITY OF SAN BUENAVENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BALANCE SHEETS
JUNE 30, 2021 AND 2020**

	Article 4	
	2021	2020
ASSETS		
Current assets:		
Cash and cash equivalents	\$ 144,381	\$ 75,034
Total current assets	\$ 144,381	\$ 75,034
LIABILITIES AND FUND BALANCE		
Current liabilities:		
Accounts payable and accrued expenses	\$ 1,674	\$ 2,015
Total current liabilities	1,674	2,015
Fund balance:		
Restricted for TDA Article 4 expenditures	142,707	73,019
Total fund balance	142,707	73,019
Total liabilities and fund balance	\$ 144,381	\$ 75,034

The accompanying notes are an integral part of these financial statements.

**CITY OF SAN BUENAVENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
STATEMENTS OF REVENUES, EXPENDITURES, AND
CHANGES IN FUND BALANCE
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

	Article 4	
	2021	2020
REVENUES		
Local transportation funds allocation	\$ 277,978	\$ 264,165
Interest earnings	1,461	672
	279,439	264,837
EXPENDITURES		
Operating	188,775	238,476
Capital outlay	20,976	13,708
	209,751	252,184
OTHER FINANCING SOURCES		
Transfers in	-	63,000
	-	63,000
Changes in fund balance	69,688	75,653
Fund balance (deficit), beginning	73,019	(2,634)
Fund balance, ending	\$ 142,707	\$ 73,019

The accompanying notes are an integral part of these financial statements.

**CITY OF SAN BUENAVENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
NOTES TO THE FUND FINANCIAL STATEMENTS
JUNE 30, 2021 AND 2020**

NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. General Information

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 City of San Buenaventura, California, (City) only and are not intended to present fairly the financial position or results of operations of the City 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 City on behalf of the Gold Coast Transit District.

B. Governmental Fund Financial Statements

The accounts of the City 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 City 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.

C. Measurement Focus and Basis of Accounting

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.

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 City. For the City, 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 City 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 City has a legal claim to the resources, the liability for unavailable revenue is removed from the balance sheet and revenue is recognized.

NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES
(Continued)

E. Fund Balance

As prescribed by Governmental Accounting Standards Board (GASB) Statement No. 54, governmental funds report fund balance in classifications based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the fund can be spent. As of June 30, 2021, the fund balance for the TDA Fund of the City is Restricted. As of June 30, 2020, the fund balance for the TDA Fund of the City was Restricted.

Restricted fund balance includes amounts with constraints placed on their use that are either (a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions enabling legislation. Restrictions may effectively be changed or lifted only with the consent of the resource providers.

Unassigned fund balance is used to report a deficit balance resulting from overspending for specific purposes for which amounts had been restricted.

F. 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 the reported amounts of assets and liabilities and disclosures of contingent assets and liabilities at the date of the financial statements and the reported changes in fund balance during the reporting period. Actual results could differ from those estimates.

NOTE 2 – CASH AND INVESTMENTS

The City has pooled its cash and investments in order to achieve a higher return on investments while facilitating management of cash. The balance in the pool account is available to meet current operating requirements. Cash in excess of current requirements is invested in various interest-bearing accounts and other investments for varying terms. The TDA Fund's cash and investments balance as of June 30, 2021 and 2020, was \$144,381 and \$75,034, respectively.

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

NOTE 3 – RESTRICTIONS

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

NOTE 4 – COMMITMENTS AND CONTINGENCIES

As of June 30, 2021 and 2020, in the opinion of the City administration, there were no outstanding matters which would have a significant effect on the financial position of these financial statements.

NOTE 5 – SUBSEQUENT EVENTS

The date to which events occurring after June 30, 2021, have been evaluated for possible adjustments to the financial statements or disclosures is December 27, 2021, which is the date that the financial statements were available to be issued. There were no other events brought to our attention that were deemed to be reportable at that time.

REQUIRED SUPPLEMENTARY INFORMATION

**CITY OF SAN BUENAVENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

	Final Budget	Actual	Variance With Final Budget
REVENUES			
Local transportation funds allocation	\$ 317,781	\$ 277,978	\$ (39,803)
Interest earnings	2,000	1,461	(539)
Total revenues	<u>319,781</u>	<u>279,439</u>	<u>(40,342)</u>
EXPENDITURES			
Operating	273,229	188,775	84,454
Capital outlay	<u>46,552</u>	<u>20,976</u>	<u>25,576</u>
Total expenditures	<u>319,781</u>	<u>209,751</u>	<u>110,030</u>
Changes in fund balance	<u>\$ -</u>	69,688	<u>\$ 69,688</u>
Fund balance, beginning		<u>73,019</u>	
Fund balance, ending		<u>\$ 142,707</u>	

**CITY OF SAN BUENAVENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2020**

	Final Budget	Actual	Variance With Final Budget
REVENUES			
Local transportation funds allocation	\$ 333,669	\$ 264,165	\$ (69,504)
Interest earnings	2,000	672	(1,328)
Total revenues	<u>335,669</u>	<u>264,837</u>	<u>(70,832)</u>
EXPENDITURES			
Operating	272,669	238,476	34,193
Capital outlay	<u>63,000</u>	<u>13,708</u>	<u>49,292</u>
Total expenditures	<u>335,669</u>	<u>252,184</u>	<u>83,485</u>
OTHER FINANCING SOURCES (USES):			
Transfers in	<u>-</u>	<u>63,000</u>	<u>63,000</u>
Total other financing sources (uses)	<u>-</u>	<u>63,000</u>	<u>63,000</u>
Changes in fund balance	<u>\$ -</u>	<u>75,653</u>	<u>\$ 75,653</u>
Fund balance (deficit), beginning		<u>(2,634)</u>	
Fund balance, ending		<u>\$ 73,019</u>	

**CITY OF SAN BUENAVENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
SCHEDULES OF PROJECT STATUS
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

For the Fiscal Year Ended June 30, 2021

Project Description	Beginning Balance	Local Transportation Funds Allocation	Allocation Adjustments	Interest Earnings Allocation	Expenditures	Ending Balance
Operating:						
Ventura Transportation Center (VTC)	\$ 13,476	\$ 277,978	\$ -	\$ 1,461	\$ 188,775	\$ 104,140
Total Operating	13,476	277,978	-	1,461	188,775	104,140
Capital:						
Wells Center Bus Stop Upgrade	49,328	-	-	-	20,976	28,352
Truck Purchase	7,219	-	-	-	-	7,219
VTC Bathroom Remodel	2,996	-	-	-	-	2,996
Total Capital	59,543	-	-	-	20,976	38,567
Total	\$ 73,019	\$ 277,978	\$ -	\$ 1,461	\$ 209,751	\$ 142,707

For the Fiscal Year Ended June 30, 2020

Project Description	Beginning Balance	Local Transportation Funds Allocation	Allocation Adjustments	Interest Earnings Allocation	Expenditures	Ending Balance
Operating:						
Ventura Transportation Center (VTC)	\$ (12,885)	\$ 264,165	\$ -	\$ 672	\$ 238,476	\$ 13,476
Total Operating	(12,885)	264,165	-	672	238,476	13,476
Capital:						
Wells Center Bus Stop Upgrade	36	-	63,000	-	13,708	49,328
Truck Purchase	7,219	-	-	-	-	7,219
VTC Bathroom Remodel	2,996	-	-	-	-	2,996
Total Capital	10,251	-	63,000	-	13,708	59,543
Total	\$ (2,634)	\$ 264,165	\$ 63,000	\$ 672	\$ 252,184	\$ 73,019

OTHER REPORT

**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* AND THE
TRANSPORTATION DEVELOPMENT ACT**

To the Honorable Mayor and Members of the
City Council of the City of San Buenaventura
San Buenaventura, 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 balance sheet of the Transportation Development Act (TDA) Article 4, Section 99260(a) Fund (TDA Fund) of the City of San Buenaventura, California (City), as of June 30, 2021; the related statement of revenues, expenditures, and changes in fund balance for the fiscal year then ended; and the related notes to the fund financial statements, which collectively comprise the financial statements of the TDA Fund of the City, and have issued our report thereon dated December 27, 2021.

Internal Control Over Financial Reporting

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the financial statements of the TDA Fund of the City are free from material misstatement, we performed tests of the City's compliance with certain provisions of laws, regulations, contracts, and grant agreements, including the applicable statutes, rules, and regulations of the TDA, including Section 6666 and 6667 of Title 21, Division 3, Chapter 2, Article 5.5 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* or the TDA.

Purpose of this Report

This purpose of this report is solely to describe the scope of our testing of internal control and compliance relating to the TDA Fund and the results of that testing, and not to provide an opinion on the effectiveness of the City'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 City's internal control and compliance relating to the TDA Fund. Accordingly, this communication is not suitable for any other purpose.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
December 27, 2021

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT FUND
ARTICLE 4, SECTION 99260(a) OF
THE PUBLIC UTILITIES CODE**

**FINANCIAL STATEMENTS AND
INDEPENDENT AUDITOR'S REPORTS**

**FOR THE FISCAL YEARS ENDED
JUNE 30, 2021 AND 2020**

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT FUND
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

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INDEPENDENT AUDITOR'S REPORT

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

Report on the Financial Statements

We have audited the financial statements of the Transportation Development Act (TDA) Article 4, Section 99260(a) fund (TDA Fund) of the County of Ventura, California (County), which comprise of the balance sheets as of June 30, 2021 and 2020; the related statements of revenues, expenditures, and changes in fund balance for the fiscal years then ended; and the related notes to the fund financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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 Responsibility

Our responsibility is to express an opinion on these basic financial statements based on our audits. 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. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the basic financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control, relating to the TDA Fund, relevant to the County's preparation and fair presentation of the financial statements 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. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the TDA Fund of the County as of June 30, 2021 and 2020, and the respective changes in its financial position for the fiscal years then ended in accordance with accounting principles generally accepted in the United States of America.

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, 2021 and 2020, 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.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the budgetary comparison information and the schedules of project status, as listed in the table of contents, be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board (GASB), who considers it to be an essential part of financial reporting for placing the 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 financial statements, and other knowledge we obtained during our audit of the 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 omitted management's discussion and analysis (MD&A) that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by GASB 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 MD&A.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March 9, 2022, on our consideration of the County's internal control over financial reporting relating to the TDA Fund and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the 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* in considering the County's internal control over financial reporting and compliance relating to the TDA Fund.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
March 9, 2022

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BALANCE SHEETS
JUNE 30, 2021 AND 2020**

	Article 4	
	2021	2020
ASSETS		
Current assets:		
Cash and cash equivalents	\$ 1,184,575	\$ 1,209,331
Total current assets	\$ 1,184,575	\$ 1,209,331
LIABILITIES AND FUND BALANCE		
Current liabilities:		
Accounts payable and accrued expenses	\$ 169,035	\$ 202,783
Total current liabilities	169,035	202,783
Fund balance:		
Restricted for TDA Article 4 expenditures	1,015,540	1,006,548
Total fund balance	1,015,540	1,006,548
Total liabilities and fund balance	\$ 1,184,575	\$ 1,209,331

The accompanying notes are an integral part of these financial statements.

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
STATEMENTS OF REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCE
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

	Article 4	
	2021	2020
REVENUES		
Local transportation fund	\$ 699,402	\$ 1,497,169
Interest earnings	7,264	20,197
	706,666	1,517,366
EXPENDITURES		
Operating	678,683	1,051,809
Capital outlay	18,991	75,538
	697,674	1,127,347
Changes in fund balance	8,992	390,019
Fund balance, beginning	1,006,548	616,529
Fund balance, ending	\$ 1,015,540	\$ 1,006,548

The accompanying notes are an integral part of these financial statements.

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
NOTES TO THE FUND FINANCIAL STATEMENTS
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

General Information

The accompanying financial statements are intended to reflect the financial position and changes in financial position for the Article 4, Section 99260(a) Transportation Development Act (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 and is paid to the County on behalf of the Gold Coast Transit District.

Governmental Fund Financial Statements

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 Article 4, Section 99260(a) funds 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.

Measurement Focus and Basis of Accounting

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.

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 revenues also arise 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.

NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES
(Continued)

Fund Balance

As prescribed by Governmental Accounting Standards Board (GASB) Statement No. 54, governmental funds report fund balance in classifications based primarily on the extent to which the entity is bound to honor constraints on the specific purposes for which amounts in the fund can be spent. As of June 30, 2021 and 2020, the fund balance for the TDA Fund of the County is Restricted.

Restricted fund balance includes amounts with constraints placed on their use that are either (a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions enabling legislation. Restrictions may effectively be changed or lifted only with the consent of the resource providers.

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 the reported amounts of assets and liabilities and disclosures of contingent assets and liabilities at the date of the financial statements and the reported changes in fund balance during the reporting period. Actual results could differ from those estimates.

Subsequent Events

The date to which events occurring after June 30, 2021, have been evaluated for possible adjustments to the financial statements or disclosures is March 9, 2022, which is the date that the financial statements were available to be issued. There were no other events brought to our attention that were deemed to be reportable at that time.

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, 2021 and 2020, was \$1,184,575 and \$1,209,331, 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 §99260(a) may only be used for public transportation activities.

NOTE 4 – COMMITMENTS AND CONTINGENCIES

As of June 30, 2021 and 2020, 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 5 – 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 City of Fillmore, City 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 \$0 and \$264,711 to VCTC to operate the service in the unincorporated areas on its behalf for the fiscal years ended June 30, 2021 and 2020, respectively.

For the fiscal years ended June 30, 2021 and 2020, the fare ratio requirement was calculated as follows:

Description	2021	2020
Operating revenues:		
Fares	\$ -	\$ 56,014
Organization paid fares	-	3,096
Passenger route guarantee	-	130,000
	<hr/>	<hr/>
Total operating revenues	-	189,110
	<hr/>	<hr/>
Operating expenses	1,511,657	1,679,394
Less: Capital expenditure	-	(309)
	<hr/>	<hr/>
Net operating expenses	<u>\$ 1,511,657</u>	<u>\$ 1,679,085</u>
	<hr/>	<hr/>
Total fare ratio	<u>0%</u>	<u>11%</u>
	<hr/>	<hr/>
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. Valley Express 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 Valley Express TDA financial statements.

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. For the fiscal year ended June 30, 2020, the Valley Express was in compliance with the fare ratio requirement.

NOTE 5 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS (Continued)

Thousand Oaks Dial-a-Ride

The County has an Agreement with the City 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 \$6,707 and \$73,820 to City of Thousand Oaks to operate this service on its behalf during the fiscal years ended June 30, 2021 and 2020, respectively.

For the fiscal years ended June 30, 2021 and 2020, the fare ratio requirement was calculated as follows:

Description	2021	2020
Operating revenues:		
Passenger fares for specialized transit services	\$ (3,737)	\$ 107,378
Other local funds	40	33,204
Total operating revenues	(3,697)	140,582
Operating expenses	2,669,277	2,348,961
Less: Capital expenditures	(823,732)	(41,620)
Net operating expenses	\$ 1,845,545	\$ 2,307,341
Total fare ratio	-0.20%	6%
Total fare ratio requirement pursuant to Section 99268.5(c)	10%	10%

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 years ended June 30, 2021 and 2020, 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.

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 City of Thousand Oaks serves as the Fiscal Agent for ECTA and administers and operates the Intercity ADA Dial-A-Ride services (“CONNECT” service) for the participating agencies, except for the City of Camarillo which operates its own Intercity Dial-A-Ride program. The County paid \$4,018 and \$6,377 to the City 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, 2021 and 2020, respectively.

NOTE 5 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS (Continued)East County Transit Alliance (Continued)

For the fiscal years ended June 30, 2021 and 2020, the fare ratio requirement was calculated as follows:

Description	2021	2020
Operating revenues:		
Passenger fares for transit services	\$ -	\$ 77,178
Total operating revenues	-	77,178
Operating expenses:		
Operations expense	449,149	1,013,919
Total operating expenses	\$ 449,149	\$ 1,013,919
Total fare ratio	0%	8%
Total fare ratio requirement pursuant to Section 99268.5(c)	10%	10%

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, 2021 and 2020, 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 City of Agoura Hills. The County has an Agreement with the City of Thousand Oaks for operation of the Kanan Shuttle Service. The County paid \$304,577 and \$366,409 to the City of Thousand Oaks to operate the service on its behalf during the fiscal years ended June 30, 2021 and 2020, respectively.

For the fiscal years ended June 30, 2021 and 2020, the fare ratio requirement was calculated as follows:

Description	2021	2020
Operating revenues:		
Local fare supplementation	\$ -	\$ 70,904
Total operating revenues	-	70,904
Operating expenses:		
Operations expense	304,577	437,313
Less: Lease expenditures	(69,580)	(96,998)
Total operating expenses	\$ 234,997	\$ 340,315
Total fare ratio	0%	21%
Total fare ratio requirement pursuant to Section 99268.5(c)	20%	20%

NOTE 5 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS (Continued)

Kanan Shuttle (Continued)

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 year ended June 30, 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. For the fiscal year ended June 30 2020, Kanan Shuttle was in compliance with the fare ratio requirement.

Ojai Trolley

The City of Ojai operates a trolley service within the City of Ojai and the nearby unincorporated areas of Meiners Oaks and Mira Monte. The County has a Cooperative Agreement with the City of Ojai to provide Trolley service within the unincorporated areas and all revenues and expenses are recorded with the City of Ojai. The County paid \$145,133 and \$132,533 to the City of Ojai to operate this service on its behalf during the fiscal years ended June 30, 2021 and 2020, respectively.

For the fiscal years ended June 30, 2021 and 2020, the fare ratio requirement was calculated as follows:

Description	2021	2020
Operating revenues:		
Passenger fares for transit services	\$ 30,627	\$ 111,664
Total operating revenues	<u>30,627</u>	<u>111,664</u>
Operating expenses	124,666	727,641
Less:		
Transfers	-	(4,620)
Depreciation expense	<u>(62,048)</u>	<u>(102,013)</u>
Net operating expenses	<u>\$ 62,618</u>	<u>\$ 621,008</u>
Total fare ratio	<u>48.91%</u>	<u>17.98%</u>
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 City of Ojai's trolley operation was included in the operating expenses. The City of Ojai also received TDA Article 8 revenue, and its full operations are audited for farebox recovery ratio by the City of Ojai's auditors. Contact the City of Ojai for a complete copy of the financial statements.

For the fiscal year ended June 30, 2021, the City of Ojai met the fare ratio requirement. For the fiscal year ended June 30, 2020, the City of Ojai did not meet the fare ratio requirement; however, due to COVID-19 pandemic, the City of Ojai was not required to meet 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.

REQUIRED SUPPLEMENTARY INFORMATION

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

	<u>Final Budget</u>	<u>Actual</u>	<u>Variance With Final Budget</u>
REVENUES			
Local transportation fund	\$ 699,402	\$ 699,402	\$ -
Interest earnings	-	7,264	7,264
	<u>699,402</u>	<u>706,666</u>	<u>7,264</u>
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
	<u>728,402</u>	<u>697,674</u>	<u>30,728</u>
Total expenditures	<u>728,402</u>	<u>697,674</u>	<u>30,728</u>
Changes in fund balance	<u>\$ (29,000)</u>	8,992	<u>\$ 37,992</u>
Fund balance, beginning		<u>1,006,548</u>	
Fund balance, ending		<u>\$ 1,015,540</u>	

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2020**

	<u>Final Budget</u>	<u>Actual</u>	<u>Variance With Final Budget</u>
REVENUES			
Local transportation fund	\$ 1,497,169	\$ 1,497,169	\$ -
Interest earnings	<u>-</u>	<u>20,197</u>	<u>20,197</u>
Total revenues	<u>1,497,169</u>	<u>1,517,366</u>	<u>20,197</u>
EXPENDITURES			
Operating	1,497,169	1,051,809	445,360
Capital outlay	<u>75,000</u>	<u>75,538</u>	<u>(538)</u>
Total expenditures	<u>1,572,169</u>	<u>1,127,347</u>	<u>444,822</u>
Changes in fund balance	<u>\$ (75,000)</u>	390,019	<u>\$ 465,019</u>
Fund balance, beginning		<u>616,529</u>	
Fund balance, ending		<u>\$ 1,006,548</u>	

**COUNTY OF VENTURA
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 4
TRANSPORTATION DEVELOPMENT ACT FUND
SCHEDULES OF PROJECT STATUS
FOR THE FISCAL YEARS ENDED JUNE 30, 2021 AND 2020**

For the fiscal year ended June 30, 2021:

Project Description	Beginning Balance	Local Transportation Funds Allocation	Allocation Adjustments	Interest Earnings Allocation	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
Automatic 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

For the fiscal year ended June 30, 2020:

Project Description	Beginning Balance	Local Transportation Funds Allocation	Allocation Adjustments	Interest Earnings Allocation	Expenditures	Ending Balance
Operating:						
Valley Express	\$ 93,535	\$ 267,060	\$ -	\$ 1,710	\$ 264,711	\$ 97,594
Thousand Oaks Dial-a-Ride	75,826	248,769	-	3,376	73,820	254,151
East County Transit Alliance	44,837	33,653	-	1,152	6,377	73,265
Kanan Shuttle	85,426	615,003	-	5,334	366,409	339,354
Ojai Trolley	76,470	156,569	-	2,485	132,533	102,991
Bus Stop Maintenance	-	20,000	-	55	16,617	3,438
County Transit Services Management and Oversight	61,930	156,115	-	2,571	191,342	29,274
Total operating	438,024	1,497,169	-	16,683	1,051,809	900,067
Capital:						
Upgrade Bus Stops and Shelters	130,092	-	(4,000)	3,514	66,515	63,091
Route 22 Bus Stops Local Match	23,413	-	-	-	9,023	14,390
Automatic AVA System - Kanan Shuttle	25,000	-	4,000	-	-	29,000
Total capital	178,505	-	-	3,514	75,538	106,481
Total	\$ 616,529	\$ 1,497,169	\$ -	\$ 20,197	\$ 1,127,347	\$ 1,006,548

OTHER REPORT

**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* 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 balance sheet of the Transportation Development Act (TDA) Article 4, Section 99260(a) fund (TDA Fund) of the County of Ventura, California (County), as of June 30, 2021; the related statement of revenues, expenditures, and changes in fund balance for the fiscal year then ended; and the related notes to the fund financial statements, which collectively comprise the financial statements of the TDA Fund of the County, and have issued our report thereon dated March 9, 2022.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered the County's internal control over financial reporting (internal control) relating to the TDA Fund as a basis for designing our auditing 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 TDA Fund 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.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the TDA Fund's financial statements are free of material misstatement, we performed tests of the County's compliance with certain provisions of laws, regulations, contracts, and grant agreements, including the applicable statutes, rules, and regulations of the TDA, including Section 6666 and 6667 of Title 21, Division 3, Chapter 2, Article 5.5 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 that are required to be reported under *Government Auditing Standards* or the TDA.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance relating to the TDA Fund and the results of that testing, and not to provide an opinion on the effectiveness of the County'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 County's internal control and compliance relating to the TDA Fund. Accordingly, this communication is not suitable for any other purpose.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

*Brown Armstrong
Accountancy Corporation*

Bakersfield, California
March 9, 2022



Item #10

DATE: April 6, 2022
TO: GCTD Board of Directors
FROM: Matt Miller, Planning Manager *MM*
SUBJECT: **Consider Approval of the 2022 Title VI – Civil Rights Program Update**

EXECUTIVE SUMMARY

Gold Coast Transit District's (GCTD), as a recipient of Federal Transit Administration (FTA) grant assistance, is required to comply with U.S. Department of Transportation Title VI regulations that prohibit discrimination on the basis of race, color or national origin in the provision of public transportation services. The FTA requires direct recipients to submit a Title VI program every three years. GCTD is required to submit its Title VI report on or before June 1, 2022. In accordance with this, GCTD has updated its Title VI program to reflect any changes made since the last program update in July 2019.

It is recommended that the Board of Directors approve this update of the GCTD Title VI – Civil Rights Program for submission to the Federal Transit Administration.

BACKGROUND

GCTD, as a recipient of FTA grant assistance, is required to comply with U.S. Department of Transportation (DOT) Title VI regulations. Title VI regulations prohibit discrimination on the basis of race, color or national origin in the provision of public transportation services.

This update to the GCTD Title VI report was developed pursuant to the revised procedures described in the FTA Circular 4702.1B, dated October 1, 2012. The previous report was submitted to the FTA on July 15, 2019. The purpose of the update is to provide information to enable FTA to determine if GCTD is in compliance with the U.S. DOT Title VI regulations (49 CFR Part 21). The update also includes information about GCTD's language assistance measures to assure equal access for Limited English Proficient (LEP) persons in the GCTD service area and updated public participation plan.

In 2012, Federal Title VI regulations were updated to make compliance less onerous for smaller transit operators whose peak fleets are under 50 buses. Because GCTD operates fewer than 50 fixed route vehicles during peak service, it is not required to include a demographic analysis and travel pattern data, or the results of the monitoring program of service standards and policies in this update. However, as GCTD service is expected to reach the 50 peak vehicle threshold in the next few years, staff is prepared to include elements into its Title VI program in the future.

GOLD COAST TRANSIT DISTRICT

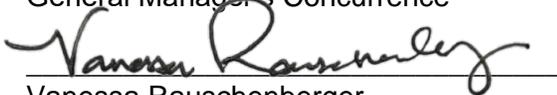
The highlights of the 2022 Title VI report include:

- One public transportation related Title VI or civil rights investigation initiated and completed with no findings.
- No lawsuits filed against GCTD on the basis of race, color, and/or national origin in transit related activities and programs since the last report submittal on July 15, 2019.
- An updated listing of minority representation on GCTD's decision-making/referring bodies.
- An updated section to reference the Limited English Proficient (LEP) analysis and GCTD's efforts to ensure meaningful access to benefits, services, information, and other important portions of GCTD operations and activities for individuals who are limited-English proficient.
- An updated description of GCTD's public participation efforts since the last report.
- Survey responses collected as part of outreach efforts since the last update.

RECOMMENDATION

It is recommended that the Board of Directors approve this update of the GCTD Title VI – Civil Rights Program for submission to the Federal Transit Administration.

General Manager's Concurrence

A handwritten signature in black ink, appearing to read "Vanessa Rauschenberger", written over a horizontal line.

Vanessa Rauschenberger
General Manager



Gold Coast Transit District Title VI Civil Rights Program

Approved April 6, 2022

Gold Coast Transit District (GCTD)
Contact: Vanessa Rauschenberger, General Manager
1901 Auto Center Drive Oxnard, CA 93036-7966
805-483-3959 ext. 141; FAX 805-487-0925

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1 INTRODUCTION TO TITLE VI PROGRAM

This update to the Gold Coast Transit District (GCTD) Title VI program was developed pursuant to the revised procedures described in Federal Transit Administration (FTA) Circular 4702.1B, dated October 1, 2012. The previous program was submitted to FTA on July 15, 2019. The purpose of the update is to provide information to enable FTA to determine GCTD is in compliance with the U.S. Department of Transportation (DOT) Title VI regulations (49 CFR Part 21). The update also includes information about GCTD's language assistance measures to assure equal access for Limited English Proficient persons in the GCTD service area.

2 ACTIVE LAWSUITS OR COMPLAINTS

Since the last report submittal on July 15, 2019, there has been one public transportation-related Title VI or civil rights investigation. The complaint originally was submitted to the Ventura County Transportation Commission and then forwarded to GCTD due to our services in the area where the complainant lived. The complaint was not explicitly a Title VI or Civil Rights complaint but the complainant's language used triggered an investigation. The original complaint (identifying information removed) and the results of the investigation are attached in Appendix 8. There were no Title VI related lawsuits filed against GCTD during this period.

3 PENDING APPLICATIONS FOR FINANCIAL ASSISTANCE

GCTD is a recipient of federal funding under Section 5307 of the FTA Act of 1964, as amended. Currently, GCTD has no FTA grant applications pending. However, GCTD has been partially apportioned FFY2022 Section 5307 funds for Operating Assistance, Capital Cost of Contracting for Paratransit Service and Preventative Maintenance. GCTD has also been granted CMAQ funds for the replacement of nine CNG 40-foot low-floor buses. Applications for these two apportionments have not been started yet and therefore have not been assign a temporary application number.

4 MINORITY REPRESENTATION IN DECISION-MAKING BODIES

Gold Coast Transit District is governed by a Board of Directors. Each of GCTD's five member jurisdictions (Oxnard, Ventura, Ojai, Port Hueneme and the County of Ventura) appoints one elected official from its governing body to serve on the Board of Directors and a second to serve as an alternate member. This enables representation of the individual geographical areas on the GCTD Board. Appointments are generally based on the council/board member with the greatest interest in transit and not based on minority status. Currently, the Board consists of zero minorities.

Additionally, GCTD's bylaws provide each board member with one (1) vote, except that a board member appointed within a jurisdiction whose population is 100,000 or more shall have a vote whose value and effect is equal to 2.0 votes on only the following: annual budget, midyear budget changes and amendments; and capital expenditures of five million dollars (\$5,000,000) or more.

The GCTD Board of Directors directed the formation of a Technical Advisory Committee (TAC) in 1982 to serve in an advisory capacity to the Board. The Committee's mission is to provide advisory assistance and recommendations to the GCTD Board and staff on technical and policy issues affecting the interests of member jurisdictions, and to serve as a communication liaison among jurisdictions and GCTD. The TAC is comprised of staff members from each of GCTD's five member jurisdictions who are appointed by the City Managers and the County of Ventura Public Works Director. The Ventura County Transportation Commission (VCTC) Executive Director designates staff to serve in an ex-officio capacity for the purpose of providing information on state and federal funding requirements and options, transportation and transit planning and other issues. GCTD Planning staff provides staff assistance to the TAC. Two of the six GCTD TAC members currently serving are a minority and two of the six members is female.

GCTD Minority Representation on Decision Making Bodies

Non-Elected Committees	Number of Members	Minority	Non-Minority
Board of Directors	5*	1	3
Technical Advisory Committee (TAC)	6	2	4
*One member of the Board of Directors did not report.			

5 FTA CIVIL RIGHTS & DOT TITLE VI ASSURANCES

In accordance with 49 CFR Section 21.7(a), every GCTD FTA grant application for financial assistance shall be accompanied by an assurance that GCTD will operate in compliance with DOT's Title VI regulations. This requirement shall be fulfilled when GCTD submits its annual certifications and assurances to FTA.

6 TITLE VI NOTICE TO THE PUBLIC ASSURANCE

GCTD is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended.

GCTD's Title VI notice to the public is posted in English and Spanish at the following locations:

- Public lobby of the GCTD Administration offices located at 1901 Auto Center Drive Oxnard, CA 93036-7966
- Public window display at the GCTD Administration offices located at 1901 Auto Center Drive Oxnard, CA 93036-7966

- Public window display at the GCTD Customer Service offices located at the Oxnard Transit Center, 201 E Fourth Street, Oxnard, CA 93030
- Public notices board at the Ventura Transit Center, 3400 Telegraph Road, Ventura, CA 93003
- GCTD website: <https://www.gctd.org/contact/title-vi-civil-rights/>
- All fixed-route and paratransit (ACCESS) vehicles
- GCTD Bus Book



Title VI – Civil Rights Notice to the Public

Gold Coast Transit District (GCTD) is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with Gold Coast Transit District.

- **No person or group of persons will be discriminated against with regard to fares, routing, scheduling, or quality of transportation service that GCTD furnishes, on the basis of race, color, or national origin.**
- **Frequency of service, age and quality of vehicles assigned to routes, quality of bus stops and location of routes will not be determined on the basis of race, color or national origin.**

In addition, GCTD recognizes both California and federal laws which protect your civil rights. The California Legislature has adopted statutes to address discrimination in the private as well as the public sector. California and federal law should be examined together. People who believe that they have experienced discrimination or have been denied other rights may file a complaint with [California's Department of Fair Employment and Housing \(DFEH\)](#).

For a detailed analysis of the legal rights of disabled individuals, please refer to [California's Office of the Attorney General](#).

More information on the Gold Coast Transit District civil rights program, and the procedures to file a complaint, can be obtained by calling 805-483-3959, online at www.gctd.org, or in person at our administrative office located at 1901 Auto Center Drive Oxnard, CA 93036.

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the FTA Region 9 Office of Civil Rights San Francisco Federal Building 90, 7th Street, Suite 15-300 San Francisco, CA 94103. Telephone: (202) 731-9652, or (202) 713-0097

If information is needed in another language, contact 805-483-3959.

Si necesita información en otro idioma, comuníquese al 805-483-3959.



Title VI – Civil Rights Complaint Procedures

HOW TO FILE A COMPLAINT

Any person who believes that he or she has, individually, or as a member of any specific class of persons, been subjected to discrimination on the basis of race, color, national origin by GCTD may file a Title VI complaint with GCTD. The complaint should be submitted by the complainant and/or his/her designee as soon as possible but must be filed within 180 days of the date of the alleged discrimination. For information on how to file a complaint, including obtaining a copy of GCTD's "[Title VI Complaint Form](#)" contact GCTD by calling 805-483-3959, visiting the Title VI page on the website at www.gctd.org, or in person at GCTD's Administrative Office located at 1901 Auto Center Drive Oxnard, CA 93036-7966.

The "Title VI Complaint Form" is not mandatory to file a complaint. GCTD will provide appropriate assistance to complainants who are limited in their ability to communicate in English.

In addition to the Title VI complaint process at GCTD, a complainant may file a Title VI complaint with the [Federal Transit Administration \(FTA\), Office of Civil Rights](#), at the following address: FTA Region 9 Office of Civil Rights San Francisco Federal Building 90, 7th Street, Suite 15-300 San Francisco, CA 94103. Telephone: (202) 731-9652, or (202) 713-0097. The FTA's complaint procedure is contained in the FTA Circular C4702.1B.

HOW FEDERAL TITLE VI COMPLAINTS ARE PROCESSED BY GCTD

All complaints alleging discrimination based on race, color, national origin in a transit service or benefit provided by GCTD will be investigated promptly. GCTD will acknowledge in writing the receipt of the complaint within ten (10) working days. Based upon the receipt of all information required, the investigation will be completed with ninety (90) days of receipt. If additional information is required, GCTD will submit a written request to the complainant asking for additional information. Receipt of additional relevant information can expand the timing of the complaint resolution.

The GCTD General Manager will determine if the complaint will be administratively closed or if a final written response is needed. If a final written response is needed, GCTD will send the response to the complainant. The written response will notify the complainant that there were violations, and that effort is underway to correct them or that the file will be closed because the investigation did not uncover any violations.

The complainant also will be advised of their right to appeal the response to federal and state authorities as appropriate. The individual's right to a prompt and equitable resolution of a complaint will not be impaired by their pursuit of other remedies. The use of this grievance process is not a prerequisite to the pursuit of other remedies.



Aviso de Derechos Civiles del Título VI al Público

Gold Coast Transit District (GCTD) está comprometido a garantizar que ninguna persona sea excluida de la participación, ni negar a ninguna persona las ventajas de sus servicios a base de raza, color o de su origen nacional según lo protegido por Título VI del acto de las derechos civiles de 1964 de la enmienda prevista:

- **No se discriminará a ninguna persona o grupo de personas con respeto a precios, las rutas, la previsión, o la calidad del servicio del transporte que GCTD suministra, en base de raza, color, o de su origen nacional.**
- **La frecuencia del servicio, edad y calidad de los vehículos asignados a las rutas, la calidad de las paradas de autobús y de la localización de rutas no será determinada en base de raza, color o de origen nacional.**

Además, GCTD reconoce las leyes de California y las leyes federales que protegen sus derechos civiles. La legislatura de California ha adoptado estatutos para abordar la discriminación en el sector privado y público. Las leyes federales y de California deben examinarse juntas. Cualquier persona que crea haber sido sujeto a la discriminación o se les ha negado otros derechos pueden presentar una queja con [California's Department of Fair Employment and Housing \(DFEH\)](#).

Para un análisis detallado de los derechos legales de las personas discapacitadas, consulte la [Oficina del Procurador General de California](#).

Puede obtener más información sobre el programa de derechos civiles de Gold Coast Transit District y los procedimientos para presentar una queja llamando al 805-483-3959, en línea en www.gctd.org, o en persona en nuestra oficina administrativa ubicada en 1901 Auto Center Drive Oxnard, CA 93036.

Un demandante puede presentar una queja directamente ante la Administración Federal de Tránsito presentando una queja ante la Oficina de Derechos Civiles de la Región 9, San Francisco Federal Building 90, 7th Street, Suite 15-300 San Francisco, CA 94103. Teléfono: (202) 731 -9652 o (202) 713-0097

Si necesita información en otro idioma, comuníquese al 805-483-3959.



Título VI – Procedimientos De Quejas De Derechos Civiles

COMO PRESENTAR UNA QUEJA FEDERAL DEL TITULO VI

Cualquier persona que crea que él o ella tiene, individualmente, o como miembro de cualquier clase de personas, ha sido sujeto a la discriminación en base de raza, color, u origen nacional por parte de GCTD puede presentar una queja del Título VI. La queja debe ser presentada por el denunciante o su designado cuanto antes, pero se debe presentar en el plazo de 180 días de la fecha del acto de la discriminación alegada. Para más información sobre como presentar una queja, incluyendo como obtener el "[Formulario de Reclamación del Título VI](#)" hable al 805-483-3959, visite el sitio web de GCTD en www.gctd.org en la página del Título VI o visite la Oficina Administrativa de GCTD en 1901 Auto Center Drive Oxnard, CA 93036-7966.

El "Formulario de Reclamación del Título VI" se puede usar para detallar el reclamo, pero no es obligatorio. GCTD proporcionará asistencia adecuada a los reclamantes que tienen una capacidad limitada para comunicarse en inglés.

Adicionalmente, un demandante puede presentar una queja directamente ante la Administración Federal de Tránsito presentando una queja ante la Oficina de Derechos Civiles de la Región 9, San Francisco Federal Building 90, 7th Street, Suite 15-300 San Francisco, CA 94103. Teléfono: (202) 731 -9652 o (202) 713-0097. El procedimiento de queja está contenido en la Circular C4702.1B

COMO PROCESA GCTD LAS QUEJAS FEDERALES DEL TÍTULO VI

Todas las quejas que alegan la discriminación basada en la raza, el color o el origen nacional en un servicio de tránsito o beneficio provisto por GCTD serán investigadas de inmediato. GCTD acusará recibo de la queja por escrito dentro de diez (10) días hábiles. Al recibir la información requerida, la investigación normalmente se completará con noventa (90) días de recibo. En algunos casos, GCTD puede presentar una solicitud por escrito al denunciante para proporcionar información adicional. El recibo de la información relevante adicional puede ampliar el tiempo de la resolución de la queja.

El Director General de GCTD determinará si la queja puede ser cerrada administrativamente o si se necesita una respuesta final por escrito. Si se necesita una respuesta final por escrito, GCTD enviará la respuesta al denunciante. La respuesta escrita notificará al denunciante que hubo violaciones y esfuerzos están en curso para corregirlos o que el archivo será cerrado porque la investigación no descubrió ninguna violación.

El denunciante también será informado de su derecho a apelar la respuesta a las autoridades federales y estatales, según correspondan. El derecho del individuo a una resolución pronta y equitativa de una queja se verá afectado por su búsqueda de otros remedios. El uso de este proceso de reclamo no es un requisito previo para la búsqueda de otros remedios.

7 SUBRECIPIENTS

GCTD does not have subrecipients that receive FTA funding through GCTD.

8 MEANINGFUL ACCESS TO LEP PERSONS

Federal regulations require transit operators to take reasonable steps to ensure that Limited English Proficient (LEP) persons have meaningful access to their programs and activities. This means that public participation opportunities, normally provided in English, should be accessible to persons who have a limited ability to speak, read, write, or understand English. GCTD provides Spanish language assistance at all public participation activities to assure meaningful access.

GCTD shall ensure meaningful access to benefits, services, information, and other important portions of operations and activities for individuals who are limited-English proficient (LEP). In order to ensure meaningful access to programs and activities, GCTD utilized the Four Factor Analysis described in FTA Circular 4702.1B to determine the specific language services that are appropriate to provide. The analysis was utilized to develop the LEP Plan and is included as Appendix 1. Additionally, since the GCTD service area has such a large concentration of Spanish speakers, all outreach materials GCTD distributes are bilingual.

9 PUBLIC PARTICIPATION PLAN

GCTD's Public Participation Plan (PPP) includes a wide range of public participation methods staff uses to provide information, invite participation and/or seek input from the community. The PPP also includes examples of how GCTD has continually demonstrated population-appropriate outreach methods for the various types of changes it makes. GCTD's PPP can be found attached in Appendix 4.

Please note that due to the COVID-19 outbreak that occurred in March 2020, GCTD's ability to conduct in-person outreach was severely restricted. GCTD adapted by using on-board surveys and Facebook live events to conduct outreach to the community. The recordings of all online outreach events were posted so that if passengers were unable to attend the live event to ask questions, they could watch later and submit questions then.

Below is a summary of specific outreach efforts made since the last Title VI Program submission:

- **January 13, 2022** – Bi-Lingual Service change outreach through Facebook live event on agency Facebook website. Recording posted for additional viewing.
- **July 23, 2021** – Bi-lingual Service Change outreach (in-person) Downtown Oxnard at the busiest bus stop of the transit system, 4th 7 B St., Oxnard.
- **June 17, 2021** - Bi-Lingual Service change outreach through Facebook live event on agency Facebook website. Recording posted for additional viewing.
- **June 3, 2021 – December 1, 2021** - Bi-lingual onboard passenger survey
- **December 17, 2020** - Bi-Lingual Service change outreach through Facebook live event on agency Facebook website. Recording posted for additional viewing.

- **July 23, 2020** - Bi-Lingual Service change outreach through Facebook live event on agency Facebook website. Recording posted for additional viewing.
- **August 24, 2020 – September 30, 2020** – Bi-lingual origin & destination survey
- **June 3, 2020 – July 20,2020** – Bi-lingual onboard passenger survey
- **January 28, 2020** – Service Change outreach throughout service area.
- **October 25, 2019** – Service change outreach, collected input on route concepts and new services.
- **September 18, 2019** – Rose Park Neighborhood Council, Oxnard - Service change outreach, general transit information, bus stop amenities
- **Ongoing** – Annual Budget Public Hearings

10 APPROVAL OF TITLE VI PLAN BY GOVERNING BODY

In accordance with 49 CFR Section 21.9 (b), GCTD documents their compliance with DOT's Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years or as otherwise directed by FTA. This documentation must include approval of the Title VI Program by the recipient's Board of Directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to FTA.

The meeting minutes documenting the Board's approval of GCTD's 2022 Title VI update from the April 6, 2022 board meeting are attached in Appendix 5.

11 FIXED ROUTE PROVIDER REQUIREMENTS

GCTD operates fewer than 50 fixed route vehicles during peak service, therefore GCTD's Title VI program is not required to include a demographic analysis, analysis of travel pattern data, or the results of the monitoring program of service standards and policies. However, GCTD regularly monitors these aspects of its service, and conducts regular surveys of passengers to ensure service equity. GCTD completed passenger surveys in July 2020 and December 2021. The results of these surveys can be found in Appendix 2. Additionally, GCTD plans to expand service over time and as it approaches 50 peak vehicles, staff is prepared for expanded outreach and reporting requirements. GCTD is prepared to conduct equity analyses when modifying service by 20% and will continue to follow the PPP and GCTD's Goals, Objectives and Standards for Fixed-Route Service. Additionally, GCTD has invested in transit planning software that provides information on population, jobs, poverty, minority population, car free households, limited English speakers and senior, youth and disabled populations in GCTD's service area. This software also includes Title VI analysis tools that will further aid planning staff in ensuring service equity as we expand our service.

Services - GCTD provides fixed-route service and complementary paratransit service as mandated under the Americans with Disabilities Act of 1990.

GCTD Facilities – GCTD's administration, operations and maintenance facility is located at 1901 Auto Center Drive, Oxnard, CA 93036 and is accessible by GCTD's Route 15. The Customer Service Center is located in Downtown Oxnard at the Oxnard Transit Center. The Customer Service Center is located in a high demand transit area, providing easy

access for the application and distribution of Reduced Fare (Senior/Disabled) ID Cards, 75+ Free Fare ID Cards, Fare Media including Multi-Ride (15-ride) tickets, Day and 31-Day passes for each fare category, as well as route and schedule information. Additionally, due to the ubiquity of smart phone technology GCTD offers a mobile ticketing option with the opportunity to buy single ride and multi ride passes for Adult, Youth and Reduced Fare types. The mobile ticketing option is also available to Paratransit users.

GCTD Fares - Passenger fares for GCTD are as follows:

CASH FARE

Adult (<i>Through age 64</i>)	\$1.50
Youth (<i>Through age 18 with school I.D. or proof of age</i>)	\$1.50
Reduced Fare Senior (<i>65 to 74 with proof of age</i>).....	75¢
Reduced Fare Disabled (<i>with disability identification</i>)	75¢
Reduced Fare Medicare (<i>with Medicare card</i>)	75¢
Reduced Fare Veteran (<i>with V.A. identification</i>)	75¢
Senior 75+ (<i>with GCTD 75+ ID card</i>)	Free
Child (<i>Under 45 inches tall</i>) - when accompanied by paid fare.....	Free
Transfers (<i>with initial fare</i>)	Free

TICKETS & PASSES DAY PASS

Adult/Youth	\$4.00
Reduced Fare (Senior/Disabled/Medicare).....	\$2.00

15-RIDE TICKET

Adult	\$20.00
Youth.....	\$15.00
Reduced Fare (Senior/Disabled/Medicare).....	\$10.00

31-DAY PASS

Adult	\$50.00
Youth.....	\$40.00
Reduced Fare (Senior/Disabled/Medicare).....	\$25.00

Service Standards and Policies - On March 1, 2000 the Gold Coast Transit District Board of Directors adopted agency Goals, Objectives and Standards for Fixed-Route Service, these have been updated in 2009 and 2014 and are presented in Appendix 3. Their purpose is to provide an operationally-oriented set of standards that are easily measured.

There are several transit service standards and policies considered by FTA to be significant to monitor a public transit system's compliance with Title VI: Vehicle Load, Vehicle Headway, On- time Performance, Service Availability, Transit Amenities Distribution and Vehicle Assignment. Their applicability to GCTD service together with minimum service standards are identified, as follows, for each indicator.

Vehicle Load: Vehicle load, or load factor, is a ratio of the number of seats on a vehicle to the number of passengers. Load factor is an indicator of the extent of probable

overcrowding or the need for additional vehicles. It is also a means to determine whether the level of service on a particular route at a particular time is adequate to assure a level of service deemed appropriate for the transit system. The load factor is calculated by dividing the highest passenger load count by the total seat capacity provided in the bus.

Applicability to GCTD Service: Vehicle loads are closely monitored for all routes to determine if additional vehicles are needed to avoid overcrowding and to identify routes which may have an excessive amount of coach runs assigned to them.

Minimum standard: Maximum load factor should not exceed 1:1.5 based on seated capacity. The most recent system-wide load profile using data from the period of July 25, 2021 – January 22, 2022 (Table 1) determined that all routes experience an average daily maximum load factor of 1:1.79 or less. All routes therefore fall within the acceptable range adopted by the GCTD Board of Directors. The average load factor in the system is .40. Staff utilizes automatic passenger counters to collect ridership data and assess ridership demand throughout the system and throughout the day. GCTD's automatic passenger counters have been approved by the FTA for NTD reporting and are checked for accuracy weekly and are maintained by GCTD staff.

Vehicle Headway: Vehicle headway is the measurement of the time interval between two vehicles traveling in the same direction on the same route. The frequency of service is a general indication of the level of service provided along a route and a factor in the calculation of the amount of travel time expended by a passenger to reach his/her destination. It is generally expressed for peak and off-peak service as an increment of time.

Applicability to GCTD Service: GCTD provides transit service levels relative to the needs of each area. Many LEP and high poverty areas like neighborhoods in Central, South and East Oxnard and neighborhoods in Northwest Ventura rely on public transportation and these high demand areas receive greater service frequency. Weekday headways vary on the routes that serve these areas but are as low as 20 minutes and as high as 45 minutes. The Oxnard/Port Hueneme route and Oxnard/Ventura/Main Street route, the two highest ridership routes, have a frequency at every 20-30 minutes. Areas with less transit demand, predominately suburban areas of east Ventura and Ojai receive less frequent service with headways averaging 60 minutes. Weekend headways are less frequent than on weekdays due to lower demand. Please refer to Table 1 for an overview of route headways.

Minimum standard: Based on VCTC's Short Range Transit Plan and GCTD's Fixed-Route Service Planning Guidelines and Evaluation Policy, routes are classified as intercity, frequent local, local or circulator routes. Minimum frequency targets are 20 minute peak and 30 minute off-peak for frequent local routes, 30 minute peak and 60 minute off-peak for local routes and 30 minute peak and 60 minute off-peak for circulator routes. GCTD's aims to have clockface headways to match morning and evening commute patterns on intercity routes. GCTD has not been able to achieve these desirable levels of service while maintaining its current levels of service on all routes in its service area due to fleet size and funding limitations. Though GCTD does not currently meet these standards for many of its routes, headways have increased over time when resources

have increased.

On-Time Performance: On-time performance is a measure of runs completed as scheduled and is generally calculated based on when a bus arrives or departs from each scheduled timepoint along each route.

Applicability to GCTD Service: Utilizing the NTD approved automatic passenger counters, GCTD measures on-time performance based on the departure time leaving scheduled timepoints, with departure times of one minute early and five minutes late considered acceptable.

Minimum standard: GCTD's goal is 90% on-time and its current on-time performance is 88%. Though this is below standard, it is a tremendous improvement since GCTD's last Title VI update. Table 3 below contains on-time performance by month for 2020-21 and year to date 2021-22

Service Availability: Transit access is a measure of the distance a person must travel to gain access to transit service. When measured in time intervals, it is a component of the calculation of travel time. Transit access is a general measure of the distribution of routes within a transit district. The standards or policies covering this area apply to existing services as well as proposed changes in levels of service.

Applicability to GCTD Service: GCTD generally has a high penetration of the residential and business areas with its few routes. In many of the minority census tracts, the population is low income and does not have other means of transportation available to them. The majority of fixed-route mileage is located in the minority census tracts.

Minimum standard: A route shall be located within $\frac{1}{4}$ mile of any area determined to have transit needs that would provide a minimum productivity of 20 passengers per hour on trunk routes and 15 passengers per hour on local routes. Bus stops should be spaced every $\frac{1}{4}$ (0.25 miles). In rural areas spacing may be $\frac{1}{2}$ mile apart (0.5 miles). Service should be expanded to areas currently not served only if the service can meet and maintain specific productivity and efficiency standards established prior to implementation.

Distribution of Transit Amenities: Transit amenities refer to items of comfort and convenience available to the general riding public such as bus shelters, benches, trash cans, etc. Policies or standards in this area address how these amenities are distributed within a transit system. The manner in which such amenities/facilities are distributed determines whether transit users have equal access to these.

Applicability to GCTD Service: The responsibility for installation and maintenance of street furniture (benches and shelters) has been retained by each individual jurisdiction in the GCTD service area. GCTD neither owns nor controls the placement of these items. However, GCTD does offer recommendations on the placement of benches in locations where they are most needed, specifically through its Bus Stop Guidelines (please see table below from the GCTD Bus Stop Guidelines). The GCTD member agencies have

worked toward increased and improved amenities at bus stops in their jurisdictions. Due to the favorable weather in Ventura County, shelters have only been utilized on a limited basis in most jurisdictions, while benches are predominately used to enhance bus stops. GCTD also maintains a database with bus stop locations and amenities and is able to provide this information to jurisdictions upon request.

The Oxnard Transit Center (OTC) located in downtown Oxnard is a multi-modal center and provides an island that accommodates ten GCTD buses. The bus island features a canopy the length of the island, several benches, a real-time arrival sign, a refreshment vending machine and informational window containing GCTD route maps, fare information and telephone numbers for information. The GCTD Customer Service Center is located at the OTC and is open 8:00 a.m. – 6:00 p.m., Monday through Friday. At the Customer Service Center, passengers are able to purchase fare media, obtain reduced and free identification cards, as well as route and schedule information.

Within the OTC are public restrooms and a snack shop which are available to GCTD passengers. The OTC also serves VCTC and Greyhound intercity bus services and Metrolink and Amtrak intercity train services. The Ventura Transit Center (VTC), located near the Pacific View Mall in Ventura, consists of a bus island with public restrooms, drinking fountain, telephone, a real-time arrival sign, benches and a shelter. The VTC serves both GCTD and VCTC Intercity service buses.

Minimum standard: GCTD provides the local jurisdictions with suggestions on which bus stops warrant which type of amenity. Please see the table below from GCTD's Bus Stop Guidelines detailing recommendations for amenities at bus stops.

Bus Stop Classification and Recommended Amenities			
Amenities	Class I 21 + daily boardings	Class II 9 to 20 daily boardings	Class III < 10 daily boardings
Pole with Bus Stop Sign and Route Number	Required at all stops		
Red Curb or No Parking Restriction	Provide		
Lighting	Provide		
Seating	Provide*	Provide	Recommended
Waste Receptacles	Provide	Provide	Optional
Shelter	Provide*	Recommended	Optional
Bike Rack	Optional	Optional	Optional

*Stops with 50 or more daily boardings may require more than one shelter and bench.

Vehicle Assignment: Vehicle assignment refers to the process by which transit vehicles are assigned to routes throughout the system due to variations among vehicles, types of service offered, timing of vehicle assignments and other factors.

Applicability to GCTD Service: Buses are assigned to routes daily, utilizing the newest

buses regularly. Buses are rotated among all routes.

GCTD is a relatively small transit agency with a fleet of 61 buses (plus three in contingency) and a peak requirement of 49 buses. A CNG fleet requires spare ratio to provide the service while adhering to the maintenance schedule. In contrast to its small size, it serves a large 91 square mile area with a population of approximately 350,000.

GCTD's fleet consists of the following:

<u>Number of Buses</u>	<u>Year</u>	<u>Model</u>	<u>Fuel Type</u>
9	2006	New Flyer (40' low floor)	CNG
3	2006	New Flyer (40' low floor)	CNG
		Contingency Buses	
14	2006	New Flyer (40' low floor) L9 Engine Repowers	CNG
9	2008	NABI (35' low floor)	CNG
8	2009	NABI (35' low floor)	CNG
8	2015	Gillig (40' low floor)	CNG
5	2016	Gillig (40' low floor)	CNG
5	2019	Gillig (40' low floor)	CNG
3	2021	Gillig (40' low floor)	CNG
61 Buses for revenue service			
Three (3) buses are in a contingency fleet			
64 Buses Total			

Minimum standard: Vehicles shall be assigned solely on the load requirements and length of service day for a specific route to maximize fleet utilization. Vehicles should be replaced on a schedule consistent with FTA lifecycle guidelines. Preventive Maintenance Inspections (PMI) shall be conducted on schedule and consistent with the manufacturers' recommendations. All vehicle interiors are cleaned daily and, to conserve water, exteriors are cleaned once a week or as needed. There shall be no mechanical defects in equipment when placed into revenue service.

TABLE 1
VEHICLE LOAD FACTORS

(Maximum load factor should not exceed 1:1.5 based on seated capacity)

Route	Number of Buses	Average Daily Riders	Number of Trips	Peak Load Factor (max load/seats)
Route 1A / 1B Oxnard - Port Hueneme	4	1,042	49	.68
Route 2 Downtown Oxnard - Colonia	4	141	20	.36
Route 3 J St - Naval Base - Centerpoint Mall	4	279	19	.3
Route 4A North Oxnard - Ventura Rd	1	313	20	.34
Route 4B North Oxnard - St. John's Hospital	2	314	38	.52
Route 5 Hemlock - Seabridge	1	165	19	.23
Route 6 Oxnard - Ventura - Main St	10	1,738	69	.79
Route 7 Oxnard College - Centerpoint Mall	1	152	17	.19
Route 8 Oxnard College - OTC	4	193	35	.23
Route 10 Pacific View Mall - Telegraph - Saticoy	4	130	30	.36
Route 11 Pacific View Mall - Telegraph - Wells Center	3	426	56	.36
Route 15 Esplanade - El Rio - St. John's Hospital	2	117	25	.20
Route 16 Downtown Ojai - Pacific View Mall	4	551	32	.63
Route 17 Esplanade - Oxnard College	3	248	48	.25
Route 18A, 18C, 18E, 18F, 18G School Trippers	8	154	15	
Route 19 OTC - 5th - Airport - Gonzales Rd	1	173	14	.58
Route 21 Centerpoint Mall - VTC - Victoria Ave	4	551	56	.58
Route 23 Oxnard College - NBVC - Esplanade	3	283	46	.22

**TABLE 2
FY 21-22 ROUTE SERVICE HOURS AND HEADWAYS**

Route	Monday - Friday		Mon-Fri Headways (minutes)	Saturday - Sunday		Sat-Sun Headways (minutes)
	1st trip starts	Last trip ends		1st trip starts	Last trip ends	
Route 1A / 1B Oxnard - PortHueneme	4:45 am	9:52 pm	20	6:05 am	9:54 pm	22
Route 2 Downtown Oxnard - Colonia	5:21 am	7:46 pm	44	5:21 am	7:46 pm	44
Route 3 J St - Naval Base – Centerpoint Mall	5:35 am	8:14 pm	45	5:35 am	8:14 pm	45
Route 4A North Oxnard – Ventura Rd	6:10 am	8:18 pm	44	6:10 am	8:12 pm	44
Route 4B North Oxnard – St. John' s Hospital	6:10 am	8:36 pm	23	6:10 am	8:31 pm	27
Route 5 Hemlock – Seabridge	6:50 am	8:15 pm	45	6:50 am	8:15 pm	45
Route 6 Oxnard – Ventura – Main St	4:50 am	10:11 pm	30	5:15 am	9:57 pm	30
Route 7 Oxnard College – Centerpoint Mall	6:50 am	7:41 pm	46	6:50 am	7:41 pm	46
Route 8 Oxnard College - OTC	6:35 am	7:56 pm	46	6:35 am	7:56 pm	46
Route 10 Pacific View Mall – Telegraph - Saticoy	6:10 am	9:02 pm	60	6:10 am	9:02 pm	60
Route 11 Pacific View Mall – Telegraph – Wells Center	6:00 am	9:12 pm	30	6:00 am	8:37 pm	42
Route 15 Esplanade – El Rio – St. John's Hospital	8:15 am	6:34 pm	48	8:15 am	6:23 pm	48
Route 16 Downtown Ojai – Pacific View Mall	5:15 am	8:50 pm	60	6:05 am	8:50 pm	60
Route 17 Esplanade – Oxnard College	6:21 am	9:10 pm	30	7:15 am	8:29 pm	60
Route 18A, 18C, 18E, 18F 18G School Trippers	See sched	See sched	N/A	No Weekend		
Route 19 OTC – 5 th – Airport – Gonzales Rd	6:00 am	7:55 pm	60	No Weekend		
Route 21 Centerpoint Mall – VTC – Victoria Ave	5:40 am	8:20 pm	30	6:15 am	8:28 pm	60
Route 23 Oxnard College – NBVC - Esplanade	6:40 am	8:48 pm	30	6:40 am	8:14 pm	60

**TABLE 3
ON-TIME PERFORMANCE**

On-Time is considered: less than 1 min early to 5 min late

	2021-22	2020-21
Jul	87%	90%
Aug	86%	90%
Sep	84%	89%
Oct	84%	89%
Nov	84%	89%
Dec	85%	89%
Jan	88%	88%
Feb	87%	89%
Mar	---	89%
Apr	---	89%
May	---	84%
Jun	---	86%
Year End	---	88%

APPENDIX 1

LEP NEEDS ASSESSMENT FOUR FACTOR ANALYSIS AND PLAN

FOUR FACTOR ANALYSIS AND LANGUAGE ASSISTANCE PLAN

Under the U.S. Department of Transportation's (US DOT) guidance, GCTD is required to take reasonable steps to ensure meaningful access to their programs and activities by Limited English Proficient (LEP) persons. The DOT defines an LEP person as someone "whom English is not their primary language and who have a limited ability to read, write, speak, or understand English." To address this requirement GCTD has conducted a four-factor analysis and identified appropriate LEP services. The US DOT provides that federally-funded recipient's obligation to accommodate LEP populations is determined by the following:

1. the number or proportion of LEP persons in the GCTD service that are eligible to be served;
2. the frequency LEP persons come in contact with GCTD services;
3. the nature and importance of GCTD services; and
4. the current resources that are available to the recipient.

Factor 1: The number or proportion of LEP persons in the GCTD service that are eligible to be served

GCTD conducted an analysis of the most recently available data from the American Community Survey (ACS). The data analysis estimates that of the total population within the GCTD service area who speaks a language other than English, 75,615 individuals speak English less than "very well" (i.e., speak English well, not well, or not at all) and are LEP persons. This constitutes 21.58% of GCTD's service area population, which is 350,450.

The Safe Harbor provision states that "if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations." (FTA C 4702.1B). Vital documents include Title VI complaint forms, ADA Civil Rights complaint forms, reduced fare edibility and applications.

GCTD has identified two LEP populations of 1,000 or more individuals who speak English less than "very well." In previous reporting years, GCTD identified Spanish-speaking LEP populations as meeting the threshold of requirements under the Safe Harbor provision. However, data from the most recent American Community Survey shows that the Tagalog LEP population is comprised of an estimated 2,772 individuals or 3.67% of the total LEP population within the GCTD service area. Still, the most prevalent non-English language in the GCTD service area is Spanish. The Spanish LEP population of 66,245 makes up 18.90% of the total GCTD service population and accounts for 87.61% of the total LEP population in the GCTD service area (Figure 1).

Language	LEP Population (speak English less than "very well")	% of Total Population	% of Total LEP Population
Spanish	66,245	18.90%	87.61%
French/Haitian/Cajun	34	0.01%	0.04%
German/other West Germanic languages	118	0.03%	0.16%
Russian/ Polish/ other Slavic languages	271	0.08%	0.36%
Other Indo-European languages	762	0.22%	1.01%
Korean	379	0.11%	0.50%
Chinese (including Mandarin, Cantonese)	598	0.17%	0.79%
Vietnamese	512	0.15%	0.68%
Tagalog (including Filipino)	2,772	0.79%	3.67%
Other Asian and Pacific Island languages	678	0.19%	0.90%
Arabic	600	0.17%	0.79%
Other and Unspecified languages	2,645	0.75%	3.50%
Total LEP Population (5 years and over) in GCTD Service Area	75,614	21.58%	100.00%
Total Population (5 years and over) in GCTD Service Area	350,450		

Figure 1. LEP Population Estimates for GCTD service areas. (ACS 5-Year Ventura County LEP Estimates for the Population 5 Years or Older, who speak English less than "very well").

Using data from ACS, GCTD estimated eligible LEP populations in the GCTD service area within each of GCTD's represented jurisdictions, including: the cities of Oxnard, Ventura, Port Hueneme and Ojai, and the Ventura County areas serviced by GCTD. While Spanish is the primary language of the LEP populations across all five jurisdictions, in Oxnard, the largest city in Ventura County, Tagalog LEP persons make up over 4% of the total LEP population in the GCTD service area (Figure 2).

In addition to census data, GCTD reviewed data from the California Department of Education (CDE) to quantify the number of "English learner" students in school districts within GCTD's service area. In California, Assembly Bill (AB) 680 requires the California Department of Education (CDE) to notify districts of their schools where languages other than English are spoken by 15 percent or more of the student body and for which translations of parental notifications are needed, pursuant to Education Code (EC) Section 48985. These statistics are based upon information districts themselves provide to the CDE.

Languages	Oxnard	Port Hueneme	Ventura	Ojai	County of Ventura
Spanish	49,658	3,118	10,533	1,154	4,292
French/Haitian/Cajun	17	0	17	12	0
German/other West Germanic languages	13	0	97	0	8
Russian/ Polish/ other Slavic languages	151	22	48	0	50
Other Indo-European languages	421	11	319	36	7
Korean	199	0	180	16	0
Chinese (including Mandarin, Cantonese)	432	0	149	36	11
Vietnamese	330	54	118	0	10
Tagalog (including Filipino)	2,293	62	315	49	42
Other Asian and Pacific Island languages	428	60	179	0	0
Arabic	38	41	521	0	11
Other and Unspecified languages	2,314	45	225	18	217
% Total of Spanish-speaking LEP Population in GCTD Service Area	88.21%	91.36%	82.93%	87.36%	92.34%
% Total of Tagalog-speaking LEP Population in GCTD Service Area	4.07%	1.82%	2.48%	3.71%	0.90%

Figure 2. LEP Population Estimates by Jurisdiction for GCTD service areas (ACS, 5-Year Ventura County LEP Estimates for the Population 5 Years or Older, who speak English less than “very well”).

GCTD categorized English Learner data from the CDE for each district by the top three languages spoken: Spanish, Mixteco and Tagalog. For the purposes of this analysis, all other languages (specified or unspecified) were grouped into one category (“Other”). GCTD identified that 91.38% of English Learners speak Spanish and 0.75% speak Tagalog (Figure 3). An additional 4.17% speak Mixteco in GCTD’s service area. Mixteco is a term identifying a small population of indigenous people from the Mexican states of Oaxaca, Guerrero, and Michoacán (Source: <https://mixteco.org/>). While Mixteco makes up a higher percentage of English Learners than Tagalog, it does not meet the FTA Safe Harbor threshold through readily available census data.

School District	Spanish	Mixteco	Tagalog (incl. Filipino)	Other	Total
Ventura County	24,335	938	201	1,280	26,754
Hueneme Elementary	2,889	256	30	22	3,197
Rio Elementary	1,829	121	19	37	2,006
Ocean View	1,111	38	14	3	1,166
Oxnard	6,595	355	29	76	7,055
Oxnard Union High	2,237	181	37	72	2,527
Ventura Unified	2,329	7	12	182	2,530
Ojai Unified	185	0	0	7	192
Total English Learners by Language	41,510	1,896	342	1,679	45,427
% of Total English Learners by Language	91.38%	4.17%	0.75%	3.70%	

Figure 3. Spoken Languages of English Learners by School Districts within GCTD Service Area (California Department of Education).

Factor 2: The frequency LEP persons come in contact with GCTD services

All contacts with GCTD are made through its administrative offices, its customer service offices and GCTD ACCESS offices located in Oxnard, CA. GCTD and GCTD ACCESS serve LEP persons daily via its fixed route and paratransit services.

GCTD serves a high Spanish-speaking population. All of GCTD’s Customer Service Representatives have Spanish native or bilingual fluency and respond to numerous questions, both verbally and in writing, to Spanish-speaking passengers.

Although analysis in Factor 1 identified Tagalog LEP populations as meeting the Safe Harbor threshold, observational data suggests that this population, while an eligible LEP group, may not be coming in contact with GCTD services. In oral interviews with each Customer Service Representative, the participant was asked if in the last three years, they recalled an instance where they came in contact with a passenger who required language assistance services in Tagalog. Each Customer Service Representative member could not recall any instance. Furthermore, each Customer Service Representative added that they could not recall any instance during their tenure in working for GCTD’s customer service center. Collectively, GCTD customer service representatives have over 25 years of experience.

To monitor emerging LEP populations, GCTD will survey customer service staff and bus operators on their experience concerning any contacts with LEP persons during the previous year.

Factor 3: The nature and importance of GCTD services

GCTD is Ventura County's largest provider of public transit. In 2021, GCTD accounted for 76% of total ridership in Ventura County (Source: *Ventura Countywide Ridership 2021, Ventura County Transportation Commission*). GCTD's transit services are important to its Spanish-speaking LEP population and its general rider pool. Results from GCTD's 2021 Passenger Survey show that over 70% of GCTD riders frequently use GCTD services (3-5 days a week or more) for essential trips (Figure 4). Additionally, the majority of GCTD riders are transit dependent because they lack access to a vehicle or do not have a license (Figure 5). Therefore, the ability to access GCTD services is vital as it provides riders with a primary mode of transportation.

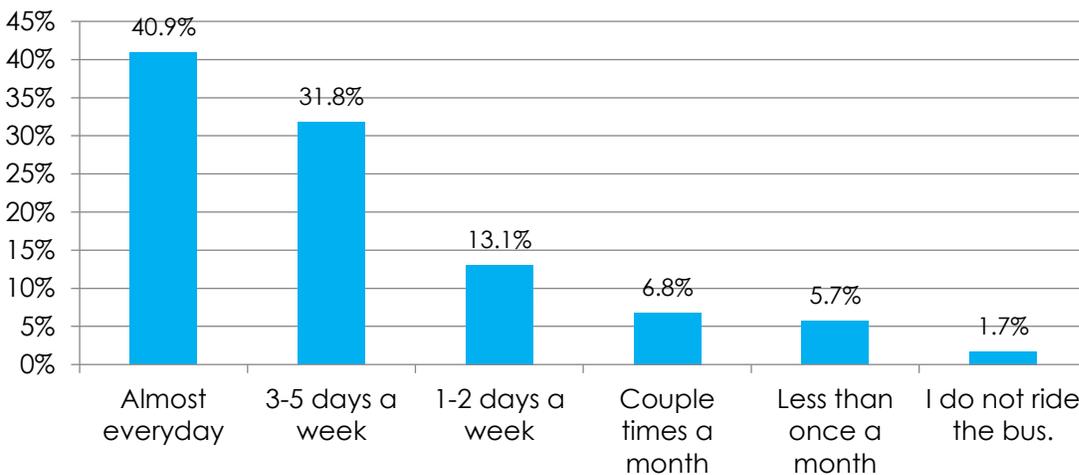


Figure 4. Question: "How often do you currently ride the bus?" (GCTD 2021 Passenger Survey).

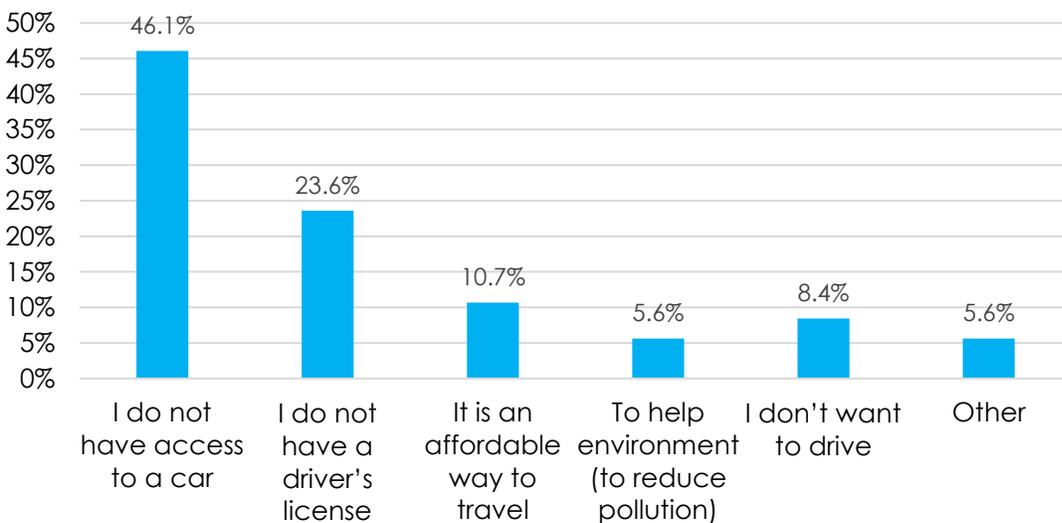


Figure 5. Question: "Which reason below best describes your main reasons for using Gold Coast Transit?" (GCTD 2021 Passenger Survey).

Factor 4: The current resources that are available to the recipient

GCTD provides an array of information and services to its Spanish-speaking LEP population. These are possible as a result of its Spanish native or bilingual fluency staff including: three Customer Service Representatives (including one with trilingual fluency in Mixteco), one Customer Service Supervisor, one Communications & Marketing Manager, and one Marketing Intern. Additionally, GCTD's vital documents such as the Bus Book (maps & schedules, rules, riding tips, fare information, etc.), Title VI notices and procedures, Rider Alerts, routes and schedule brochures and meeting notices are all translated and provided in Spanish.

According to the US DOT's *Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons*:

"A recipient's level of resources and the costs imposed may have an impact on the nature of the steps it should take in providing meaningful access for LEP persons. Smaller recipients with more limited budgets are not expected to provide the same level of language services as larger recipients with larger budgets. In addition, "reasonable steps" may cease to be reasonable where the costs imposed substantially exceed the benefits."

GCTD recognizes the importance in providing meaningful access of service to all of its riders, including its LEP populations. Providing language assistance for the Spanish LEP population in the GCTD service area is costly. However, since the Spanish-speaking LEP population accounts for nearly 90% of the total LEP population in GCTD's service area, the costs are highly justifiable. While GCTD has identified a new LEP population in its service area, Tagalog-speaking individuals, there is no indication to suggest that the Tagalog-speaking LEP population is frequently coming in contact with GCTD services. In this circumstance of low contact frequency, it may be unreasonable to provide language services given GCTD's limited budget.

GCTD Language Assistance Plan (LAP)

As mentioned in the Four Factor Analysis, GCTD identified the Spanish-speaking LEP population as its largest LEP population in its service area. GCTD reviewed data from the American Community Survey and data on school districts in its service area from the California Department of Education. GCTD will continue to provide services to Spanish-speaking individuals. The assistance that GCTD currently offers to Spanish-speaking LEP populations include, but are not limited to:

- Service by three Customer Service Representatives with Spanish native or bilingual fluency (including one with trilingual fluency in Mixteco).
- Notices of Public Hearings in English and Spanish;
- Spanish language assistance at all public participation activities and meetings;
- Printed vital information materials (Bus Book maps & schedules, rules, riding tips, fare information, etc.), Title VI notices and procedures, Rider Alerts, routes and schedule brochures and meeting notices) in English and Spanish;

- Public outreach events that include at least one staff member who is fluent in Spanish;
- An auto--translate feature that translates all content on the GCTD website into Spanish.
- All frontline staff members receive a glossary of common transit terms translated into Spanish
- Post the GCTD Title VI Program and LAP on the GCTD website: www.gctd.org

APPENDIX 2 Survey Results

2020 On-board Passenger Survey Questions and Results

<https://www.gctd.org/wp-content/uploads/2021/06/SurveySummaryReport.pdf>

2020 On-board Passenger Survey Questions and Results

<https://www.gctd.org/wp-content/uploads/2021/06/SurveySummaryReport.pdf>

2021 On-board Passenger Survey Questions and Results

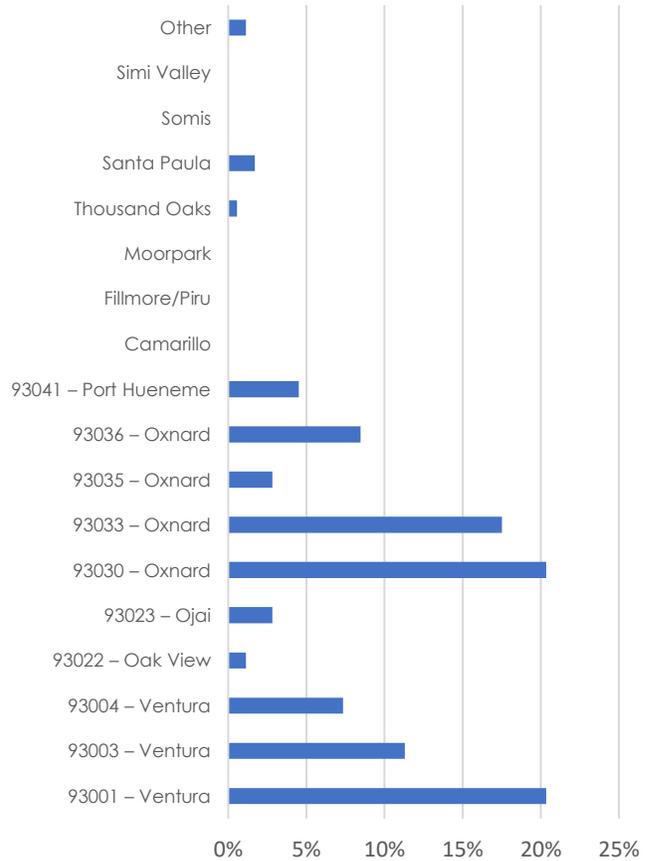
<https://www.gctd.org/wp-content/uploads/2021/06/2021-Passenger-Survey-Results-Analysis-Report.pdf>

Question #1: Help us plan for the future by completing this short survey. Your input will help us better understand the needs of riders and plan future transit improvements. This survey takes about 10 minutes, and all responses are confidential. Ayúdenos a planificar el futuro por medio de su participación en esta breve encuesta. Su opinión nos ayudará a comprender mejor las necesidades de los pasajeros y a planificar el futuro de tránsito. Esta encuesta solo tomará 10 minutos y todas las respuestas son confidenciales.

Answer Choices	Responses	
Take the survey	91.19%	176
Tomar la encuesta en español	8.81%	17
	Answered	193

Question #2: What city do you live in?

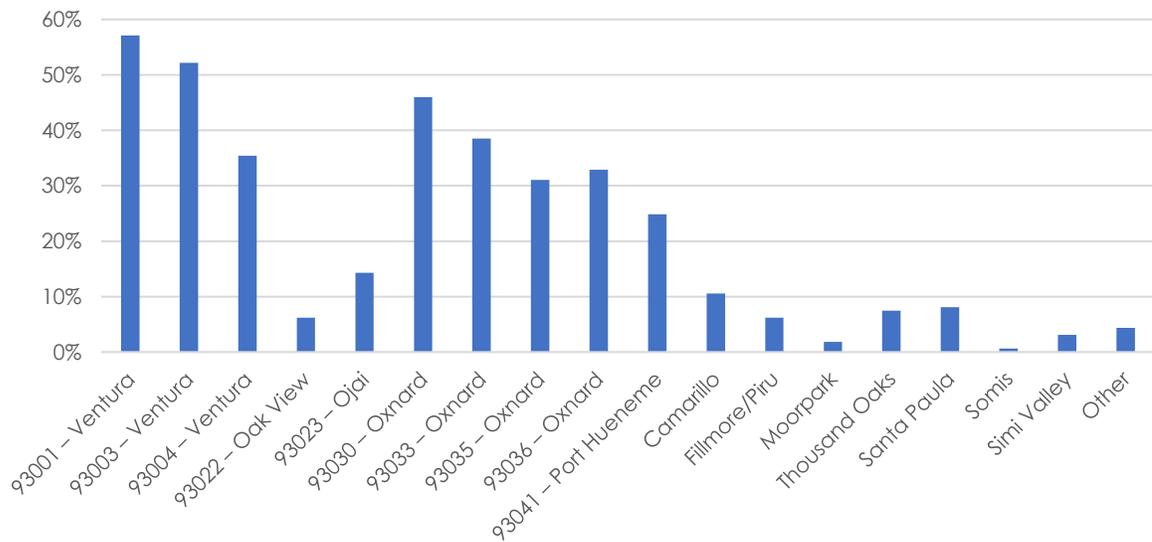
Answer Choices	Responses	
93001 – Ventura	20.34%	36
93003 – Ventura	11.30%	20
93004 – Ventura	7.34%	13
93022 – Oak View	1.13%	2
93023 – Ojai	2.82%	5
93030 – Oxnard	20.34%	36
93033 – Oxnard	17.51%	31
93035 – Oxnard	2.82%	5
93036 – Oxnard	8.47%	15
93041 – Port Hueneme	4.52%	8
Camarillo	0.00%	0
Fillmore/Piru	0.00%	0
Moorpark	0.00%	0
Thousand Oaks	0.56%	1
Santa Paula	1.69%	3
Somis	0.00%	0
Simi Valley	0.00%	0
Other	1.13%	2
	Answered	177



Question #3: Which city(s) do you travel to the most frequently?

Answer Choices	Responses	
93001 – Ventura	57.14%	99
93003 – Ventura	52.17%	88
93004 – Ventura	35.40%	61
93022 – Oak View	6.21%	10
93023 – Ojai	14.29%	26
93030 – Oxnard	45.96%	81
93033 – Oxnard	38.51%	68
93035 – Oxnard	31.06%	53
93036 – Oxnard	32.92%	58
93041 – Port Hueneme	24.84%	46
Camarillo	10.56%	21
Fillmore/Piru	6.21%	12

Moorpark	1.86%	3
Thousand Oaks	7.45%	14
Santa Paula	8.07%	15
Somis	0.62%	1
Simi Valley	3.11%	5
Other	4.35%	8
	Answered	161



Question #4: What places or times do you have difficulty traveling to the most?

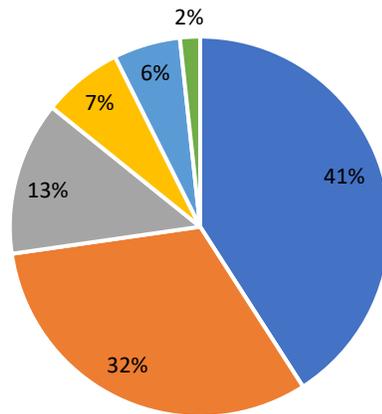
N/A
None
Gonzales Rd.
Ventura and Oxnard
2:50 pm
Ventura to Ojai 8:00 pm
Between 11 am - 12 pm
Gonzales Road and Camarillo
Gonzales Road and Camarillo
South Victoria & Telephone Rd & Telegraph Rd
Gonzales Road
Gonzales Road and Camarillo Outlets
V.A Bus
Around 7-9am and 1-7pm
Kaiser by Freeway and Market Street
Telephone Road
10:00am-12:00pm

Sunday the bus didn't run
Waiting for the # 11 near donlon (O/S Deckers) to get to VTC. Always a long wait.
Beaches: Oxnard & Ventura, Camarillo, T.O., S.P. & S.B.
Weekend Buses and Ventura Harbor
Oxnard because of the time it takes
Evenings/nights
4 pm Ventura Avenue
None = All Great
Timely Trips To Oxnard
All
Weekends. 6:28am - Route 21
Casitas springs/Ojai, it only comes once every hour and takes 40 minutes to get to the mall
Santa Barbara
Evening
Arizona
Travel to camarillo is very poor for commuting. Going to Downtown Ventura at night for dinner/drinks is basically impossible because the bus stops at 8ish
a.m. and between 3p and 5p
varies
Fillmore
N/A
Midday
Early mornings/Late at night
Ventura
Ventura
(N/A) But sometimes Ventura Harbor
(N/A) But sometimes Ventura Harbor
Ventura
I have most difficulty in reaching the Pacifica school.
Early Morning, Past 6 PM
I just get where I'm going
Currently, times are ok. For places, I would say Patterson Rd if I had to go there. And traveling to Camarillo might be difficult
12 am and 4 am
Close to my work in the mornings.
All
LA County, Esplanade, Anytime in the evening
between 1400-2000
6:30am
There is not enough time for Transfers
Houldays
Anything earlier than 5 AM
I travel mostly during the afternoon.
none
harbors
Ventura takes an hour and a half to get to.
Thousand Oaks on Sunday
To the colleges
East Ventura Metrolink Station
North Oxnard
Weekend/ Bus Schedule Times
Costco Area
Around 5PM from Ventura to Oxnard
Ventura Midtown

Mid-day and After 8PM on some Routes.
Both buses don't meet
6am-7am
None
Oxnard
Ventura Harbor
Santa Barbara AM
most of our city's beaches
Bus 11
10AM to 1PM
Ojai after 8PM
Seabridge/Channel Islands
To Oxnard anywhere
xx
On any Route 16 Bus
Downtown Camarillo
8AM/5PM times to/from Oxnard
Anything past Ventura
None
Evenings 5PM to 7PM from Oxnard to Ventura
North Oxnard and Downtown Oxnard train station. It's difficult most of the time now that 22 is gone.
8 am
late afternoon
Oxnard 93030
Going to Camarillo
route 11
Out of town Santa Paula/ Camarillo.
Early morning
In the morning 6:30AM or 7:30AM
Oxnard Beaches and Parks
Before 6am and oxnard from east ventura. I used route 22 very frequently.
Late evening service 6:30 PM to 10:00 PM
Infrequent service for medical appt. on Rice & Gonzales
Ventura
Auto Center in Oxnard from the Ojai Valley
Ventura
Para la escuela pacífica de mi hija
Camarillo
Santa Paula por la tarde
Canoga Park
English
Canoga Park Calle 5 Oxnard Ventura
Ventura
Para la escuela pacífica de mi hija (Pacifica High School)
Camarillo
Santa Paula por la tarde
Canoga Park
English

Question #5: How often do you currently ride the bus?

Answer Choices	Responses	
Almost everyday	40.91%	72
3-5 days a week	31.82%	56
1-2 days a week	13.07%	23
Couple times a month	6.82%	12
Less than once a month	5.68%	10
I do not ride the bus.	1.70%	3
	Answered	176



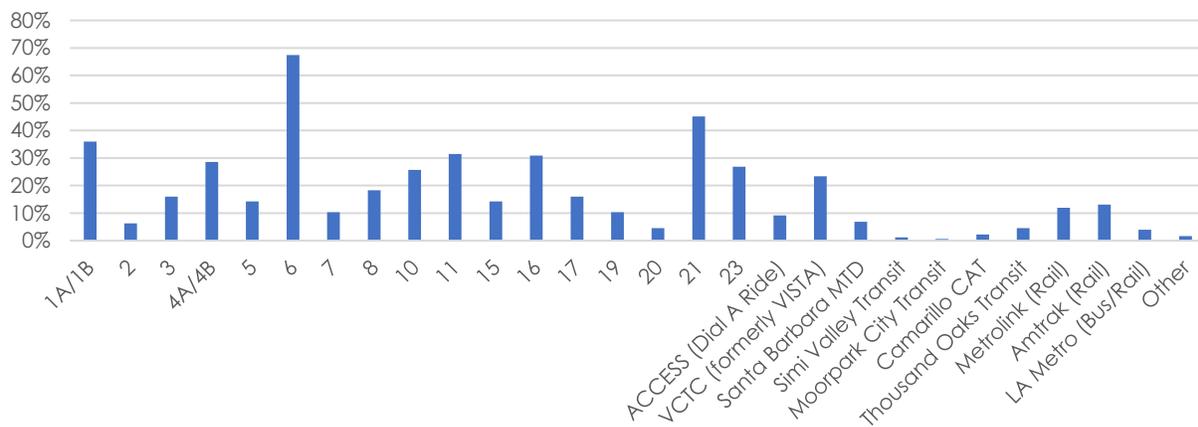
- Almost everyday
- 3-5 days a week
- 1-2 days a week
- Couple times a month
- Less than once a month
- I do not ride the bus.

Question #6:

What routes do you use? (check all that apply)

Answer Choices	Responses	
1A/1B	36.00%	63
2	6.29%	11
3	16.00%	28
4A/4B	28.57%	50
5	14.29%	25
6	67.43%	118
7	10.29%	18
8	18.29%	32
10	25.71%	45
11	31.43%	55
15	14.29%	25
16	30.86%	54
17	16.00%	28
19	10.29%	18
20	4.57%	8
21	45.14%	79

23	26.86%	47
ACCESS (Dial A Ride)	9.14%	16
VCTC (formerly VISTA)	23.43%	41
Santa Barbara MTD	6.86%	12
Simi Valley Transit	1.14%	2
Moorpark City Transit	0.57%	1
Camarillo CAT	2.29%	4
Thousand Oaks Transit	4.57%	8
Metrolink (Rail)	12.00%	21
Amtrak (Rail)	13.14%	23
LA Metro (Bus/Rail)	4.00%	7
Other	1.71%	3

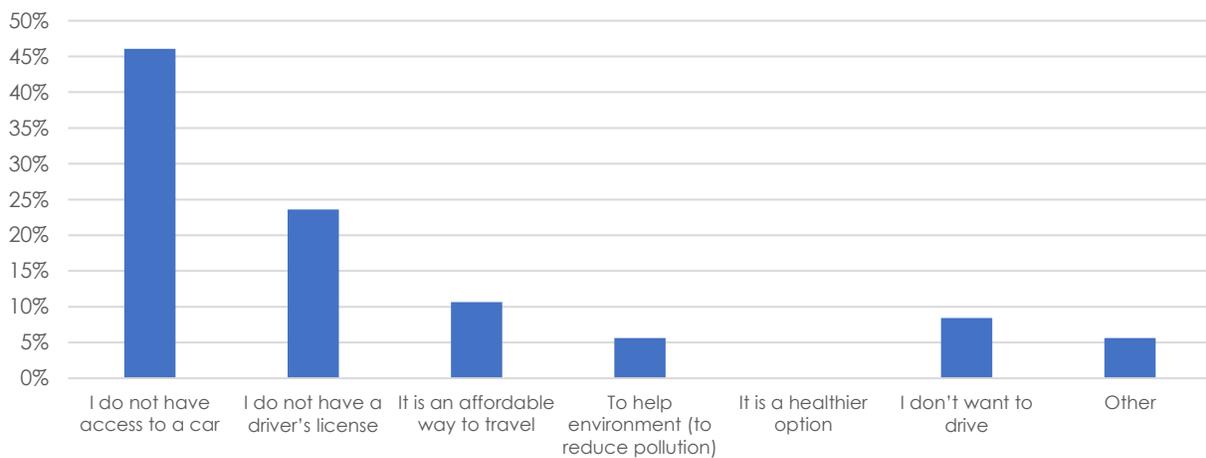


Question #7: Which reason below best describes your main reasons for using Gold Coast Transit?

Answer Choices	Responses	
I do not have access to a car	46.07%	82
I do not have a driver's license	23.60%	42
It is an affordable way to travel	10.67%	19
To help environment	5.62%	10
It is a healthier option	0.00%	0
I don't want to drive	8.43%	15
Other	5.62%	10
	Answered	178

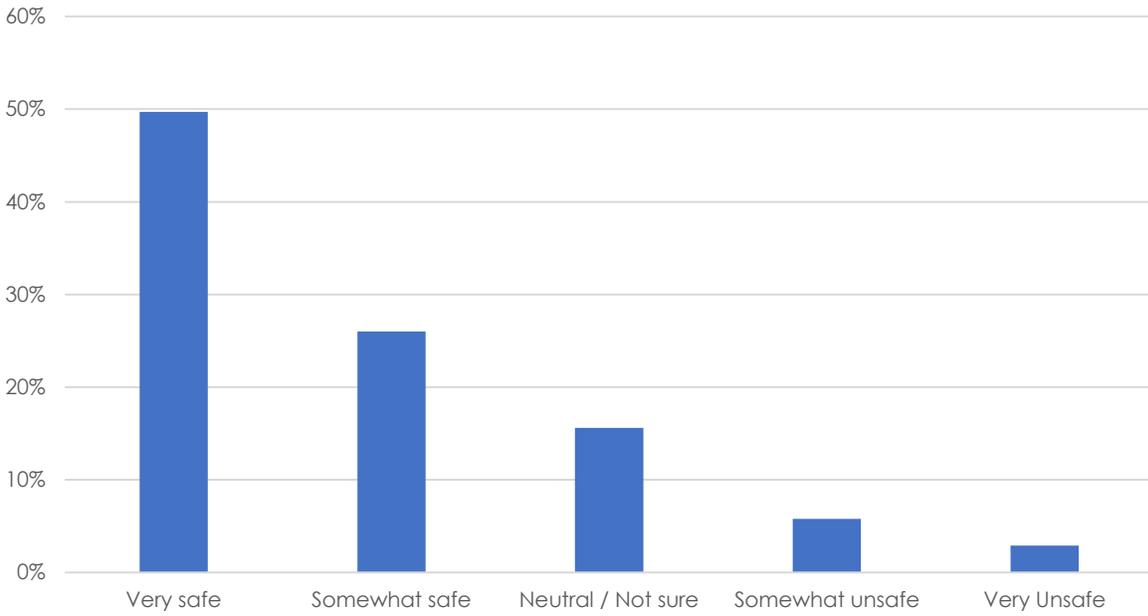
Other

Age
I am 70 years old, I am handicap, I have a walker.
When my car is in the shop and I have no transportation.
health/medication reasons that I cannot drive
Availability
Disabled
Parking Tickets (Time Limits)
Eye Sight



Question #8: Since the start of the pandemic, how safe do you feel riding GCTD buses?

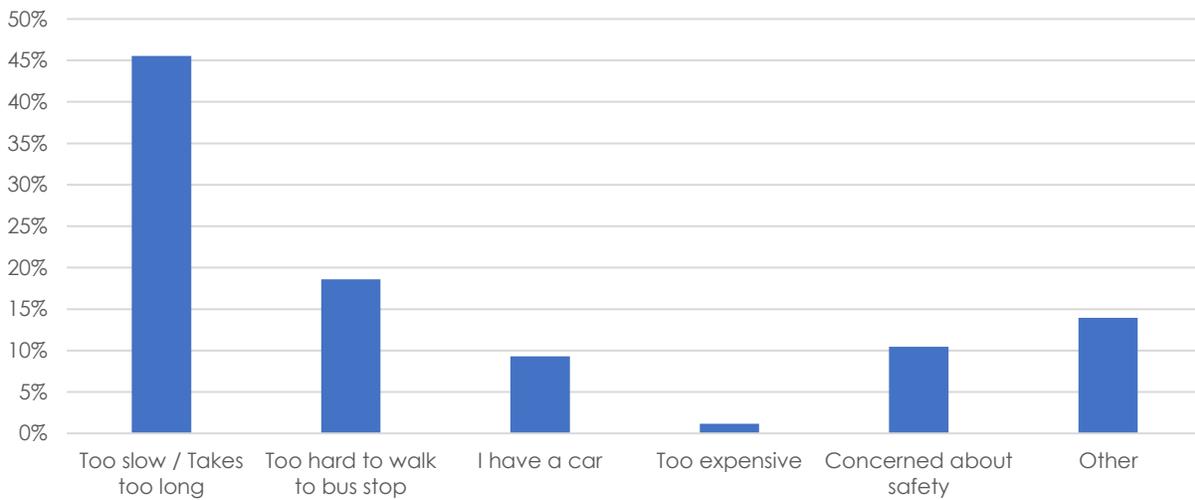
Answer Choices	Responses	
Very safe	49.71%	86
Somewhat safe	26.01%	45
Neutral / Not sure	15.61%	27
Somewhat unsafe	5.78%	10
Very Unsafe	2.89%	5
	Answered	173



Question #9: If you do not use public transit, what is the main reason why not?

Answer Choices	Responses	
Too slow / Takes too long	45.56%	41
Too hard to walk to bus stop	18.60%	18
I have a car	9.30%	8
Too expensive	1.16%	2
Concerned about safety	10.47%	9
Other	13.95%	12

Other
I like to use the bus.
Money
I use public transit
Reduced Fare Card Expired
SOME TIMES I dont because the bus does not like me bringing a months worth of groceries home
Use My Bike
n/a
I use public transportation
Bike
bicycle
I do use public transit
I do take it

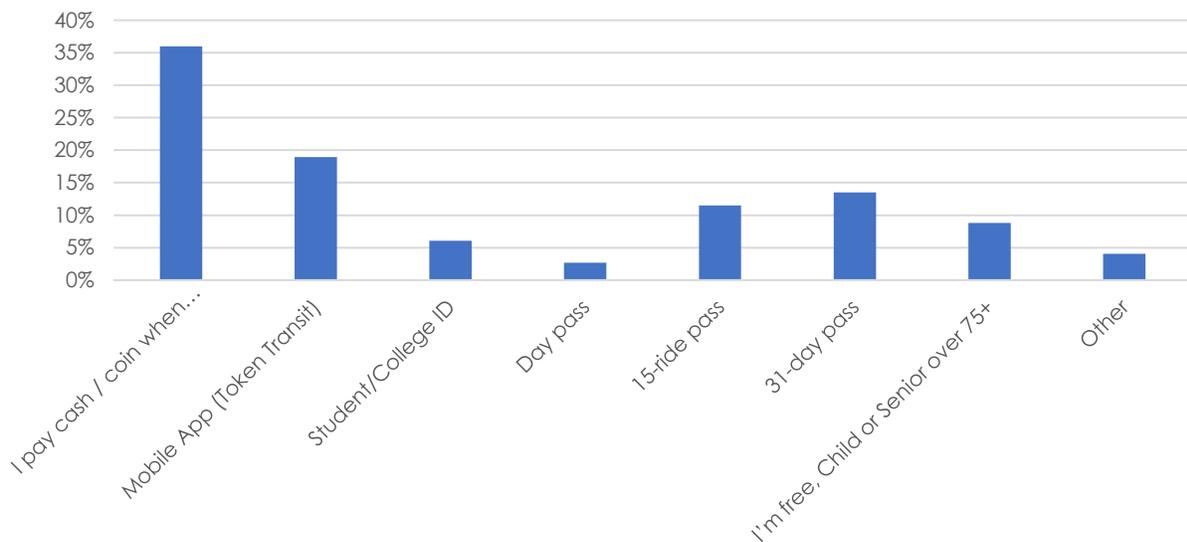


Question #10: What's your primary method of payment?

Answer Choices	Responses	
I pay cash / coin when boarding the bus	35.98%	59
Mobile App (Token Transit)	18.92%	29
Student/College ID	6.08%	9
Day pass	2.70%	4
15-ride pass	11.49%	17
31-day pass	13.51%	26

I'm free, Child or Senior over 75+	8.78%	14
Other	4.05%	6
Answered		164

Other
I bought a pass. I should have had a senior discount.
Access ticket from VCAAA.
Day Pass
Umo Touch Card
Vctc one ride reduced
VCbuspass Smart Card

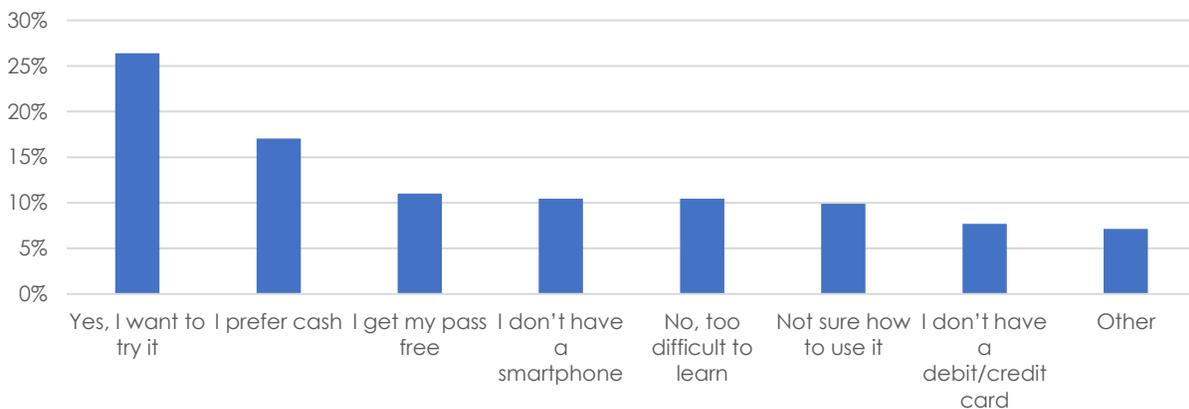


Question #11: Are you interested in using the mobile ticketing app?

Answer Choices	Responses	
Yes, I want to try it	26.37%	48
I prefer cash	17.03%	31
I get my pass free	10.99%	20
I don't have a smartphone	10.44%	19
No, too difficult to learn	10.44%	19

Not sure how to use it	9.89%	18
I don't have a debit/credit card	7.69%	14
Other	7.14%	13
	Answered	182

Other
I bought a bus pass when school starts at college. I should get a student pass.
I already use it.
I do
I already use it
I already use the mobile ticket app
I have only in an emergency otherwise I prefer cash.
Ride frequency sometimes unpredictable
Travelling
Doesn't work without internet.
VCTC Pass Card/ Used Mobile Ticket prior didn't like the service.
My phone is hacked
I use it
I use it already



Question #12: Please rate how each of the changes below would affect how often you ride GCTD?

	Ride Much More	
More cleaning of bus stop	29.93%	54
Better Lighting	30.14%	49
Express bus with limited stop between Oxnard and Ventura	45.52%	73
More security presence	32.65%	55
More frequent service	46.04%	70

Add early morning service (4:00 AM - 7:00 AM)	36.17%	56
Add late night service (8:00 PM - 11:00 PM)	45.21%	71

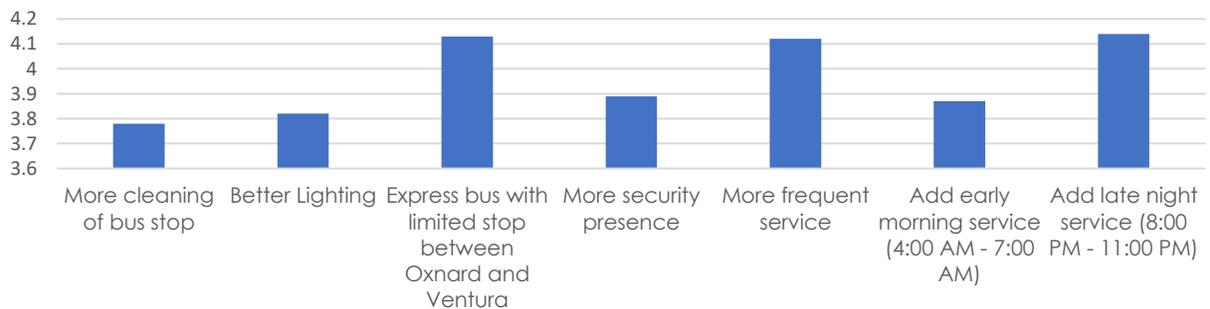
	Ride More	
More cleaning of bus stop	18.37%	28
Better Lighting	23.29%	37
Express bus with limited stop between Oxnard and Ventura	22.07%	38
More security presence	27.21%	42
More frequent service	19.42%	30
Add early morning service (4:00 AM - 7:00 AM)	16.31%	27
Add late night service (8:00 PM - 11:00 PM)	25.34%	41

	Same/No Change	
More cleaning of bus stop	51.70%	81
Better Lighting	45.89%	71
Express bus with limited stop between Oxnard and Ventura	32.41%	50
More security presence	37.41%	58
More frequent service	34.53%	51
Add early morning service (4:00 AM - 7:00 AM)	46.10%	70
Add late night service (8:00 PM - 11:00 PM)	28.77%	47

	Ride Less	
More cleaning of bus stop	0.00%	0
Better Lighting	0.00%	0
Express bus with limited stop between Oxnard and Ventura	0.00%	0
More security presence	2.04%	3
More frequent service	0.00%	0
Add early morning service (4:00 AM - 7:00 AM)	1.42%	2
Add late night service (8:00 PM - 11:00 PM)	0.00%	0

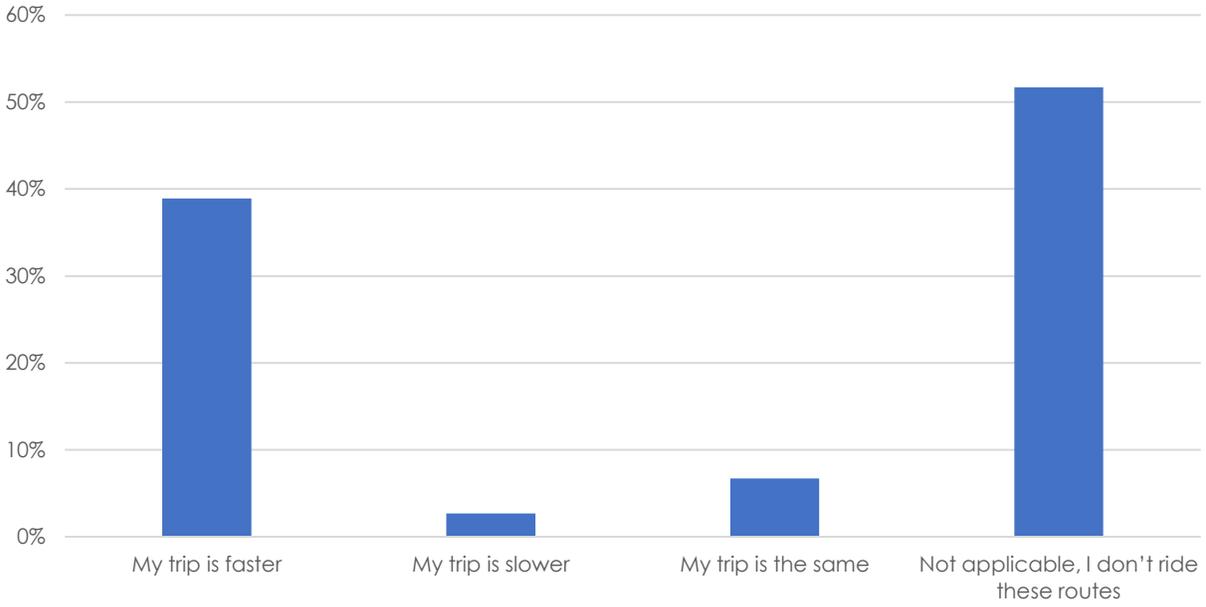
	Ride Much Less	
More cleaning of bus stop	0.00%	0
Better Lighting	0.68%	1
Express bus with limited stop between Oxnard and Ventura	0.00%	0
More security presence	0.68%	2
More frequent service	0.00%	0
Add early morning service (4:00 AM - 7:00 AM)	0.00%	0
Add late night service (8:00 PM - 11:00 PM)	0.68%	1

	Total	Weighted Average
More cleaning of bus stop	147	3.78
Better Lighting	146	3.82
Express bus with limited stop between Oxnard and Ventura	145	4.13
More security presence	147	3.89
More frequent service	139	4.12
Add early morning service (4:00 AM - 7:00 AM)	141	3.87
Add late night service (8:00 PM - 11:00 PM)	146	4.14
	Answered	168



Question #13: Route 1A/1B – Consolidated bus stops to speed travel time

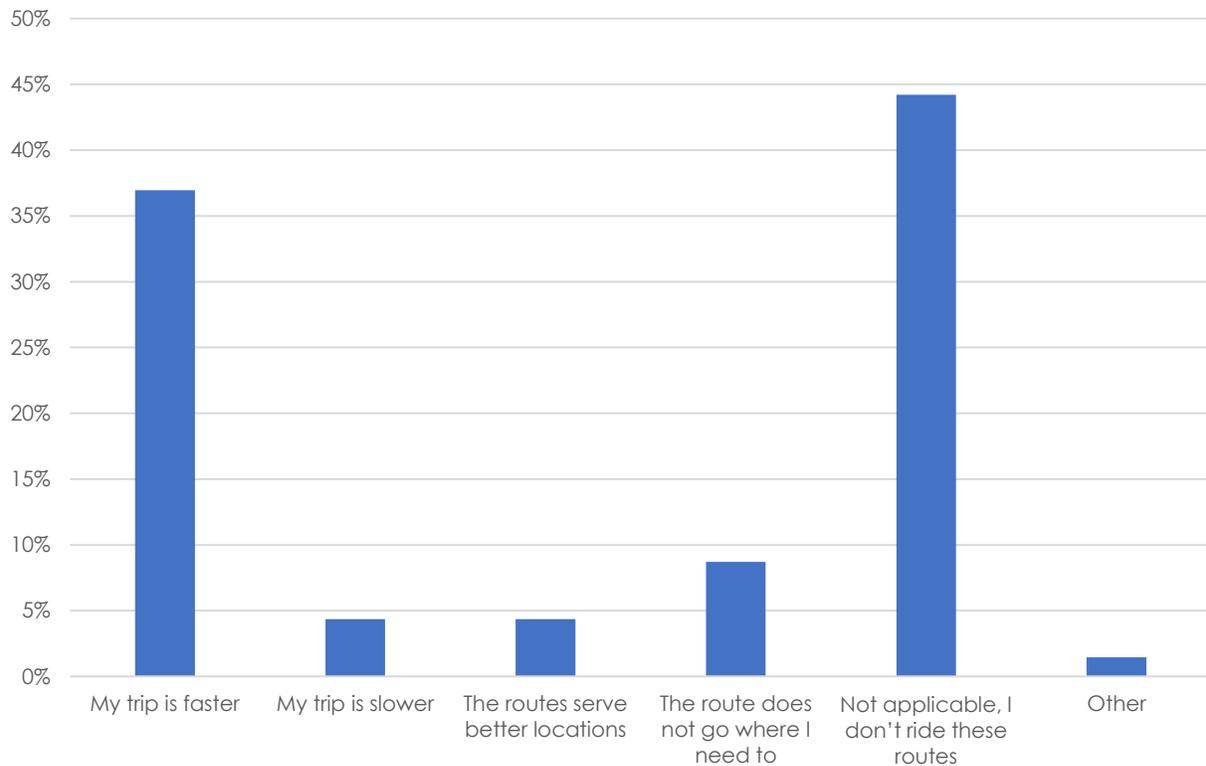
Answer Choices	Responses	
My trip is faster	38.93%	58
My trip is slower	2.68%	4
My trip is the same	6.71%	10
Not applicable, I don't ride these routes	51.68%	77
	Answered	149



Question #14: Routes 3/4A/4B/7/8/9 – Modified bus routes to speed up travel times

Answer Choices	Responses	
My trip is faster	36.96%	51
My trip is slower	4.35%	6
The routes serve better locations	4.35%	6
The route does not go where I need to	8.70%	12
Not applicable, I don't ride these routes	44.20%	61
Other	1.45%	2

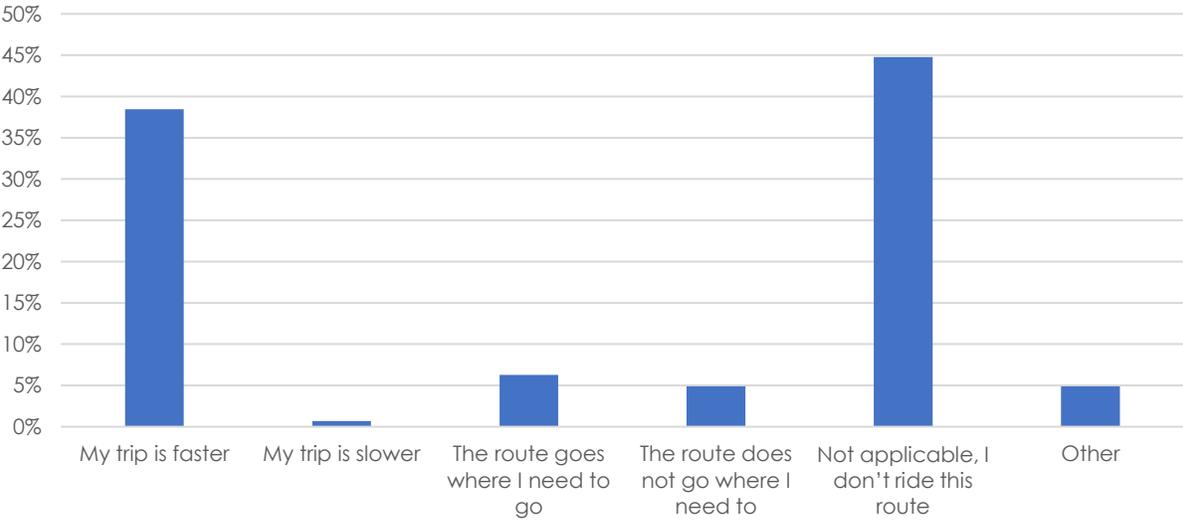
Other
I used to ride on route 3, but they changed it and I have wanted back to the original one
4B-my trip is faster. 4A-my trip is the same and 4A still doesn't come that much. I don't ride the other routes that much



Question #15: Route 23 – Added new bus on Ventura Route connecting South Oxnard, Port Hueneme and North Oxnard

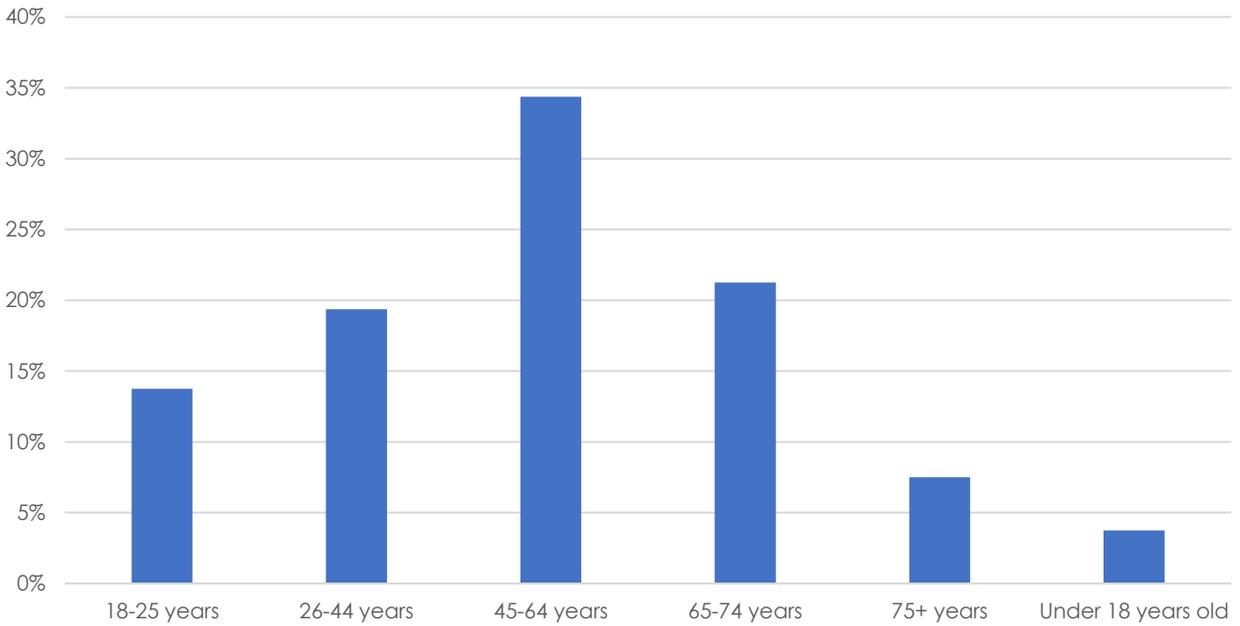
Answer Choices	Responses	
My trip is faster	38.46%	55
My trip is slower	0.70%	1
The route goes where I need to go	6.29%	9
The route does not go where I need to	4.90%	7
Not applicable, I don't ride this route	44.76%	64
Other	4.90%	7

Other
Haven't rode it
The route goes to better locations.
Never heard of it. Will it pick me up at Laurel & Gisler , as that was the closest stop to my home without having to take the access bus. It was eliminated last year and now I'm forced to stay home more often because the access bus is expensive!
The route goes to better locations.
The route goes to better locations.
The route goes to better locations.
se perdio una interconexion con 17



Question #16: What is your age? (Optional - Under 18 years old)

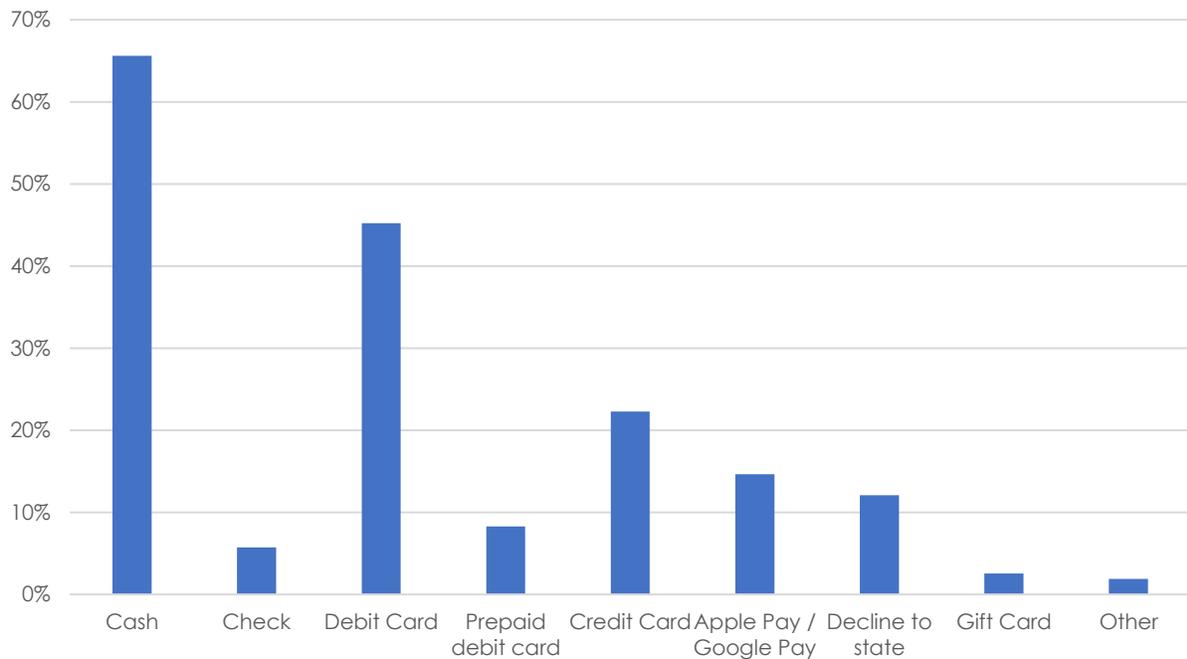
Answer Choices	Responses	
18-25 years	13.75%	22
26-44 years	19.38%	31
45-64 years	34.38%	55
65-74 years	21.25%	34
75+ years	7.50%	12
Under 18 years old	3.75%	6
	Answered	160



Question #17: To make purchases at stores, how do you pay? (check all that apply) (optional)

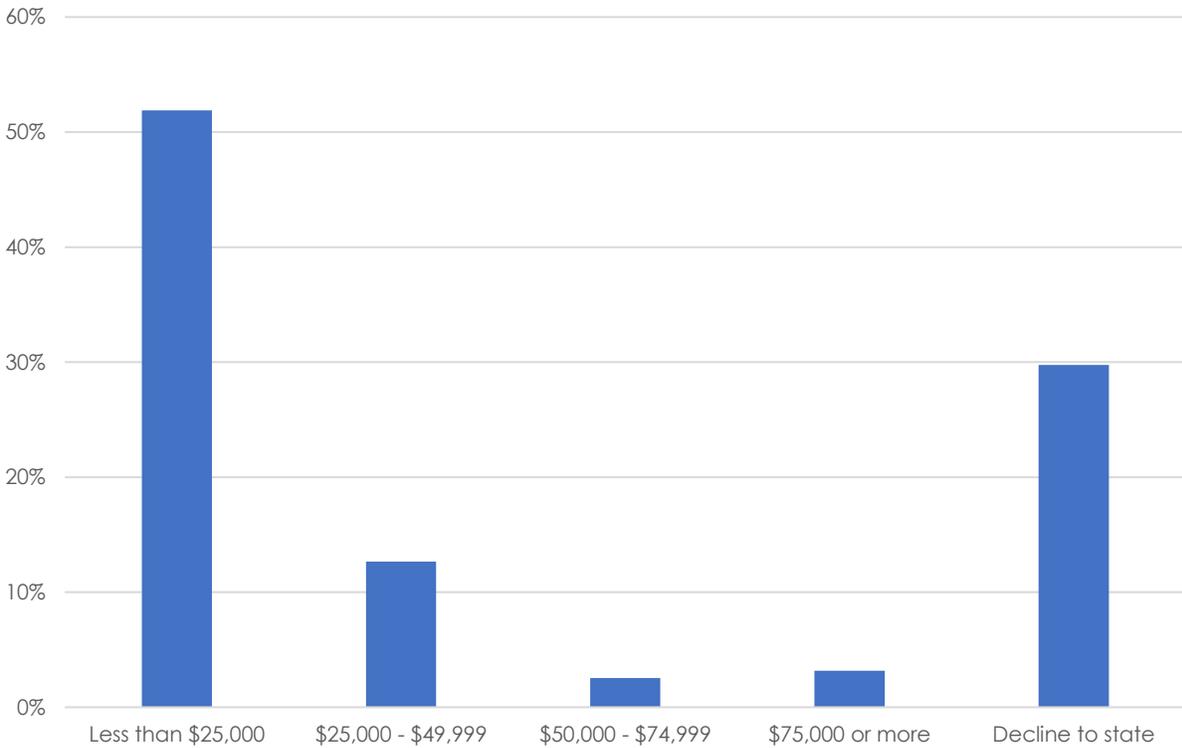
Answer Choices	Responses	
Cash	65.61%	103
Check	5.73%	9
Debit Card	45.22%	71
Prepaid debit card	8.28%	13
Credit Card	22.29%	35
Apple Pay / Google Pay	14.65%	23
Decline to state	12.10%	19

Gift Card	2.55%	4
Other	1.91%	3
	Answered	157



Question #18: What is your annual household income? (optional)

Answer Choices	Responses	
Less than \$25,000	51.90%	82
\$25,000 - \$49,999	12.66%	20
\$50,000 - \$74,999	2.53%	4
\$75,000 or more	3.16%	5
Decline to state	29.75%	47
	Answered	158



Question #19: Please provide any additional comments on how service can be improved to meet your needs.

My bus rides are excellent. Bus drivers are always courteous and caring. They lower the bus for me
Should consider having a routes to Santa Paula it would help the college students a lot. More frequency on 10, 11, 17, and 6.
I ride the bus on route 23 daily, I board at approx. 10:56 am at Ventura Rd/ Ivywood. I would like to compliment the driver for always having my transfer slip ready when I board on way to Esplanade transfer center. He is very safe and a nice driver.
4059 Bus Takes additional breaks each time, using cell phone in excess.
On time pick ups
Northbound 16 at Borchard is dirty from spilled food and drink. Southbound has someone living there.
Add a bus stop stop at Bard Road and J Street North and South.

Outstanding! All the drivers are way helpful, friendly and very respectful. God bless and take care all of them. I really appreciate the drivers when a person is waiting to catch the bus, they wait for the person. They have a lot of patience.
Please put VCTC bus schedules on Gold Coast Transit District buses.
Outstanding! All the drivers are very helpful, friendly, respectful, and have lots of patience. God bless and take care of them: I really appreciate the drivers unit, drivers wait for a person if they see them running to catch a bus. Thank you very much!..
Please less time to wait. Please, especially waiting over an 1 and a half for a bus that never arrived. This happened twice. More frequency on route 6, 10, 11
I'm blessed riding on the GCTD Bus. All of the drivers are very friendly and very respectful. All of them are "outstanding" God bless and take care of them always...
My comments is: all outstanding! I thank all the drivers of GCTD way helpful, friendly, way respectful. God bless them all and take care of all of them.
Phone chargers on bottom of seat, wifi
More frequent service on Route 16. Have less druggies on the bus bugging passengers and bus drivers. Your guys agenda should not be to baby sit those problem passengers too much.
Elderly and handicap should not have to show ID. The bus stop on Ventura Avenue need cleaning more often.
I ride the bus often to go to Ventura College and the mall. I have been very content with the bus. I always feel safe and there should be more stops by the golf course.
I wish the # 9 still ran because I have to walk so far to catch the bus.
Put a shelter at Bus Stop on Poinsettia Gardens there are two senior parks there and we need a shelter for wind and sun.
Most people I know in Ojai go to Ventura for food shopping: Sprouts, Ven/Lassens' on Main St & TJ's @ Pacific Mall. I do this w/ the 16 & 11. We all take our cars alone all the time. What about an express 15 seat Van to start @ Von's Ojai, one p/u in Oak View, a stop at VTC and then to Donlon. Have a morning express 16 w/ one stop in Center of Ventura, one @ VTC, & @ gov't center. And then a return at best HR. But this has to be surveyed& promoted w/ Environmental & Community Groups in Ojai.
The bus drivers are really nice and friendly
It would be nice if the Laurel & Gisler stop was returned, even if it was during limited hours during the mid-day. I can't always remember to schedule the access bus under their guidelines. That's the most frustrating part for me! I wish I could reserve my ride with them at least a few days ahead of time instead of the day before! I have memory issues short-term but longer term I can remember things quite easily. If I can't remember to schedule the day before.. I would either have to stay home and miss my doctor's appointments or hope that I could catch the regular Transit bus from South Oxnard to downtown Ventura. I can't walk to the closest stop to me. I would run out of energy and my M.S. body would be too fatigued as a result to try to get there.
More frequency on 9, 10, and 21. Transit to Ventura Harbor Village
Going to Harbor Again, Ride to Ventura Harbor. Like I said- buses should start going to Ventura Harbor again. Bus drivers that can help passengers with directions better. More alert drivers knowing what is going on in their buses.
Benches are too close to the street.
More frequency on the 16 and 10. More comfortable bus seats.
More frequent service on 6, 21, and 3
Really appreciate having the service . So glad the # 21 went back to every 1/2 hour. Miss having the Route # 20.
The Transit Center and buses should not be a repository for the cities castoffs. Serious intervention needs to be done to return these areas to acceptable standards.
Need Monthly Disabled, How Much? Should Be Free!
All buses never show up to stops on time I've been late to work 10 times
Bring back 6:28am (Victoria & Wooley rd) route 21 on weekends. I take to work.
An early/late bus for the 16 and more frequent stops would make life so much easier
Some drivers need to have their attitude checked. They are disrespectful and rude.
Thank you I have special needs and everyone was really nice.

The service to downtown ventura stops at 8ish on Friday which means I have to drive downtown to get dinner even though I am only 3 miles away. For VCTC the bus is very inconvenient to get to work because of how infrequently it runs. I have to be at work in Camarillo at 8am which means either arriving at work 30 minutes early or 30 minutes late given the current route scheduling. 30 minutes is basically the time it takes to just drive from Ventura to Camarillo
Some of my transfers expire before I get on. Had to pay again.
These are difficult times for all of us. I think most of us are doing our part to help keep passengers safe and secure. Keep doing a good job. Thanks
Love it
I think drivers should be getting paid more for working over shifts and working more for there money
The 4b bus used to go straight down Gonzalez all the way to OHS where I go to school. I can no longer take this route because it doesn't go that way and would take too long. Please change this
More frequency on 8, 1A/1B Add Later trips beyond 7PM for Route 8. Train some of your drivers better customer service. Train you drivers to look at their mirrors is someone is running after the bus to ride before they leave the bus stops ahead of time scheduled.
I would like to see route 4A come more frequently-every 30 minutes would be nice. Route 4B comes every 30 minutes, I don't see why 4A can't also come every 30 minutes. I would actually like to see all the routes come every 30 minutes. Sometimes people get stuck waiting for an hour if they miss the bus. Also, when I use route 4A in the morning, the bus I take is crammed with high schoolers and I sometimes have to sit right next to someone, which is not safe during the pandemic
OTC and Vtc are not safe the Security guards don't do anything they are a joke and drivers not wearing mask and Passengers not wearing them too drinking beer and doing drugs on the bus and driver tells you set in front
Closer bus stop by my job
No walker space, driver area full. Why do all buses leave at same time, makes it hard to transfer. Need better transfers.
15 minute frequency on all core routes, such as the 1, 6, 11, 10/16, 17, 21, and 23. Evening Service until 12am on all core routes. Limited stop "Rapid" service pilot on route 1/6 between VTC and Port Hueneme via Saviers/Oxnard
the blue bus should stop at wagonwheel and spur too.
Thank you All Staff at GCTD
More time for transfers
The Route 9 was very helpful for me. Actually I have to walk since C Street to Elm Street and Saviers, before Route # 9 made it easy for me.
Need service labor day memorial day on small houldays
I really think very strongly. More help to people with wheelchairs and walker and other disabilities. Some drivers are very good, and sometimes they aren't. I have been very blessed all have help me well.
I wish there was a bus route that was a little bit more closer to my house.
Please add more frequent #16, especially at peak times.
Bring back Rose Ave to Wells Rd. Try to coordinate bus times to make transfers more efficient.
Customer service from drivers is terrible. I have seen them be outright mean. Drivers have refused to hold buses, give false information. Also ridership should be based on ability to pay.
More frequency on 6, 8. The bus ride is good! Thank you and God Bless.
I wish to laud your driver named Paris for his outstanding helpfulness to two single ladies travelling on Amtrak who got into Oxnard Mon Night August 23rd. He helps us find our way to the Holiday Inn Express. Give him a special Thanks from Lois and Marjorie Rt 1B.
Rude Drivers (4019) shouldn't target elderly females.
More frequent service on route 10. I'm quite annoyed at the way these recent route cancellations have been handled! No notices, No warnings. No nothing, until I find myself stranded! Who the hell is going to check the website beforehand? This was really screwed up!
More frequent service 6, 10, 21. More local areas to buy bus passes (Vons?)
More frequent service on 21, 8. Comfy seats.
More frequent service on route 8, 21

A "Beach Rte" Pier Point, Ventura Harbor Village, Harbor Blvd to Channel Islands. A light night "Sweeper" on Route 6, 16.
Bring back the bus stop in Oxnard on Bard and J Street.
Customer Service Personnel needs to change for the better!
Please consider going through Camarillo. The bus isn't always reliable and is the only way to Camarillo and out of Camarillo.
Need Walker Storage, buses to meet each other/Vista/East and West be more coordinated. Also a stop at the Metro Link.
Additional security at OTC would be nice, I don't feel safe there, constantly looking around and over my back.
Bud card that works. Not a piece of paper with a magnetic strip.
The fare could be a lot cheaper, and social distancing needs to be enforced on the bus. Also, people at the transit centers have been taking showers in the bathroom, which makes it impossible to use the toilet. Some added security measures would be helpful at the transit centers.
Actually have a bus service to the harbor. I miss being able to go there.
Windows need to be cleaned more often. More buses need to arrive sooner to catch Vista buses for transfer. Old service buses was 40 minutes. Vista buses have a longer wait for buses.
Driver # 1059 this was the best driver ever. Very friendly, polite, courteous, and positive attitude. Wish there were more like him.
Discounts for people with government assistance or other programs
i would like to see more routes to the beautiful beaches like silver strand, Hollywood beach, ventura harbor, etc
Feel good was this service
Need better Customer Service Personnel! Personnel- Drivers & Customer Service attitudes must be better - non bias, at bus stops attitude adjustments some have "clicks" (note: c may have been a d on survey). Passengers- hygiene, dirty, too much carts/baggage/bad attitudes/don't keep mask on! I used to buy 31-day pass, but no longer due to bad customer service.
More frequency on 8 and 21. Add a Route for Channel Islands/Harbor/Port Hueneme/Oxnard Beach Area.
I think Drivers should be nice.
Route connecting Camarillo. 24 hour bus service.
Improve bus drivers consistency on they drive the bus. Sometimes they drive too slow to match the schedule, instead of waiting at some stops like most of the drivers. Add later service on the weekends.
xx
Do better with the Route 16 Bus. Can't depend on it.
A Ventura Main and Ave office would be good for all three county's. An there are office open on Main St. on the Ave in Ventura.
Sometimes, not always the driver the bus drives 5 to 10 mph below the speed lime. Instead of going the speed limit. So no waiting times at any stops. Instead drive normal speed with waiting at stops. I think this is much better because it becomes more of a regular ride with so many old people on the bus. (riders that is)
Great service, except Kaiser has a new building on Market Street that is a long walk to the bus stop.
Need outlets on buses and Wi-Fi for free.
I am a bicyclist. My bike is very heavy. The drivers only seem to kneel the bus a little bit. Please teach them to kneel the bus completely!
Add Route #22 again.
Remove unnecessary bus stops
More frequent service Route 6 Oxnard to Ventura 5PM to 7PM
Change route 21 weekend times to every half hour. Enforce senior sitting area. Route 20 was convenient for me. So thankful for bus service you all are great. Kept things going during 2020 with a smile.
736 male, good nice
059 Lady nice, Good Job
Provide more connections between north Oxnard/downtown Oxnard and Ventura.

Bus stops in Main Street are closed between Catalina and Santa Clara. That's too far of a distance.
I really like the signs at bus stops that say when the next bus arriving. If there is a phone app with that info, would be great. Need more shade and wind break at bus stops.
Add service to Ventura Harbor a few days per week.
We need a bus just for wheelchairs. Two spaces is not enough for Routes 1, 4B, and 6.
Please, for ventilation, because it is an important CDC guideline pandemic-wise, have all the windows open. Whether, or not, the AC is on. People with ineffective cloth masks worn improperly, sitting close to me, does not cut it.
Wish there was a bus the goes from lemonwood directly to OTC. The change from turning the channel island and eden stop to route 3 has added an hour to my commute. I also liked when the bus went to oxnard college. The bridge on channel island is not safe especially when traveling with kids. Having to now use it is nerve racking as many of the cars speed through it. I miss having the 8 pass by Channel Islands and eden.
If the bus it making it quicker then the time stops(per the book the bus will be here at a certain time actually stop so you are on track) I understand when they get behind but when you are 10 minutes early to a stop and they keep going how are you supposed to transfer
I'm in high school lots of my friends enjoy going to the beaches & parks but our community has no transportation out their. Bring back Route 20.
Provide service from District 7, Pierpont, Beaches, Marina Park, Seaward, Harbor, Portside. Parking very limited and this may encourage the community to ride the bus instead of drive.
Good job, keep it up!
Night service would be nice for people who work on graveyard hours.
Please keep Route 23, it gives me better access all around Oxnard without having to transfer to another bus. We need this bus route.
Add seat belts for children under 5 years old
Everything is perfect
They do a good job (bus operator 1095)
Bus Operator 686- Lady Good Job
Deberían de poner luz en las paradas del bus.Hay paradas que están muy oscuras.Y anunciar cuando el bus va a llegar a la calle 4 y B que va para el otc anunciar cual bus viene para tomarlo uno
Necesitamos el servicio de autobús, ya es bastante difícil debido a todas las cancelaciones por las mañanas. Nos pueden despedir por no presentarnos al trabajo "
limitando el tiempo en las transferencias del #21 al #3. Necesitamos esperar 30 minutos en la mayoría de las conexiones y reintegrando ruta # 9 u otra para poder ir a esos lugares iba esa ruta
que los buses no pierdan el schedule que llegan a tiempo
como quitar todos los indijentes de las paradas y mas seguridad. Limpias las paradas porque huele mal y mucha basura.
1. gracias por su servicio gratis ano pasado, gracias su amor de la pasajeros. 2. gracias a la amabilidad de los choferes, paciencia. 3. gracias , por mantener los mismos empleados, gracias a todos.
Los choferes tienen que pacientes y ser respetosos y ser amables
Si pueden poner la parad que quitaron hace un Ano 1A antes de llegar a la Ventura Rd hay unos Apartamentos para personas mayores y es difícil a el bus gracias.
Son buenos conductores y muy delicadas pero bien.

APPENDIX 3

Goals, Objectives and Standards for Fixed-Route Service



Goals, Objectives and Standards for Fixed-Route Service Adopted by the Gold Coast Transit District Board on March 1, 2000 (updated in 2009 and 2014)

Goal 1: Increase Mobility Options in the GCTD Service Area

This goal seeks to increase the awareness and attractiveness of GCTD fixed-route service.

Objective: Maintain and attract new ridership to the GCTD fixed-route service.

Minimum Performance Standards:

- During the next **five years** ridership should achieve an annual average increase equal to or greater than the percentage increase in population.
- When GCTD introduces **express services**, the average transit travel time should be no more than 130% of comparable trip time by automobile.
- Routes should be structured so that **transfer activity** shall be kept to a minimum, **not to exceed 30%**.
- Routes should **serve all major activity centers** that can support fixed-route service (such as major employment centers, shopping centers, colleges, other schools, public and private medical facilities, and other major activity centers).
- Develop an **aggressive marketing program** directed at all market segments,
- **especially the "choice" rider.**

Goal 2: Provide Safe and Reliable Transit Service

The purpose of this goal is to enhance the safety and reliability of GCTD transit service so that more of the general public will choose transit for their transportation needs.

Objective: GCTD shall operate vehicles that are clean, comfortable and dependable. GCTD shall provide reliable service.

Minimum Performance Standards:

- 90% of all fixed-route departures should be no more than **five (5) minutes late.**
- **100%** of scheduled departures should be no more than **1 minutes** early.
- Less than **one percent** (1%) of all scheduled trips should be missed on any day service is provided.
- Vehicles should be replaced on a schedule consistent with **FTA lifecycle guidelines.**
- Preventive Maintenance Inspections (PMI) shall be conducted on schedule and consistent with the **manufacturers' recommendations.**

- Maximum load factor should not exceed **1.50 based on seated capacity.**
- Operate a minimum of **50,000 miles between preventable accidents.**
- Operate a minimum of **10,000 miles between road calls.**
- All coach **interiors** shall be **cleaned daily;** **exteriors** shall be cleaned **every other day.**
- Verified passenger complaints shall not exceed **10 per 100,000** boardings annually.

Goal 3: Provide Efficient and Productive Service

This goal addresses the need to maintain cost-effective services in the GCTD service area.

Objective: Minimize operating costs and maximize ridership.

Minimum Performance Standards:

- Minimum productivity should be **20 passengers per hour on trunk routes, and 15 passengers per hour on local routes.**
- Recover at least **20% of operating costs** from passenger fares systemwide.
- Annual increases in operating cost per vehicle hour **should not exceed the CPI** for the Ventura County region.

Goal 4: Provide a Seamless Transit Service in the Region

This goal maximizes convenience for passengers who transfer between systems.

Objective: Coordinate with other regional and local transportation providers.

Minimum Performance Standards:

- Coordinate **schedules with VISTA** to minimize wait times between systems.
- Coordinate **fares with VISTA and Metrolink**, including transfer fare agreements.
- Continue to provide guidance to all jurisdictions regarding bus stop amenities, including benches, shelters, and signage that includes schedule information for each systemserving the transfer point.

For more detailed information on GCTD's planning process, please see GCTD's Fixed-Route Service Planning Guidelines & Evaluation Policy at:

https://www.gctd.org/wp-content/uploads/2021/06/Service_Planing_Guidelines_Evaluation_Policy.pdf

APPENDIX 4

PUBLIC PARTICIPATION PLAN

The main objectives of GCTD Public Participation Plan are to:

- Comply with the public involvement and environmental justice requirements of the Federal and State regulations
- Provide specific opportunities for local citizens and citizen-based organizations to discuss their views and provide input on the subject areas addressed in plans, projects or policies of GCTD
- Inform and educate citizens and other interested parties about ongoing GCTD planning activities, and their potential role in those activities
- Work with other local and state organizations that have similar goals and requirements
- Ensure meaningful access to benefits, services, information, and other important portions of operations and activities for individuals who are limited-English proficient (LEP)

A. General Public Relations and Communications Strategy

GCTD maintains a goal to reach out to as many citizens as possible, whether or not these citizens have a specific interest or knowledge regarding transportation planning. This helps to promote GCTD's presence in the community and establish its role as a community partner. This group of techniques includes the following: community outreach via coalition building; attending various community events, distributing informative announcements in the form of press releases targeted at newspapers; posters or pamphlets displayed in public places; frequent news updates on social networking sites such as Facebook and Twitter. These techniques are great ways to keep the general public aware of the presence of the planning organization and the status of specific projects so that they may develop an interest and choose to become better informed or actively involved.

B. Public Events

There are a broad variety of ways to educate and engage the public. In general, the earlier public involvement is sought, the better. Citizens may feel disenfranchised when they are invited to join late in the process - when the values and goals have already been decided and the details have been figured out. The following tools are arranged from most participatory to least.

Special Events are held to bring attention to a specific activity or issue. Special events may take the form of a community fair or special educational lecture at a business or school. Special events are a great way to expose a large number of people to a project, program or service planning.

Community Roundtable Meetings are the next highest level of participation. Roundtables include the elements of a wide representation of attendees, and a discussion-based agenda. Often a speaker may provide information on a given topic or project, and then the group will discuss the topic at length in a large, small or breakout group format.

Roundtables have the advantage of providing a forum for extensive interaction between community members and leaders.

Public Hearings are usually held when the agency has completed a plan and needs to present it for public review before implementation. If the greater community has been actively involved from the very start, then a public hearing is a formal overview of the proposed changes. As with all of these tools, care must be taken to ensure that the public is made fully aware of the event well in advance, and that the goals and values espoused by the plan are clearly stated. *In accordance with the Brown Act advance public notice is advertised for all Public Hearings*

C. Targeted Marketing and Education

Targeted marketing and education are meant to reach out and provide specific information to specific parties. For example, landowners, city planners, or leaders of an ethnic community may be sought out and personally invited to come to a meeting. Similarly, lower income groups who do not have access to modern forms of technology, such as a computer equipped with internet or a smart phone may be specifically targeted to be educated about the most recent and significant changes in service. Similarly, families and community groups may be targeted to begin a discussion on service improvements within a potentially impacted neighborhood. Targeted marketing and education can take place through direct mail or TV, radio, press advertising, or through classroom education, meetings with specific groups of people such as educators, community stakeholders and other community advocates. It can also be through making direct phone calls or meeting with key people who desire to participate in a given process. This is the most labor intensive and potentially most fruitful way to create a diverse and active public participation process.

D. Communications with Limited-English Proficient (LEP) Persons

Federal and State regulations require GCTD to provide the public with information and to reach out and include traditionally under-served populations. This document has been prepared to serve that purpose. Additionally, GCTD is committed to a transparent decision-making process that actively seeks and incorporates input from a cross section of the community we serve. Together, staff, community stakeholders and members of the public can shape the future of public transit in Ventura County.

All information presented and printed materials are available in both English and Spanish to ensure meaningful access to benefits, services, information, and other important portions of operations and activities for individuals who are limited-English proficient (LEP). GCTD provides Spanish language assistance at all public participation activities and meetings to assure meaningful access. All customer service staff (4 staff members) are fully bilingual and one GCTD customer service staff is tri-lingual speaking English, Spanish and Mixteco. GCTD staff also works with local Mixteco community groups to ensure maximum reach of information as needed.

E. Other Qualitative Input

Members of the public and GCTD employees are valuable sources of information in planning quality bus service. In order to incorporate inputs from these sources, proposed

service changes will be communicated far enough in advance of implementation so that input can be evaluated effectively. This input process will also be applied to any potential fare policy changes.

GCTD's *public input* process includes some or all of the following elements: utilizing Transit Guides stationed at major stops, hosting Public Meetings, attending Community Events and Meetings, Website notices, Radio and Print Ads, and Social Media postings.

GCTD's *employee input* process includes some or all of the following elements: input from Monthly Safety Meetings, Employee Newsletters, Ride Checks, and Coffee with the GM sessions.

In addition, planning staff works with the "Planning Advisory Committee" to get feedback on service plans. The committee is comprised of a mix of senior and newer drivers who are invited to collaborate with planning staff on a regular basis.

Planning Staff works with the Technical Advisory Committee (TAC), VCTC, member cities staff, and other community agencies to gain public input from all communities in the service area. Input from each member city and relevant departments is taken into consideration.

F. How Public Input is Used in the Planning Process

Planning staff evaluates and considers all input received from all sources for possible inclusion in future service changes. Following the input gathering process and completion of service change planning, GCTD attempts to contact the participants where practicable to thank them for their input and impart final results of the plan. Concurrently, GCTD begins implementing the approved marketing and communications plan to promote and educate the public about any planned service changes.

Outlined below are examples of the aforementioned plans in practice:

I) General Public Relations and Communications Strategy (Conducted Annually)

A. Community Outreach

1. Attend community events
 - Community Festivals & Fairs (pre-COVID)
2. Host community meetings
 - Organize community meetings to gauge the public's opinion on the quality of our service in order to establish how to best serve them
 - Distribute survey and comment forms to be completed by the public
3. Implement transit-related public education campaigns
 - Dump the Pump (APTA)
 - Public Transportation Takes Us There (APTA)
 - Get On Board (APTA)
4. Build coalitions
 - Secure partnerships with environmental organizations such as the

Environmental Defense Center- Ventura County and Central Coast Alliance United for a Sustainable Economy (CAUSE)

- Educate and collaborate with disadvantaged community service organizations such as Community Action of Ventura County
 - Collaborate with charitable organizations on specific causes, such as school supply drives for underprivileged students before the beginning of each school year
5. Expand transit in education program
- Establish a local network of school administrators and teachers in an effort to promote the discounted rate for field trips, etc.

B. Printed Communications

Monthly Gold Coast Transit newsletter/e-newsletter

- A monthly newsletter will cover recent GCTD events, accomplishments, partnerships, as well as relevant legislative and mass transit news

Ad placement

- Publish ads that coincide with a specific public education campaign

Bus ads

- Place ads on the interior and exterior of the bus to continuously promote our services and increase brand awareness

Rider alerts

- Place flyers and posters inside all buses and work with Maintenance staff for restocking of materials.

Rider Surveys

- Collect Surveys to gauge public awareness about GCTD services

C. Social Networking and Website

1. Maintain an ongoing, interactive conversation with customers via Facebook, Instagram and Twitter
 - Update posts to reflect any and all GCTD developments as they occur
2. Continue to update GCTD website and add new interactive tools (New Website Launched in 2021)
 - Add module for surveys and questionnaires
 - Promote real time arrival capabilities and mobile apps more prominently
 - Media Center includes the latest news covering GCTD news and events, including photos and videos.

D. Media Outreach

1. Develop and maintain relationships with local media contacts to increase public exposure

2. Distribute press releases to promote GCTD involvement in community events and public education campaigns

II. Targeted Marketing and Education Plan (Conducted Bi-Annually)

A. Community Outreach (Starting at 6 months prior to changes- ongoing)

Community meetings

- Hold bi-lingual community meetings at locations throughout the county and/ or the impacted areas
- Reach out to community organizations to help with recruitment and promotion

Survey Compilation/Comment Forms

- If surveys are deemed beneficial, distribute and collect surveys about proposed changes.

Tabling and in Person Outreach

- Create tabling schedule and alternate locations (i.e. OTC, VTC, etc) and have staff available (Transit Guides) to answer questions about proposed changes
- Distribute educational materials, such as FAQs, to the public

B. Printed Communications (1-3 months prior to changes)

1. Create and distribute bi-lingual rider alerts, posters, postcards and interior car cards
2. Create and distribute GAR materials
3. Ad placement
 - Place ads on the bus advertising new services (i.e. "now serving")
 - Place ads/posters throughout the OTC and VTC

C. Social Networking (1-2 months prior to changes)

1. Post updates on Facebook, Instagram and Twitter
 - Post updates before, day of, and after changes occur
 - Answer any questions or replies from the public
2. Update website
 - Create home page slide advertising new changes and link a page containing more detailing information
3. Email blasts/E-newsletter
 - Send emails to all members of the listserv before, day of, and after the changes occur
4. Live Social Media/Streaming Events
 - Hold bi-lingual community meetings streaming on online platforms such as Facebook Live and Zoom webinars.

D. Media Outreach (2-3 weeks prior to service changes)

1. Press Release

- Distribute to local news outlets
 - Post on all social networking sites and websites
 - Work with member agency PIO's and ask for their cooperation in releasing the press release to their local networks
2. TV
 - If funding allows, create short PSA
 - Leverage city contacts to place the ad on local television at a reduced cost
 3. Radio
 - Create short PSA to be read by radio announcers.
 - Negotiate rates with local radio stations

E. Miscellaneous

1. Phone recording
 - Record short message to be played on GCTD phone system- both administrative offices and the CSC.
2. Develop informational materials for staff
 - Create and disseminate Q&A's, FAQ's, and talking points for all staff to be prepared to answer public inquiries

G. Additional Information for Soliciting Public Comments (As Needed)

Public comments are accepted all year long through a variety of mediums. Interested parties are invited to use one of the tools below to provide their feedback:

- GCTD website - Submit Your Comments Page
- Contact the GCTD Customer Service Center Monday- Friday, 7am-6pm, where bilingual staff are available to take comments
- Attend public Board of Directors meetings on the first Wednesday of every month where there is time allocated for public comment
- Attend public GCTD Technical Advisory Committee Meetings held on the third Wednesday of every month
- Complete and submit a printed comment form, available at the customer service center and administration office
- Leave comments on GCTD's social media sites, including Facebook, Instagram and Twitter
- Email GCTD staff directly. Contact information is available on the staff directory on GCTD's website.
- On-board surveys (conducted as needed)

APPENDIX 5
APPROVAL OF TITLE VI UPDATE DOCUMENTATION
APPROVED BOARD MEETING MINUTES
FROM MAY 4, 2022 MEETING

APPENDIX 6 BUS BOOK

**The full Bus Book can be found here:
<https://www.gctd.org/getting-around/routes-schedules/>**

APPENDIX 7

TITLE VI NOTICE TO THE PUBLIC – ENGLISH & SPANISH



TITLE VI NOTICE TO THE PUBLIC

Gold Coast Transit District (GCTD) is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color, and national origin in accordance with Title VI of the Civil Rights Act of 1964.

Any person who believes that he or she has been subjected to discrimination under Title VI may file a complaint using the contact information below. Complaints must be filed within 180 days of the alleged discriminatory act.

To request additional information on GCTD's Title VI policy and other anti-discrimination obligations, or if information is needed in languages other than English, please contact GCTD using the contact information below.

ANUNCIO PÚBLICO DEL TÍTULO VI

Gold Coast Transit District (GCTD) se compromete a garantizar que ninguna persona sea excluida de participar en, o negado los beneficios de sus servicios sobre la base de raza, color y origen nacional, en conformidad con el Título VI de la Ley de Derechos Civiles de 1964.

Cualquier persona que cree que él o ella ha sido objeto de discriminación bajo el Título VI puede presentar una queja con GCTD. Las quejas deben presentarse dentro de los 180 días del supuesto acto discriminatorio.

Para solicitar información adicional sobre la política del título VI de GCTD y otras obligaciones contra la discriminación, o si se necesita información en idiomas distintos del inglés, por favor, póngase en contacto con GCTD utilizando la información de contacto a continuación.

TO FILE A COMPLAINT | PARA PRESENTAR UNA QUEJA:

MAIL | CORREO GCTD General Manager, 1901 Auto Center Dr., Oxnard, CA93036
PHONE | TELÉFONO PHONE | 805-478-4222 FAX | 805-483-0925
WEB www.GoldCoastTransit.org

APPENDIX 8

ORIGINAL COMPLAINT & RESULTS OF TITLE VI INVESTIGATION

-----Original Message-----

From:

Sent: Monday, May 17, 2021 11:12 AM

To: ridercomments <ridercomments@goventura.org>

Subject: goventura.org Comment - "Bus fee"

From:

Phone:

Message Body:

Hello, I'd like to know to whom would I address a concern about the bus fees. I feel that having a fee for young public school students is completely uncalled for. Students of every age, if in school should have access to free bus transportation. I understand that most schools offer busses to the local children, however this keeps kids in poor districts from being able to participate in the school of choice program. This is unfair to minorities.

Please forward, or inform me to who this complaint should be directed.

Thank you for your time.

--

This e-mail was sent from the Ventura County Transportation Commission comments form (<https://www.goventura.org/>).



July 15, 2021

[REDACTED]
Sent via email
[REDACTED]
Dear [REDACTED]

The matter related to “bus fee” referenced in your email sent May 17th, 2021 to Gold Coast Transit District has been investigated. Your complaint raised two issues of alleged discrimination 1) “students of every age, if in school should have access to free bus transportation” and 2) “kids in poor districts from being able to participate in the school of choice program.” Based on the results of the investigation, we do not find that any provisions of Title VI of the Civil Rights Act of 1964 have been violated. A summary of our findings is below.

Related to the first issue, GCTD participates in the “College Ride” program which enables students from eligible colleges to use their ID to board a GCTD bus fare free. This is a promotional pilot program that us funded through a CA State Cap and Trade grant, which only includes participating local community colleges and universities. Outside this grant program, GCTD’s regular bus fares apply to all adults and youth under 18, with discounted pass options for youth under 18+, seniors, people with disabilities and veterans. To encourage use of public transportation, GCTD offers reduced fares to youth (under 18) who purchase a 15-ride pass (either paper or using Token Transit App). The discounted passes are available to all youth in the GCTD service are and can be used on any bus going to any destination. All GCTD fare options can be found at www.GCTD.org.

Related to the second issue, your complaint included reference to dedicated student transportation (which GCTD does not provide). For dedicated school related transportation, we recommend reaching out to the Ventura Unified School District Transportation Department.

Based on our finding that we do not find that any provisions of Title VI of the Civil Rights Act of 1964 have been violated, I am closing this matter in our files. You have the right to 1) appeal within seven calendar days of receipt of this final written decision from the GCTD, and/or 2) file a complaint externally with the U.S. Department of Transportation and/or the Federal Transit Administration at Federal Transit Administration Office of Civil Rights Attention: Title VI Program Coordinator East Building, 5th Floor - TCR 1200 New Jersey Ave., SE Washington, DC 20590.

Thank you for taking the time to contact us. If I can be of assistance to you in the future, do not hesitate to call me at 805-483-3959x 141 or vanessa@gctd.org

Sincerely,

Vanessa Rauschenberger
Director of Planning and Marketing (Title VI Coordinator)

Cc: Steven P. Brown, General Manager

GOLD COAST TRANSIT DISTRICT

CITY OF OJAI | CITY OF OXNARD | CITY OF PORT HUENEME | CITY OF VENTURA | COUNTY OF VENTURA
1901 AUTO CENTER DRIVE, OXNARD, CA 93036-7966 | P 805.483.3959 | F 805.487.0925 | GCTD.ORG



Item #11

DATE April 6, 2022

TO GCTD Board of Directors

FROM James Beck, Director of Operations & Maintenance *JB*
Matt Miller, Planning Manager *MM*

SUBJECT **Authorize Staff to Develop Application for the FY2022 Low or No Emission Grant Program (Low-No Program) & Receive Report on GCTD's Hydrogen Fuel Cell Zero Emission Project Concept**

SUMMARY

GCTD is eligible to apply for funding for the construction of a Hydrogen fueling facility and Hydrogen Fuel Cell Battery buses through the FTA's Low or No Emission and Bus Program and Grants for Buses and Bus Facilities Program. This year the FTA has combined these programs and made \$1.72 billion available for the purchase of zero-emission buses and support infrastructure. **Staff is recommending the Board of Directors authorize staff to develop an application for funding for a Hydrogen fueling facility and five (5) Hydrogen Fuel Cell Battery buses at an estimated cost of \$8 million due by May 31, 2022.**

BACKGROUND

Each year the FTA makes funds available for the purchase or lease of zero-emission and low-emission transit buses and related infrastructure under the Low or No Emission Vehicle Program. The FTA also makes funds available to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities under the Grants for Buses and Bus Facilities Program. This year, the FTA has combined the Notice of Funding Opportunity (NOFO) to include both programs meaning that a single application can be developed and submitted to both programs for funding. Additionally, funding from the Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act) substantially increased the amount of available funds.

Since the release of this NOFO on March 7, 2022, GCTD staff has discussed various opportunities for a joint application with our local partners at VCTC and Thousand Oaks Transit who were both deliberating about how best to apply for funds. After having follow up meetings with grant consultants, including Stantec who is developing our Zero Emission Strategic Transition Plan, staff decided that it would make the most sense for GCTD to apply to the opportunity to fund GCTD's plan to transition to Hydrogen technology. The application criteria are extensive and would require GCTD partner with a grant writing consultant and bus manufacture to develop a competitive application.

After several in depth discussions with Stantec about how to model the future hydrogen fueling infrastructure to accommodate GCTD's needs in the most efficient and cost-effective manner, staff has concluded building only the hydrogen dispensing fueling station and have the hydrogen delivered to GCTD by an outside provider will be the most prudent path forward. The hydrogen production and fueling industry is evolving rapidly in California, the United States and globally.

GOLD COAST TRANSIT DISTRICT

With this rapid growth comes the real risk of present technology and hydrogen supply options evolving so quickly it could render a selected path of on-site fueling obsolete. This presentation will touch on some of the reasons why GCTD has selected this path and present a comparable model that is being used successfully today.

RECOMMENDATION

It is recommended that the GCTD Board of Directors receive this presentation and authorize staff to develop an application for funding for a Hydrogen fueling facility and Hydrogen Fuel Cell Battery buses due to the FTA by May 31, 2022.

General Manager's Concurrence



Vanessa Rauschenberger



Item #12

DATE April 6, 2022
TO GCTD Board of Directors
FROM Austin Novstrup, Transit Planner II *ARN*
SUBJECT **Receive Presentation and Provide Input on Bus Stop Improvement Plan**

Summary

The purpose of the GCTD Bus Stop Improvement Plan is to identify needed improvements throughout the GCTD service area and provide a deliberate, sustainable, and equitable approach for future transit infrastructure investments. The plan will combine public feedback, frontline knowledge, and stop level and demographic data to create lists of prioritized projects in four improvements areas: Safety and Accessibility, Amenity Maintenance, New Amenities, and Operational Improvements.

Background

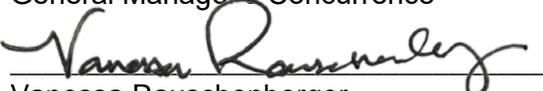
In the summer of 2021 Planning Staff completed an update to the GCTD bus stop inventory. The updated inventory was the most comprehensive assessment of GCTD bus stops to date including numerous stop attributes, amenity information, condition assessment and photos. Attachment A is a graphical summary the 2021 Bus Stop Inventory. Seeking to leverage the detailed data now available planning staff began the development of a Bus Stop Improvement Plan in September 2021 outreach efforts began with a mapping exercise that invited GCTD Operators use their expert knowledge of our system to identify stops in need of amenities, maintenance or safety improvements. Outreach efforts continued in October of 2021 with weekly social media postings inviting feedback from the public on desired improvements to GCTD bus stops. Planning staff also developed methodology for prioritizing projects based on both stop utilization and demographic data and has prepared preliminary recommendations for projects to be included in the plan.

For this item staff will provide a presentation and verbal update on development of the GCTD Bus Stop Improvement Plan including preliminary findings and recommendations.

RECOMMENDATION

It is recommended that the GCTD Board of Directors receive and file this report and presentation and provide any feedback to staff.

General Manager's Concurrence


Vanessa Rauschenberger

Attachment A: 2021 Bus Stop Inventory Summary

GOLD COAST TRANSIT DISTRICT

City of Oxnard

BUS STOP ASSETS



203 Benches

202 non-ad benches
1 concrete bench



91 Shelters

45 Ad Shelters
43 Basic Shelters
3 Custom Shelters



40 Bike Racks

31 stops with 1 rack
8 stops with 2 racks
1 stops with 5+ racks



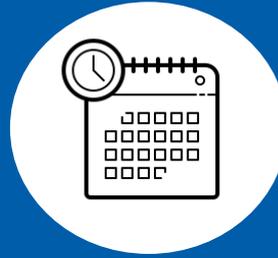
141 Trash Bins

Regular trash bins



119 Lights

119 stops with lighting
220 stops *without* lighting



126 Panels

10 Digital real-time arrival signs
91 generic panels
24 timepoint panels
1 summary panels

BUS STOP ATTRIBUTES



PARKING RESTRICTION

99 stops with 'no parking' sign
107 stops with red curb
70 stops with red curb and 'no parking' sign

68

CONCRETE BUS PADS

68 stops with concrete bus pads



CONNECTED SIDEWALKS

330 stops with connected sidewalks 5ft+ width
3 stops with connected sidewalks under 5 ft
6 stops located on off-road/shoulder/no curb or sidewalk



SHARED STOPS

6 stops shared with VCTC
1 stop shared with VCTC/Metrolink/Amtrak

339

Total Bus Stops



City of Ventura

BUS STOP ASSETS



186 Benches

184 non-ad benches
2 other/concrete-benches



31 Shelters

19 Art Shelters
10 Basic Shelters
2 Custom Shelters



19 Bike Racks

17 stops with 1 rack
2 stops with 2 racks



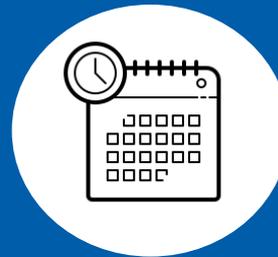
89 Trash Bins

42 Regular trash bins
46 Regular/Recycle bins
1 Recycle bins



80 Lights

80 stops with lighting
119 stops *without lighting*



120 Panels

8 Digital real-time arrival signs
91 generic panels
12 timepoint panels
9 summary panels

BUS STOP ATTRIBUTES



PARKING RESTRICTION

44 stops with 'no parking' sign
83 stops with red curb
31 stops with red curb and 'no parking' sign

29

CONCRETE BUS PADS

29 stops with concrete bus pads



CONNECTED SIDEWALKS

190 stops with connected sidewalks 5ft+ width
5 stops with connected sidewalks under 5 ft
4 stops located on off-road/shoulder/no curb or sidewalk



SHARED STOPS

7 stops shared with VCTC



GCTD SYSTEM MAP

25 stops with GCTD system map

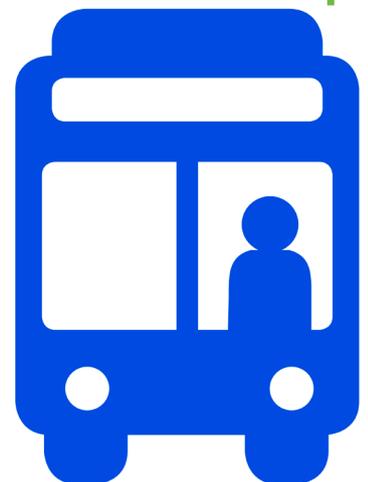


SMOKING

21 cigarette buds holders
3 no smoking signs

199

Total Bus Stops



City of Ojai

BUS STOP ASSETS



7 Benches
7 non-ad benches



3 Shelters
2 Custom Shelters
1 Permanent Shelter



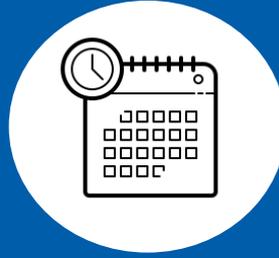
4 Bike Racks
4 stops with 1 rack



5 Trash Bins
2 Regular trash bins
1 Regular/Recycle bins
2 Recycle bins



3 Lights
3 stops with lighting
3 stops *without lighting*



5 Panels
2 Digital real-time arrival signs
2 generic panels
1 timepoint panels

BUS STOP ATTRIBUTES



PARKING RESTRICTION
3 stops with red curb

3

CONCRETE BUS PADS
3 stops with concrete bus pads



CONNECTED SIDEWALKS
5 stops with connected sidewalks 5ft+ width
1 stops located on off-road/shoulder/no curb or sidewalk



SHARED STOPS
4 stops shared with Ojai Trolley

6

Total Bus Stops



City of Port Hueneme

BUS STOP ASSETS



28 Benches

21 non-ad benches
7 leaning benches



7 Shelters

6 Basic Shelters
1 Permanent Shelter



6 Bike Racks

6 stops with 1 rack



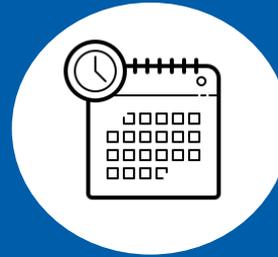
8 Trash Bins

8 Regular trash bins



12 Lights

12 stops with lighting
23 stops **without lighting**



6 Panels

4 generic panels
1 timepoint panels
1 summary panels

BUS STOP ATTRIBUTES



PARKING RESTRICTION

5 stops with 'no parking' sign
15 stops with red curb
10 stops with red curb and 'no parking' sign

1

CONCRETE BUS PADS

1 stops with concrete bus pads



CONNECTED SIDEWALKS

34 stops with connected sidewalks 5ft+ width
1 stops with connected sidewalks under 5 ft

35

Total Bus Stops



County of Ventura

BUS STOP ASSETS



35 Benches

35 non-ad benches



26 Shelters

26 Basic Shelters



No Bike Racks



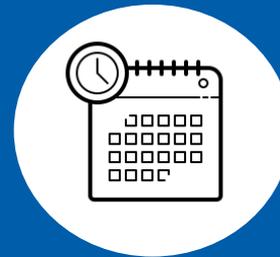
51 Trash Bins

28 Regular trash bins
23 Recycle bins



4 Lights

4 stops with lighting
63 stops *without*
lighting



10 Panels

2 Digital real-time arrival signs
6 generic panels
2 timepoint panels

BUS STOP ATTRIBUTES



PARKING RESTRICTION

6 stops with 'no parking' sign
5 stops with red curb
2 stops with red curb and 'no parking' sign

9

CONCRETE BUS PADS

9 stops with concrete bus pads



CONNECTED SIDEWALKS

31 stops with connected sidewalks 5ft+ width
2 stops with connected sidewalks under 5 ft
34 stops located on off-road/shoulder/no curb or sidewalk

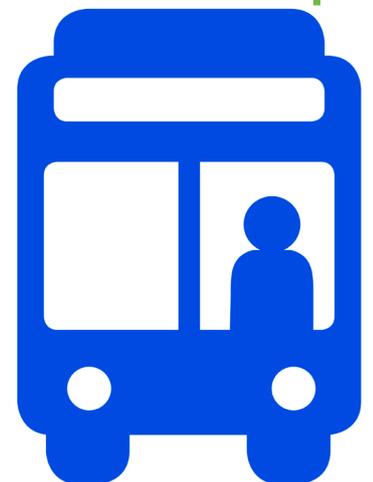


SHARED STOPS

2 stops shared with Ojai Trolley

67

Total Bus Stops



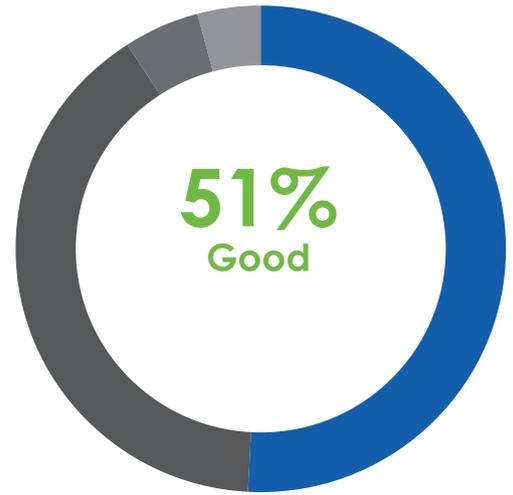


Shelter Conditions by Jurisdiction

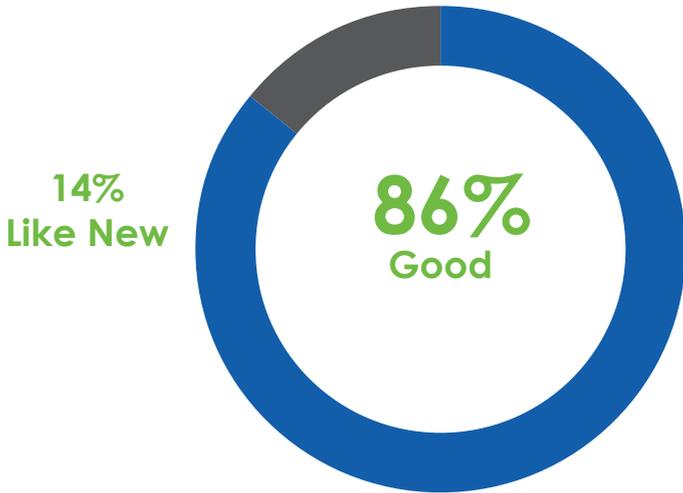


City of Ojai

4%
Like New
5%
Poor
40%
Fair

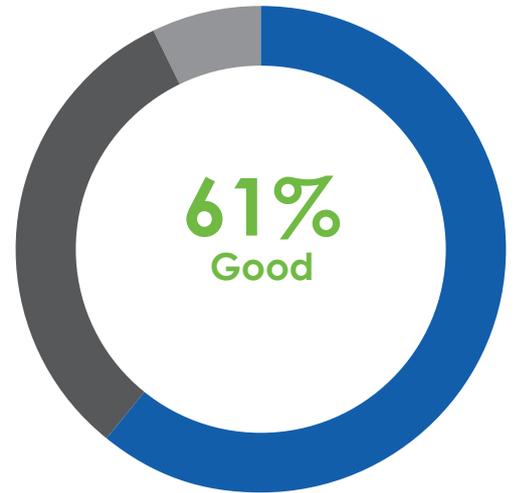


City of Oxnard



City of Port Hueneme

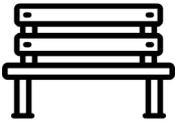
7%
Like New
32%
Fair



City of Ventura

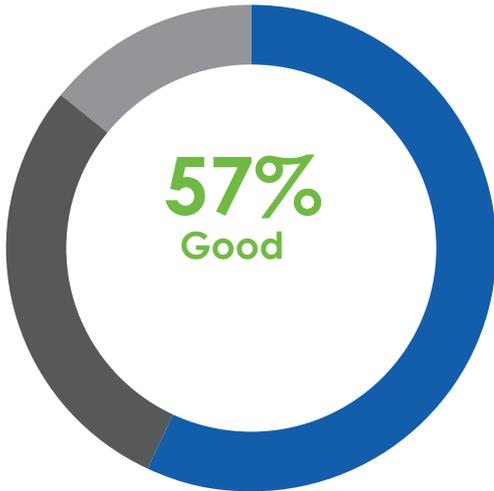


County of Ventura



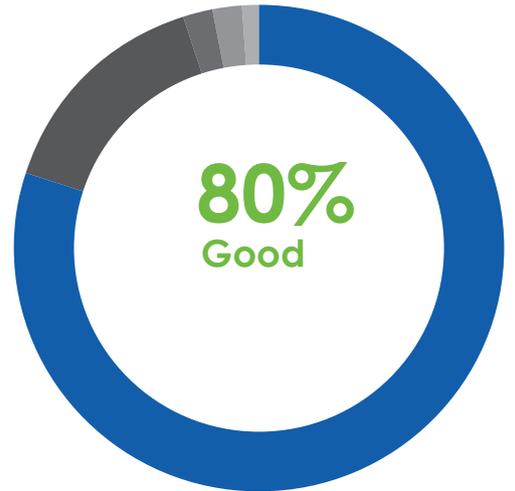
Bench Conditions by Jurisdiction

14%
Like New
29%
Fair



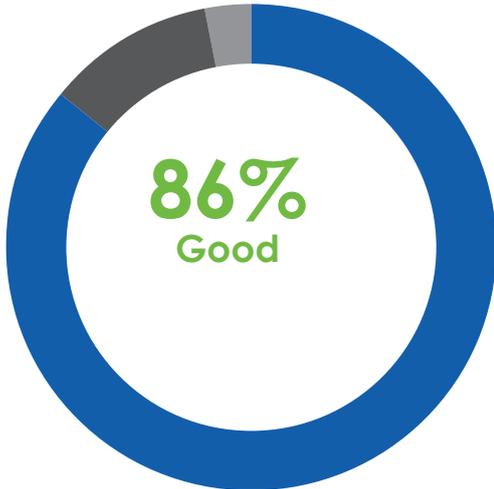
City of Ojai

1%
Missing
2%
Like New
2%
Poor
15%
Fair



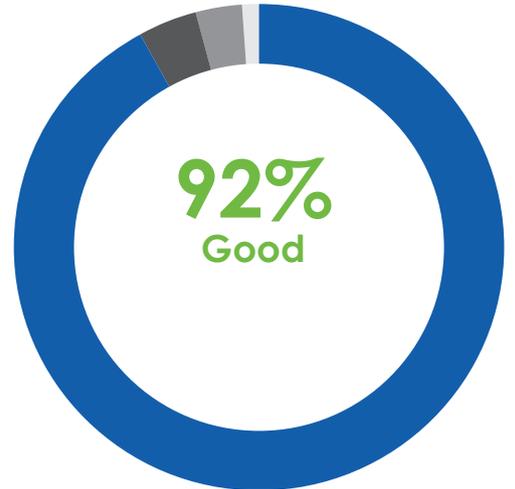
City of Oxnard

3%
Like New
11%
Fair



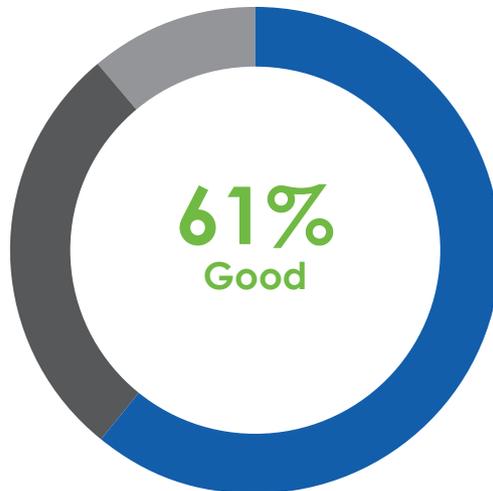
City of Port Hueneme

1%
Poor
3%
Fair
4%
Like New



City of Ventura

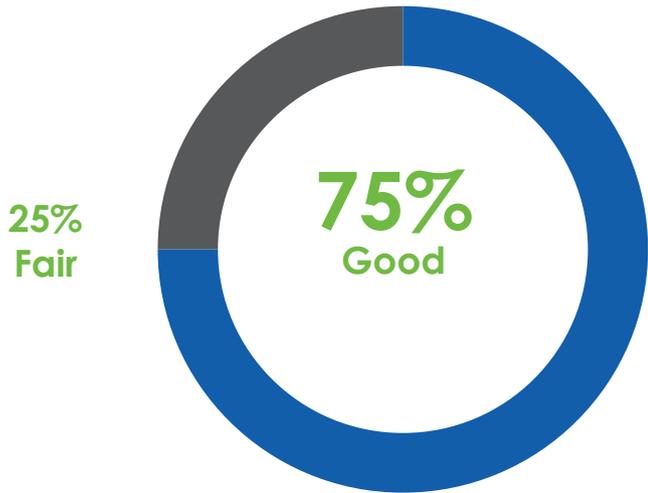
11%
Fair
28%
Like New



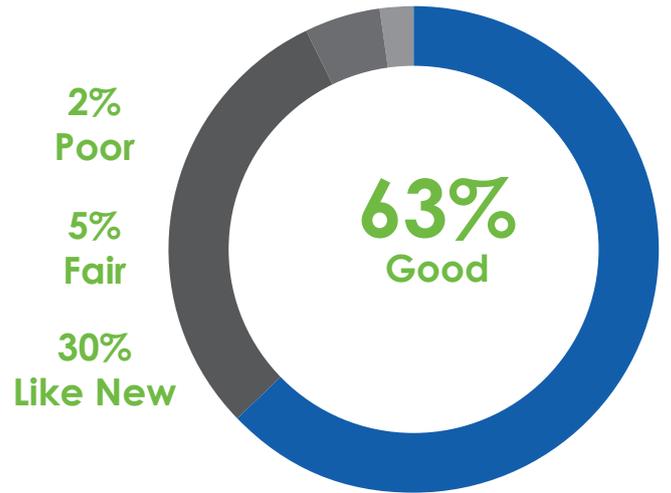
County of Ventura



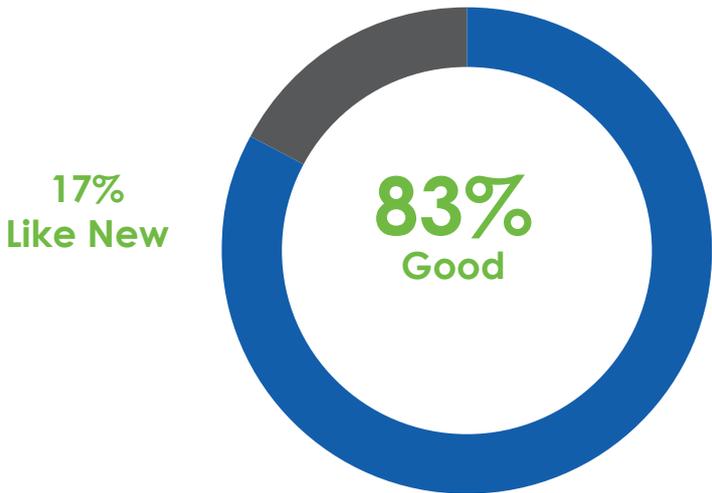
Bike Rack Conditions by Jurisdiction



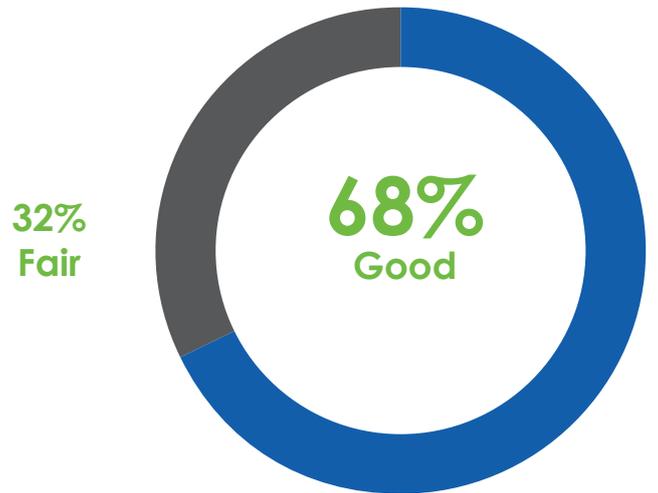
City of Ojai



City of Oxnard



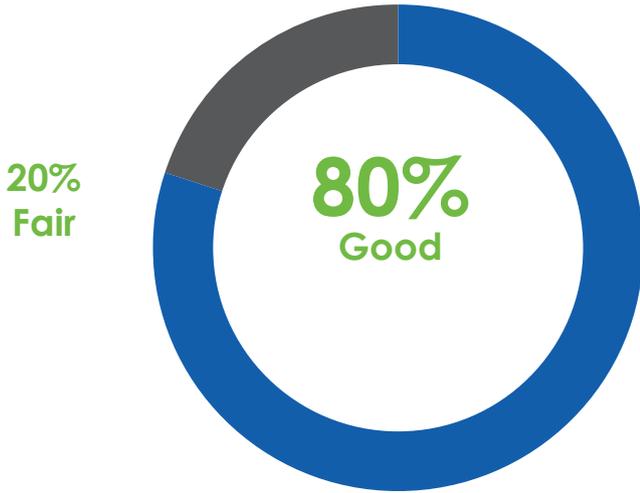
City of Port Hueneme



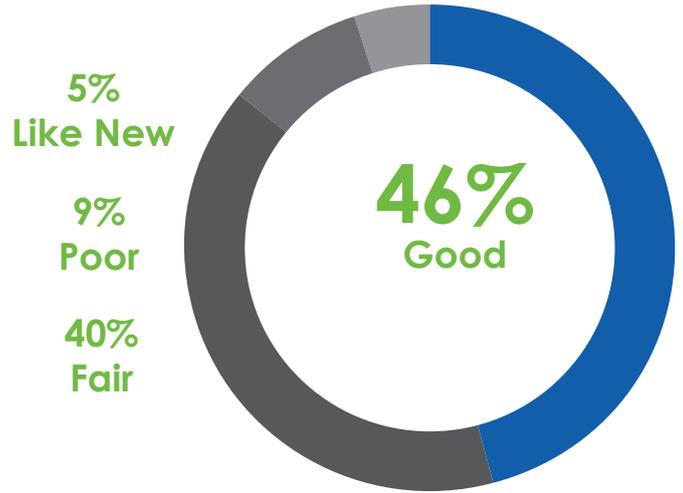
City of Ventura



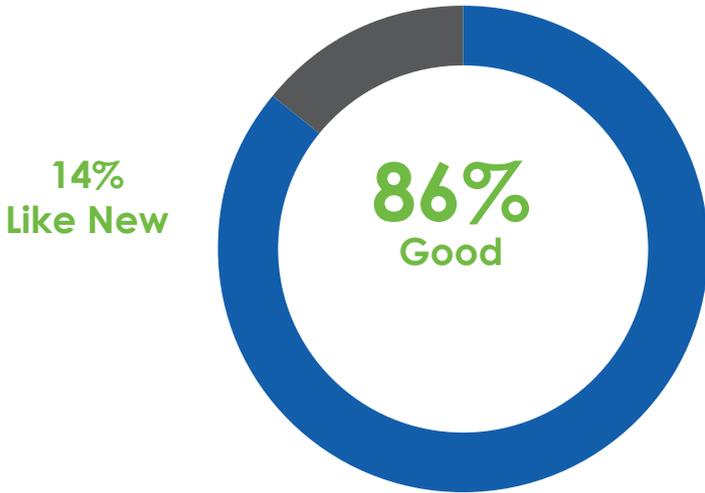
Trash Bin Conditions by Jurisdiction



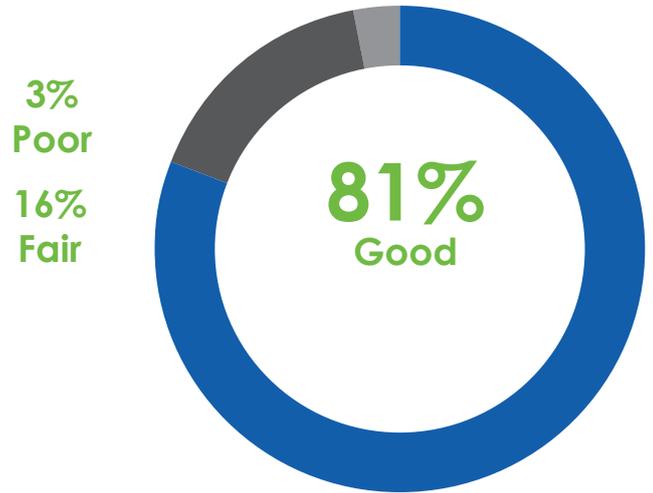
City of Ojai



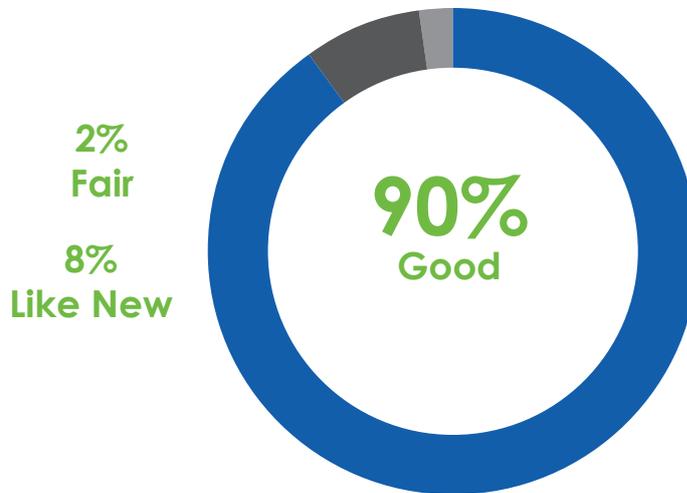
City of Oxnard



City of Port Hueneme



City of Ventura



County of Ventura



Item #13

DATE April 6, 2022
TO GCTD Board of Directors
FROM Vanessa Rauschenberger, General Manager
SUBJECT **Discuss Future Agenda Items**

SUMMARY

It is recommended that the Board of Directors provide input to staff on future agenda items that they would like staff to review and/or report on in a future meeting.

FUTURE AGENDA ITEMS

Below are some of the future agenda items planned. To help staff prioritize timing of reports, staff seeks input on these items or other items that the Board is interested in discussing.

Future Agenda Items

- Zero Emissions Transition Planning
- Review of Bylaws, Goals & Objectives
- Budget for FY 2022-2023
- Discuss VCTC Transit Integration and Efficiency Study (TIES)
- Redevelopment of 301 Property
- *Other Items?*

Future Routine Items

- Monthly Financial Statements & Procurement Reports
- Monthly Operations & Maintenance Update
- Quarterly Fixed-Route & Paratransit Performance Reports
- Bi-Annual Service Plan & Outreach Updates
- Quarterly Human Resources & Staffing Updates

CONCLUSION

It is recommended that the Board of Directors provide input to staff on future agenda items that they would like staff to review and/or report on in a future meeting.

GOLD COAST TRANSIT DISTRICT