



**VENTURA COUNTY TRANSPORTATION COMMISSION  
LOCAL TRANSPORTATION AUTHORITY  
AIRPORT LAND USE COMMISSION  
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES  
CONSOLIDATED TRANSPORTATION SERVICE AGENCY  
CONGESTION MANAGEMENT AGENCY**  
[www.goventura.org](http://www.goventura.org)

## **AGENDA\***

*\*Actions may be taken on any item listed on the agenda*

**CAMARILLO CITY HALL  
COUNCIL CHAMBERS  
601 CARMEN DRIVE  
CAMARILLO, CA  
FRIDAY, APRIL 1, 2022  
9:00 A.M.**

*In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Commission at (805) 642-1591 ext. 101 or via email at [ribarra@goventura.org](mailto:ribarra@goventura.org). Notification of at least 48 hours prior to meeting time will assist staff in assuring those reasonable arrangements can be made to provide accessibility to the meeting.*

**1. CALL TO ORDER**

**2. PLEDGE OF ALLEGIANCE**

**3. ROLL CALL**

**4. PUBLIC COMMENTS** – *Each individual speaker is limited to speak three (3) continuous minutes or less. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three-minute time limitation. Depending on the number of items on the agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.*

*Under the Brown Act, the Board should not take action on or discuss matters raised during Public Comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.*

5. **CALTRANS REPORT** - *This item provides the opportunity for the Caltrans representative to give updates and status reports on current projects.*
6. **COMMISSIONERS/EXECUTIVE DIRECTOR REPORT** - *This item provides the opportunity for the commissioners and the Executive Director to report on attended meetings/conferences and any other items related to Commission activities.*
7. **ADDITIONS/REVISIONS** – *The Commission may add an item to the agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*
8. **CONSENT CALENDAR** - *All matters listed under the Consent Calendar are considered to be routine and will be enacted by one vote. There will be no discussion of these items unless members of the Commission request specific items to be removed from the Consent Calendar for separate action.*
  - 8A. **[APPROVE MINUTES FROM MARCH 4, 2022- PG.5](#)**  
**Recommended Action:**
    - *Approve the summary minutes of MARCH 4, 2022.***Responsible Staff: Roxanna Ibarra**
  - 8B. **[MONTHLY BUDGET REPORTS- PG.11](#)**  
**Recommended Action:**
    - *Receive and file the monthly budget report for MARCH 2022.***Responsible Staff: Sally DeGeorge**
  - 8C. **[COVID-19 LEAVE BENEFITS IN CALIFORNIA AB 84- PG.19](#)**  
**Recommended Action:**
    - *Approve the COVID-19 leave benefits provided in the California Legislature’s AB 84 retroactive to January 1, 2022.***Responsible Staff: Martin Erickson**
  - 8D. **[BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT- PG.21](#)**  
**Recommended Action:**
    - *Receive and File***Responsible Staff: Claire Grasty and Dolores Lopez**
  - 8E. **[MOTION TO RE-AUTHORIZE REMOTE TELECONFERENCE MEETINGS OF THE LEGISLATIVE BODIES OF THE VENTURA COUNTY TRANSPORTATION COMMISSION, INCLUDING ALL ASSOCIATED AGENCIES, AUTHORITIES, AND COMMITTEES, DUE TO THE IMMINENT RISKS TO THE HEALTH AND SAFETY OF ATTENDEES AND MAKING RELATED FINDINGS PURSUANT TO AB 361- PG.27](#)**  
**Recommended Action:**
    - *It is recommended that the Ventura County Transportation Commission (“Commission”), on behalf of itself and in the role as the Local Transportation Authority, ALUC, Service Authority for Freeway Emergencies, Consolidated Transportation Service Agency and CMA, make a motion, pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1]), to reauthorize remote teleconference meetings of all legislative bodies of the Commission, including all associated agencies, authorities and committees,*

due to imminent risk to the health and safety of attendees if the meetings are held in person.

**Responsible Staff: Steve Mattas**

**DISCUSSION CALENDAR:**

**9. FISCAL YEAR DRAFT BUDGET 2022/2023- PUBLIC HEARING- PG.29**

***Recommended Action:***

- Conduct Public Hearing to receive testimony on the Fiscal Year 2022/2023 Draft Budget.
- Receive the Fiscal Year 2022/2023 Draft Budget.
- Direct staff to adjust the contingency reserve for the Local Transportation Fund (LTF) apportionment to fifteen percent (15%) for Fiscal Year 2022/2023.

**Responsible Staff: Martin Erickson and Sally DeGeorge**

**10. LEGISLATIVE UPDATE – PG.33**

***Recommended Action:***

- *Receive and file.*

**Responsible Staff: Darrin Peschka**

**11. OUTREACH UPDATE- PG.53**

***Recommended Action:***

- *Receive and file.*

**Responsible Staff: Darrin Peschka**

**12. ALLOCATION OF FISCAL YEAR 2021/2022 LOW CARBON TRANSIT OPERATIONS PROGRAM FUNDS- PG.55**

***Recommended Action:***

- Approve the Ventura County Transportation Commission (VCTC) FY 2021/22 Low Carbon Transit Operations Program (LCTOP) Allocation Request of \$2,078,719 for the following projects:
  - \$1,061,651 for the Youth Ride Free Pilot Project (includes a total of \$44,583 of FY 2021/22 LCTOP funds contributed by the cities of Camarillo, Moorpark, Simi Valley and Thousand Oaks), and
  - \$1,017,068 for Metrolink Weekend Service.
- Adopt Resolution 2022-01 in Attachment 1, authorizing the Executive Director to execute all required documents including the Certifications and Assurances and Authorized Agent Form (Exhibits A and B) to receive VCTC's FY 2021/22 Low Carbon Transit Operations Program funds.
- Approve programming Southern California Regional Rail Authority's (SCRRA) LCTOP revenue formula amount for the portion of the service within Ventura County which totals \$214,227 to provide discounted ticket fares for low-income riders.

**Responsible Staff: Heather Miller**

**13. VCTC GENERAL COUNSEL'S REPORT:**

**14. AGENCY REPORTS:**

**Southern California Association of Governments (SCAG)**

Primary: Commissioner Mike Judge

**Southern California Regional Rail Authority (Metrolink-SCRRA)**

Primary: Vice-Chair Tony Trembley

Alternate: Daniel Chavez

**Los Angeles-San Luis Obispo (LOSSAN) Rail Corridor Agency (Amtrak Pacific Surfliner)**

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Jim White

**Coastal Rail Coordinating Council**

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Richard Rollins

**California Association of Councils of Governments**

Primary: Commissioner Carmen Ramirez

**California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White

Alternate: Commissioner Lynn Edmonds

**15. ADJOURN to 9:00 a.m. Friday, MAY 6, 2022.**



Item #8A

April 1, 2022

**MEETING MINUTES OF MARCH 4, 2022, VCTC COMMISSION MEETING  
AT 9:00 A.M. VIA ZOOM**

**CALL TO ORDER:**

Chair Trembley called the regular meeting of the Ventura County Transportation Commission to order at 9:01 A.M. Via-Zoom.

**PLEDGE OF ALLEGIANCE** was led by Commissioner Weirick.

**ROLL CALL/MEMBERS PRESENT:**

Tony Trembley, City of Camarillo  
Claudia Bill-de la Peña, City of Thousand Oaks  
Daniel Chavez, Citizen Rep., Cities  
Lynn Edmonds, City of Fillmore  
Chris Enegren, City of Moorpark  
Robert Huber, County of Ventura  
Mike Johnson, City of Ventura  
Mike Judge, City of Simi Valley  
Matt LaVere, County of Ventura  
Bryan MacDonald, City of Oxnard  
Linda Parks, County of Ventura  
Carmen Ramirez, County of Ventura  
Richard Rollins, City of Port Hueneme  
Andy Sobel, City of Santa Paula  
Tony Tavares, Caltrans District 7 Director  
William Weirick, City of Ojai  
Jim White, Citizen Rep., County

**ABSENT:**

Kelly Long, County of Ventura

**4. PUBLIC COMMENTS** – There were no public comments.

**5. CALTRANS REPORT** – Caltrans District Director Tony Tavares gave the monthly March Caltrans project report to the commission.

## 6. COMMISSIONERS/EXECUTIVE DIRECTOR REPORT –

Commissioner Edmonds was very pleased to see CalVans supporting the farmworkers by transporting them from the camps where they are housed to their jobs.

Vice-Chair MacDonald announced Vanessa Rauschenberger is the new general manager for Gold Coast Transit District and would start in her new role effective March 7, 2022. Vice-Chair MacDonald also announced Steve Brown's last day as general manager was effective March 4, 2022 and thanked him for his years of service to Gold Coast Transit District.

Commissioner Johnson announced he would be spearheading a working group called Ventura County Bikes and stated he would be sending out an email with information to members and invited other members from other jurisdictions to participate.

Commissioner Chavez congratulated Vanessa Rauschenberger on her appointment as Gold Coast Transit District's new general manager. Commissioner Chavez also stated he participated in the first session of SCAG's Housing Policy Leadership Academy and there would be ten sessions to follow circulating around housing. He is looking forward to being able to interject transit needs.

Executive Director Martin Erickson stated March 4, 2022, was Employee Appreciation Day and VCTC acknowledged staff via its social media platforms. Mr. Erickson also reported to commissioners VCTC is looking to hold its April 1, 2022, commission meeting in person as well as the Goal Setting Session and stated a possible date had been established for April 13, 2022, from 9:00am to 2:00pm. Mr. Erickson also reported he was happy to announce that as part of the ITIP project the Leesdale siding had been identified and is in the pipeline to bring rail improvements to the county. He also reported transit staff was coordinating with a service animal training organization Joyful Paws to help orient the team, the handlers and the service animals. Mr. Erickson also announced that SBCAG and Ventura County Transportation Commission had partnered to purchase 5 over the road electric coach buses with the TIRCP funded grant that would be the first over the road battery electric buses to be put into commuter service as part of the successful Coastal Express.

7. **ADDITIONS/REVISIONS** – There were none.

## 8. CONSENT CALENDAR –

**Commissioner Chavez** moved to approve consent calendar items 8A through 8H. **Commissioner LaVere** seconded the motion. **Commissioner Sobel** abstained from agenda item 8A February minutes due to his absence at the February commission meeting. The motion passed unanimously.

### 8A. APPROVE MINUTES FROM FEBRUARY 4, 2021

#### Recommendation:

- Approve the summary minutes of February 4, 2022.

**Commissioner Sobel** abstained from agenda item 8A February minutes due to his absence at the February commission meeting.

### 8B. MONTHLY BUDGET REPORTS

#### Recommendation:

- Receive and file the monthly budget report for January 2022.

### 8C. OTHER POSTEMPLOYMENT BENEFITS (OPEB) TRUST STRATEGY CHANGE

#### Recommendation:

- Change the CalPERS California Employers' Retiree Benefit Trust Investment to Strategy.

**8D. INVESTMENT POLICY**

- Adopt the Investment Policy as shown in the Attachment.

**8E. MOTION TO RE-AUTHORIZE REMOTE TELECONFERENCE MEETINGS OF THE LEGISLATIVE BODIES OF THE VENTURA COUNTY TRANSPORTATION COMMISSION, INCLUDING ALL ASSOCIATED AGENCIES, AUTHORITIES, AND COMMITTEES, DUE TO THE IMMINENT RISKS TO THE HEALTH AND SAFETY OF ATTENDEES AND MAKING RELATED FINDINGS PURSUANT TO AB 361-Recommendation:**

- It is recommended that the Ventura County Transportation Commission (“Commission”), on behalf of itself and in the role as the Local Transportation Authority, ALUC, Service Authority for Freeway Emergencies, Consolidated Transportation Service Agency and CMA, make a motion, pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1], to reauthorize remote teleconference meetings of all legislative bodies of the Commission, including all associated agencies, authorities and committees, due to imminent risk to the health and safety of attendees if the meetings are held in person.

**8F. EXPEDITED PROGRAMMING OF CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS FROM THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) Recommendation:**

- Approve \$12,215,501 in IIJA CMAQ funds for the projects listed in Attachment A.

**8G. MOTORIST AID PROGRAM BUDGET AMENDMENT Recommendation:**

- Amend the Fiscal Year 2021/2022 Motorist Aid Services budge by increasing the Consultant Services line item by \$289,100.
- Amend the Fiscal Year 2021/2022 Service Authority for Freeway Emergencies (SAFE) Revenue and Fund Transfer line item by an increase of \$289,100.

**8H. REBUILD AMERICAN INFRASTRUCTURE WITH SUSTAINABLITY AND EQUITY (RAISE) GRANT PROGRAM Recommendation:**

- Approve submission of a grant application requesting \$25 million from the RAISE Program for final design for the US 101 Auxiliary Lanes project.

**DISCUSSION CALENDAR:**

**9. LEGISLATIVE UPDATE Recommendation:**

- Receive and file.

Darrin Peschka gave a PowerPoint presentation to the commission regarding the legislative update. The commission received and filed Ms. Peschka’s legislative update.

**10. VENTURA COUNTY COMPREHENSIVE TRANSPORTATION PLAN UPDATE Recommendation:**

- Receive a presentation on the status of the Comprehensive Transportation Plan Update and provide feedback on the emerging themes, strategies and actions.

Caitlin Brooks and Bill Delo, consultant with IBI Group gave a PowerPoint presentation and update on the Ventura County Comprehensive Transportation Plan. During the presentation there was feedback and input from commissioners to staff regarding the Ventura County Comprehensive Transportation Plan Update. Staff made note of the feedback and input from the commission at this time and also stated to the commission they will continue to gather input from commissioners as they move forward with the Ventura County Comprehensive Transportation Plan.

## **11. FREEWAY SERVICE PATROL ONE YEAR ANNIVERSARY REPORT AND 2021 DRIVER OF THE YEAR RECOGNITION**

### **Recommendation:**

- Receive and file a report on the first year of Ventura County Freeway Service Patrol operations.
- Recognize Richard Henderson as the Ventura County FSP Driver of the Year for providing outstanding service to the motorist public.

Amanda Fagan gave a PowerPoint presentation to the commission on the Freeway Service Patrol One Year Anniversary and presented Mr. Richard Henderson with the FSP 2021 Driver of the Year Recognition Award for his outstanding service. Driver Richard Henderson was happy to receive the FSP 2021 Driver of the Year award. Commissioners Edmonds, White and Bill-de la Peña, congratulated and thanked Mr. Henderson and the FSP program for its success out in Ventura County community.

We received public comment on item 11 from Ms. Crystal Stratton and Patty Kelly who have utilized the Freeway Service Patrol program and were thankful for the service that was provided to them in their time of need. Ms. Stratton and Ms. Kelly thanked the FSP drivers who were able to rescue them from their car situations along the 101 freeway. Both Ms. Stratton and Ms. Kelly stated this is a wonderful service to the Ventura County community.

The commission received and filed the Freeway Service Patrol One Year Anniversary Report and 2021 Driver of the Year Recognition update.

## **12. PORTOFINO PLACE CONSISTENCY AND DETERMINATION**

### **Recommendation:**

- The Ventura County Airport Land Use Commission make a determination that the Portofino Place project as proposed is consistent with the Ventura County Airport Comprehensive Land Use Plan.

Chair Trembley opened the Portofino Place Consistency and Determination Public Hearing at 10:41am. Commissioner Chavez recused himself from participation on this item due to his role on the Oxnard Planning Commission as they have already made a decision on this project. Commissioner Chavez stated he would rejoin the meeting once item 11 decision had been decided. Amanda Fagan gave a PowerPoint presentation to the commission. The public hearing was closed at 10:48am.

One public comment was received from City of Oxnard Planning and Environmental Service Manager Scott Kolwitz. Mr. Kolwitz made a few comments and supports the commission moving forward.

Commissioner LaVere moved to approve item 11; the motion was seconded by Commissioner MacDonald. The motion passed unanimously.

## **13. TRANSIT INTEGRATION AND EFFICIENCY STUDY (TIES) DISCUSSION ON TRANSIT CONSOLIDATION**

### **Recommendation:**

- The commission participates in a discussion on the Transit Integration and Efficiency Study (TIES) regarding transit consolidation and provide direction to staff.

Executive Director Martin Erickson along with Aaron Bonfilio and consultant Jeremiah LaRose from Fehr & Peers put together a Power Point presentation. Mr. Erickson walked the commission through the Power Point presentation regarding the Transit Integration and Efficiency Study (TIES) discussion on transit consolidation.

The following public comment was received from the following members of the public regarding item 13:



Brian Gabler, City Manager for City of Simi Valley is in support of the Transit Integration and Efficiency Study Ties but stated he would like to see the consultants reach out to city managers that are transit operators and let them weigh in on what is being proposed and provide input on where this study is going.

Brian Chong, City Manager for City of Moorpark commented they are also supportive of the efforts of the TIES study; however the City of Moorpark currently has no unmet transit needs but is open to other options and working forward to seeing what that looks like to the City of Moorpark.

Dave Klotzle, Camarillo Public Works Director, is looking forward to the study and exploring all alternative options and input from the public, cities, commissioners and feels the study needs to be completed before any detail or further input is considered as the study progress.

Nader Heydari, City Engineer for the City of Thousand Oaks stated he is looking forward to the conclusion of the study and findings and being able to evaluate those findings further. Looking at the parameters and impacts to any great changes to the transit system. They understand the opportunity to improve transit.

Steve Brown, General Manager for Gold Coast Transit District stated it's important to finalize this study and work towards what ever the outcome is. Staff has worked closely with the consultants of the study and are in favor with the conclusion of the study and moving forward.

Chris Jetton, Lieutenant with the California University Channel Island Police department parking service on campus. The university is looking forward to the study focusing on getting their students to be able to get to and from the university in an economical manner. Mr. Jetton stated it is important to continue with and finish the study that is currently making its progress before we get into discussion about what should move forward.

Chair Trembley stated that based on commissioners discussion and comments the guidance would be to make sure consultants reach out to City Managers to participate in the Transit Integration and Efficiency Study.

#### **14. CLOSED SESSION**

##### **Conference with Labor Negotiators**

**(Pursuant to Government Code Section 54957.5)**

**Agency Designated Representative: Martin Erickson**

**Employee Organization: All unrepresented employees except the Executive Director.**

The commission went into closed session at 11:36am. General Counsel Steve Mattas stated there would be no reportable action at this time.

**14. VCTC GENERAL COUNSEL'S REPORT:** None.

#### **15. AGENCY REPORTS:**

##### **Southern California Association of Governments (SCAG)**

Primary: Commissioner Mike Judge

Commissioner Judge stated the clerk of the commission forwarded to commissioners the Sustainability Study presentation via email.

##### **Southern California Regional Rail Authority (Metrolink-SCRRRA)**

Primary: Chair Tony Trembley

Alternate: Daniel Chavez

Chair Trembley stated that Metrolink on February 1, went away 100% from fossil fuel and is now the first in the world to transition to an all-locomotive renewable diesel fleet. He also reported that on April 4, two thirds

of the Metrolink service will be restored as you are starting to see a slow recovery on ridership from five percent to seven percent. Transit Equity Day on February 4<sup>th</sup> was a success and Metrolink has approved free fare on Earth Day which will be April 22<sup>nd</sup>.

**Los Angeles-San Luis Obispo (LOSSAN) Rail Corridor Agency (Amtrak Pacific Surfliner)**

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Jim White

Vice-Chair MacDonald stated the clerk of the commission sent to commissioners the LOSSAN reports.

Commissioner White state only thing to add is the ridership update shows about 76,000 riders in June.

**Coastal Rail Coordinating Council**

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Richard Rollins

No reports at this time.

**California Association of Councils of Governments**

Primary: Commissioner Carmen Ramirez

No report at this time.

**California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White

Alternate: Commissioner Lynn Edmonds

Commissioner White stated CalVans is concerned with the catalytic converter problems that are going on and there is some legislation talk regarding the catalytic converter issue.

**17. ADJOURN to 9:00 a.m. Friday, April 1, 2022**



Item #8B

April 1, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: SALLY DEGEORGE, FINANCE DIRECTOR**

**SUBJECT: MONTHLY BUDGET REPORT**

**RECOMMENDATION:**

- Receive and file the monthly budget report for February 2022.

**DISCUSSION:**

The monthly budget report is presented in a comprehensive, agency-wide format on a modified accrual basis. The reports include a combined Balance Sheet, a Statement of Revenues, Expenditures and Changes in Fund Balance detailed by fund and an Investment Report by institution. There are eight funds presented consisting of the General Fund, the Local Transportation Fund (LTF), the State Transit Assistance (STA) fund, the State of Good Repair (SGR) fund, the Service Authority for Freeway Emergencies (SAFE) fund, the Santa Paula Branch Line (SPBL) fund, the VCTC Intercity fund and the Valley Express fund. The Statement of Revenues, Expenditures and Changes in Fund Balance also includes the annual budgeted numbers that are updated as the Commission approves budget amendments or administrative budget amendments are approved by the Executive Director. Staff monitors the revenues and expenditures of the Commission on an on-going basis.

The February 28, 2022, budget report indicates that the revenues were approximately 52.49% of the adopted budget while expenditures were approximately 38.41% of the adopted budget. The revenues and expenditures are as expected at this time. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on an even percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

Some revenues are received at the beginning of the year while other revenues are received after grants are approved. In many instances, the Ventura County Transportation Commission (VCTC) incurs expenditures and then submits for reimbursement from federal, state, and local agencies which may also cause a slight lag in reporting revenues. Furthermore, the STA, SGR, LTF and SAFE revenues are received in arrears. The State Board of Equalization collects the taxes and remits them to the Commission after the reporting period for the business. STA and SGR revenues are paid quarterly with a two to three-month additional lag and LTF receipts are paid monthly with a two-month lag. For example, the July through September STA and SGR receipts are often not received until October or November and the July LTF receipts are not received until September. The Department of Motor Vehicle collects the SAFE funds and remits them monthly with a two-month lag.

The Commission's capital assets are presented on the Balance Sheet. Capital assets that are "undepreciated" consist of land and rail lines owned by the Commission. Capital assets that are depreciated consist of buildings, rail stations, transit equipment, highway callbox equipment and office furniture and equipment. Capital assets and depreciation are adjusted annually at the end of the fiscal year.

The Commission's deferred outflows, deferred inflows and pension liability are presented on the Balance Sheet. These accounts represent the accrual information for pension accruals with the implementation of the Government Accounting Standards Board (GASB) Statement 68 (pensions) and Statement 75 (other postemployment benefits). This information is based on actuarial information that is provided once a year. The deferred outflows, deferred inflows and pension liability are adjusted annually at the end of the fiscal year.

The Commission's liability for employee vacation accrual is presented on the Balance Sheet. The vacation accrual is adjusted annually at the end of the fiscal year.

**VENTURA COUNTY TRANSPORTATION COMMISSION  
BALANCE SHEET  
AS OF FEBRUARY 28, 2022**

**Assets and Deferred Outflows**

Cash and Investments	\$ 56,015,771
Receivables/Due from other funds	3,451,713
Prepays and Deposits	362,106
Capital Assets, undepreciated	26,329,395
Capital Assets, depreciated, net	32,669,510
Deferred Outflows	<u>1,948,045</u>
<b>Total Assets and Deferred Outflows</b>	<b><u><u>\$ 120,776,540</u></u></b>

**LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE**

**Liabilities and Deferred Inflows:**

Accrued Expenses and Due to Other	\$ 2,994,623
Deferred Revenue	3,567,409
Deposits	67,059
Accrued Vacation	226,041
Pension Liability	2,406,909
OPEB Liability	334,163
Deferred Inflows	<u>274,655</u>
<b>Total Liabilities and Deferred Inflows:</b>	<b><u><u>\$ 9,870,859</u></u></b>

**Net Position:**

Invested in Capital Assets	\$ 58,998,906
Fund Balance	<u>51,906,775</u>
<b>Total Net Position</b>	<b><u><u>\$ 110,905,681</u></u></b>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION  
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE  
FOR THE EIGHT MONTHS ENDED FEBRUARY 28, 2022**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals	Budgeted	Variance Actual	% Year
<b>Revenues</b>												
Federal Revenues	\$ 3,883,458	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,773,520	\$ 631,303	\$ 8,288,281	\$ 24,798,460	(16,510,179)	33.42
State Revenues	421,117	22,933,131	3,913,646	830,396	830,565	0	0	0	28,928,855	47,755,731	(18,826,876)	60.58
Local Revenues	90,862	0	0	0	0	313,596	1,049,999	1,002,132	2,456,589	3,039,990	(583,401)	80.81
Other Revenues	1,895	0	0	60	0	0	63,430	0	65,385	3,790	61,595	1,725.20
Interest	3,381	17,184	19,667	5,595	6,738	48	415	353	53,381	206,000	(152,619)	25.91
<b>Total Revenues</b>	<b>4,400,713</b>	<b>22,950,315</b>	<b>3,933,313</b>	<b>836,051</b>	<b>837,303</b>	<b>313,644</b>	<b>4,887,364</b>	<b>1,633,788</b>	<b>39,792,491</b>	<b>75,803,971</b>	<b>(36,011,480)</b>	<b>52.49</b>
<b>Expenditures</b>												
<b>Administration</b>												
Personnel Expenditures	1,953,862	0	0	0	0	0	147,843	32,855	2,134,560	4,027,650	(1,893,090)	53.00
Legal Services	28,140	0	0	0	0	0	0	0	28,140	40,000	(11,860)	70.35
Professional Services	81,610	0	0	0	0	0	0	0	81,610	155,600	(73,990)	52.45
Office Leases	127,048	0	0	0	0	0	0	0	127,048	189,400	(62,352)	67.08
Office Expenditures	389,398	0	0	0	0	0	88,543	19,677	497,618	630,100	(132,482)	78.97
<b>Total Administration</b>	<b>2,580,058</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>236,386</b>	<b>52,532</b>	<b>2,868,976</b>	<b>5,042,750</b>	<b>(2,173,774)</b>	<b>56.89</b>
<b>Programs and Projects</b>												
<b>Transit and Transportation Program</b>												
Regional Transit Technology	89,023	0	0	0	0	0	0	0	89,023	721,200	(632,177)	12.34
Senior-Disabled Transportation	154,791	0	0	0	0	0	0	0	154,791	401,500	(246,709)	38.55
VCTC Intercity Bus Services	0	0	0	0	0	0	4,921,301	0	4,921,301	11,491,790	(6,570,489)	42.82
Valley Express Bus Services	0	0	0	0	0	0	0	878,591	878,591	1,962,300	(1,083,709)	44.77
Transit Grant Administration	1,799,954	0	0	0	0	0	0	0	1,799,954	9,968,180	(8,168,226)	18.06
<b>Total Transit and Transportation</b>	<b>2,043,768</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,921,301</b>	<b>878,591</b>	<b>7,843,660</b>	<b>24,544,970</b>	<b>(16,701,310)</b>	<b>31.96</b>
<b>Highway Program</b>												
Motorist Aid Services	0	0	0	1,760,185	0	0	0	0	1,760,185	3,065,266	(1,305,081)	57.42
Highway Program Management	908,490	0	0	0	0	0	0	0	908,490	5,249,557	(4,341,067)	17.31
<b>Total Highway</b>	<b>908,490</b>	<b>0</b>	<b>0</b>	<b>1,760,185</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,668,675</b>	<b>8,314,823</b>	<b>(5,646,148)</b>	<b>32.10</b>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION  
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE  
FOR THE EIGHT MONTHS ENDED FEBRUARY 28, 2022**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals	Budgeted	Variance Actual	% Year
<b>Rail Program</b>												
Metrolink and Commuter Rail	4,031,823	0	0	0	0	0	0	0	4,031,823	15,203,696	(11,171,873)	26.52
LOSSAN and Coastal Rail	2,500	0	0	0	0	0	0	0	2,500	11,800	(9,300)	21.19
Santa Paula Branch Line	0	0	0	0	0	212,803	0	0	212,803	531,500	(318,697)	40.04
<b>Total Rail</b>	<b>4,034,323</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>212,803</b>	<b>0</b>	<b>0</b>	<b>4,247,126</b>	<b>15,746,996</b>	<b>(11,499,870)</b>	<b>26.97</b>
<b>Commuter Assistance Program</b>												
Reg Transit Information Center	1,508	0	0	0	0	0	0	0	1,508	37,400	(35,892)	4.03
Rideshare Programs	168,048	0	0	0	0	0	0	0	168,048	328,900	(160,852)	51.09
<b>Total Commuter Assistance</b>	<b>169,556</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>169,556</b>	<b>366,300</b>	<b>(196,744)</b>	<b>46.29</b>
<b>Planning and Programming</b>												
TDA Administration	88,000	14,463,295	310,008	0	23,428	0	0	0	14,884,731	30,495,259	(15,610,528)	48.81
Transportation Programming	2,792	0	0	0	0	0	0	0	2,792	21,300	(18,508)	13.11
Regional Transportation Planning	178,785	0	0	0	0	0	0	0	178,785	660,084	(481,299)	27.09
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	18,500	(18,500)	0.00
Regional Transit Planning	251,905	0	0	0	0	0	0	0	251,905	1,210,200	(958,295)	20.82
<b>Total Planning and Programming</b>	<b>521,482</b>	<b>14,463,295</b>	<b>310,008</b>	<b>0</b>	<b>23,428</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,318,213</b>	<b>32,405,343</b>	<b>(17,087,130)</b>	<b>47.27</b>
<b>General Government</b>												
Community Outreach	91,203	0	0	0	0	0	0	0	91,203	207,400	(116,197)	43.97
State and Federal Relations	74,887	0	0	0	0	0	0	0	74,887	106,750	(31,863)	70.15
Management and Administration	99,833	0	0	0	0	0	0	0	99,833	168,900	(69,067)	59.11
<b>Total General Government</b>	<b>265,923</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>265,923</b>	<b>483,050</b>	<b>(217,127)</b>	<b>55.05</b>
<b>Total Expenditures</b>	<b>10,523,600</b>	<b>14,463,295</b>	<b>310,008</b>	<b>1,760,185</b>	<b>23,428</b>	<b>212,803</b>	<b>5,157,687</b>	<b>931,123</b>	<b>33,382,129</b>	<b>86,904,232</b>	<b>(53,522,103)</b>	<b>38.41</b>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION  
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE  
FOR THE EIGHT MONTHS ENDED FEBRUARY 28, 2022**

	General	LTF	STA	SAFE	SGR	SPBL	VCTC	Valley	Fund		Variance	
	Fund Actual	Actual	Actual	Actual	Actual	Actual Intercity	Actual Express	Actual	Totals	Budgeted	Actual	% Year
Revenues over (under) expenditures	(6,122,887)	8,487,020	3,623,305	(924,134)	813,875	100,841	(270,323)	702,665	6,410,362	(11,100,261)	17,510,623	(57.75)
<b>Other Financing Sources</b>												
Transfers Into GF From LTF	4,801,857	0	0	0	0	0	0	0	4,801,857	6,921,108	(2,119,251)	69.38
Transfers Into GF From STA	594,076	0	0	0	0	0	0	0	594,076	2,918,563	(2,324,487)	20.36
Transfers In GF From SGR	85,728	0	0	0	0	0	0	0	85,728	6,285,557	(6,199,829)	1.36
Transfers Into GF From SAFE	23,425	0	0	0	0	0	0	0	23,425	66,600	(43,175)	35.17
Transfers Into GF From SPBL	73,742	0	0	0	0	0	0	0	73,742	167,900	(94,158)	43.92
Transfers Into SPBL From STA	0	0	0	0	0	20,308	0	0	20,308	327,100	(306,792)	6.21
Transfers Into VI From STA	0	0	0	0	0	0	648,809	0	648,809	3,306,775	(2,657,966)	19.62
Transfers Out of LTF Into GF	0	(4,801,857)	0	0	0	0	0	0	(4,801,857)	(6,921,108)	2,119,251	69.38
Transfers Out of STA Into GF	0	0	(594,076)	0	0	0	0	0	(594,076)	(2,918,563)	2,324,487	20.36
Transfers Out of STA Into SPBL	0	0	(20,308)	0	0	0	0	0	(20,308)	(327,100)	306,792	6.21
Transfers Out of STA Into VI	0	0	(648,809)	0	0	0	0	0	(648,809)	(3,306,775)	2,657,966	19.62
Transfers Out of SAFE Into GF	0	0	0	(23,425)	0	0	0	0	(23,425)	(66,600)	43,175	35.17
Transfers Out of SPBL Into GF	0	0	0	0	0	(73,742)	0	0	(73,742)	(167,900)	94,158	43.92
Transfers Out of SGR Into GF	0	0	0	0	(85,728)	0	0	0	(85,728)	(6,285,557)	6,199,829	1.36
<b>Total Other Financing Sources</b>	<b>5,578,828</b>	<b>(4,801,857)</b>	<b>(1,263,193)</b>	<b>(23,425)</b>	<b>(85,728)</b>	<b>(53,434)</b>	<b>648,809</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Net Change in Fund Balances</b>	<b>(544,059)</b>	<b>3,685,163</b>	<b>2,360,112</b>	<b>(947,559)</b>	<b>728,147</b>	<b>47,407</b>	<b>378,486</b>	<b>702,665</b>	<b>6,410,362</b>	<b>(11,100,261)</b>	<b>17,510,623</b>	<b>(57.75)</b>
<b>Beginning Fund Balance w/o capital assets</b>	<b>3,611,690</b>	<b>15,177,134</b>	<b>17,598,320</b>	<b>4,994,852</b>	<b>5,183,759</b>	<b>25,367</b>	<b>199,014</b>	<b>0</b>	<b>46,790,136</b>	<b>33,572,663</b>	<b>13,217,473</b>	<b>139.37</b>
<b>Long-term Pension/OPEB/Vacation Adjustment*</b>	<b>(1,195,482)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(98,241)</b>	<b>0</b>	<b>(1,293,723)</b>	<b>0</b>	<b>(1,293,723)</b>	<b>0.00</b>
<b>Ending Fund Balance</b>	<b>\$ 1,872,149</b>	<b>\$ 18,862,297</b>	<b>\$ 19,958,432</b>	<b>\$ 4,047,293</b>	<b>\$ 5,911,906</b>	<b>\$ 72,774</b>	<b>\$ 479,259</b>	<b>\$ 702,665</b>	<b>\$ 51,906,775</b>	<b>\$ 22,472,402</b>	<b>\$ 29,434,373</b>	<b>230.98</b>

\*Government Accounting Standards Board (GASB) Statements 68 and GASB 75 require full accrual of pension and OPEB liabilities, deferred inflows, and deferred outflows on financial statements. These calculations are updated annually.

For Management Reporting Purposes Only



**VENTURA COUNTY TRANSPORTATION COMMISSION  
INVESTMENT REPORT  
AS OF FEBRUARY 28, 2022**

As stated in the Commission’s investment policy, the Commission’s investment objectives are safety, liquidity, return on investment, prudence, diversification, and public trust with the foremost objective being safety. VCTC has the ability to meet its expenditure requirements, at a minimum, for the next six months. Below is a summary of the Commission’s investments that comply with the Commission’s investment policy and bond documents, as applicable.

<b>Institution</b>	<b>Investment Type</b>	<b>Maturity Date</b>	<b>Interest to Date</b>	<b>Rate</b>	<b>Balance</b>
Wells Fargo	Government Checking	N/A	EAC only	EAC only	\$1,422,148.08
LAIF	State Pool	N/A	\$ 4,811.35	0.23%	7,770,310.64
County of Ventura	Treasury Pool	N/A	48,569.28	0.25%	46,855,399.34
VCCF Bike Fund	Investment	N/A	annually	annually	14,393.70
<b>Total</b>			<b>\$53,380.63</b>		<b>\$56,062,251.76</b>

Because VCTC receives a large portion of their state and federal funding on a reimbursement basis, the Commission must keep sufficient funds liquid to meet changing cash flow requirements. For this reason, VCTC maintains checking accounts at Wells Fargo Bank.

The Commission’s pooled checking account is not earning interest, instead earns “earnings credits” applied against fees because of the low interest rate environment. Cash balances will vary depending on reimbursements and disbursements. The first \$250,000 of the combined balance is federally insured and the remaining balance is collateralized by Wells Fargo bank.

The Commission’s LTF, STA, SGR and a portion of the SAFE funds received from the State are invested in the Ventura County investment pool. Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the accounts in two payments within the next quarter. Amounts shown above are not adjusted for fair market value.

The Commission’s funds not needed for immediate use are invested in the California Local Agency Investment Fund (LAIF). Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the account the month following the quarter end. A small portion of interest earned in the LAIF account is for unearned revenues and the interest is not recognized until the corresponding expenses are recognized.

Amounts shown above are not adjusted for fair value. Wells Fargo Bank, County of Ventura and LAIF statements are the source for provided information.

VCTC receives an annual disbursement from a permanent fund from the Ventura County Community Foundation (VCCF). The funds are invested in a money market account at VCCF and can only be used for bike purposes. Information is posted once a year at yearend.



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Item #8C

April 1, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR**  
**SUBJECT: COVID-19 LEAVE BENEFITS IN CALIFORNIA SB 114**

**RECOMMENDATION:**

- Approve the COVID-19 leave benefits provided in the California Legislature's SB 114 for VCTC employees retroactive to January 1, 2022.

**BACKGROUND:**

On February 9, 2022 the Governor signed Senate Bill ("SB") 114 into law to provide 40 hours of sick leave to workers for COVID-19 related absences with up to 40 additional hours as outlined in SB 114's text below. The bill's new leave program is retroactive to January 1, 2022 and extends through September 30, 2022. The law mandates this additional leave for employers with 26 or more employees. VCTC currently employees 22 employees and, therefore, is not mandated under SB 114 to provide these minimum Supplemental Paid Sick Leave (SPSL) to employees. It is recommended that the Commission approve extending to VCTC employees the sick leave benefits provided by SB 114. VCTC has historically incorporated leave benefits, such as FMLA, into its Policies and Procedures regardless of VCTC's staff count.

*From SB 114's Legislative Counsel's Digest: "This bill, beginning January 1, 2022, until September 30, 2022, would provide for COVID-19 supplemental paid sick leave for covered employees who are unable to work or telework due to certain reasons related to COVID-19, including that the employee is attending a COVID-19 vaccine or vaccine booster appointment for themselves or a family member, or is experiencing symptoms, or caring for a family member experiencing symptoms, related to a COVID-19 vaccine or vaccine booster. The bill would entitle a covered employee to 40 hours of COVID-19 supplemental paid sick leave if that employee works full time or was scheduled to work, on average, at least 40 hours per week for the employer in the 2 weeks preceding the date the covered employee took COVID-19 supplemental paid sick leave. The bill would provide a different calculation for supplemental paid sick leave for a covered employee who is a firefighter subject to certain work schedule requirements and for a covered employee working fewer or variable hours, as specified. This bill would entitle a covered employee, in addition to the COVID-19 supplemental paid sick leave described above, to take up to 40 more hours of COVID-19 supplemental paid sick leave if the covered employee, or a family member for whom the covered employee is providing care, tests*

*positive for COVID-19. The bill would authorize the employer to require the covered employee, if that employee tests positive, to submit to another test on or after the fifth day after the first positive test and provide documentation of those results. The bill would also authorize the employer to require the covered employee to provide documentation of a family member's test result before paying the additional COVID-19 supplemental paid sick leave, as applicable. The bill would specify that the employer has no obligation to provide additional COVID-19 supplemental paid sick leave if the employee refuses to provide documentation of a test result. This bill would provide that the total number of hours of COVID-19 supplemental paid sick leave to which a covered employee is entitled to under these provisions is in addition to any paid sick leave available under the Healthy Workplaces, Healthy Families Act of 2014, and in addition to prior COVID-19 supplemental paid sick leave the employee was entitled to, as specified.”*

The Federal leave programs, part of the Families First Coronavirus Response Act (FFCRA), provided leave time for employees impacted by COVID-19. FFCRA as originally enacted in March 2020 expired on December 31, 2020 with an extension this Commission approved through June 30, 2021. Since that date, employees have been without COVID-19 related leave time.

It is recommended to approve SB 114's sick leave benefit retroactive to January 1, 2022 that provides up to 80 hours of paid sick leave due to COVID subject to the usage requirements set forth in SB 14. Should the Federal or State government reinstate or extend FFCRA, SB 114, or provide a similar leave benefit before September 30, 2022, VCTC's extension of these leaves would follow those timelines. Other Counties and jurisdictions in California are taking similar actions.

As background, any adjustments to salary ranges or benefits are brought to the full Commission by the Executive Director for consideration. If approved by the Commission, the extension of the COVID leave benefits will be provided within existing budgeted funds.



Item #8D

April 1, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: CLAIRE GRASTY, REGIONAL PLANNING MANAGER  
DOLORES LOPEZ, TRANSIT PLANNER**

**SUBJECT: BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT**

**RECOMMENDATION:**

- Receive and File

**BACKGROUND:**

As a data driven and transparent organization, VCTC staff provides quarterly reports that include ridership data, performance measures, and goals for VCTC Intercity Transit as well as Metrolink and Pacific Surfliner. This report looks at the second quarter of Fiscal Year (FY) 2022 September 1, 2021 – December 30, 2021.

**DISCUSSION:**

VCTC's Intercity quarterly ridership has increased by 35.7% over FY21 Q2. Although there seems to be a slight decrease in ridership from the previous quarter, this pattern is typical of the seasonal period. We are anticipating ridership levels to continue to increase over the following quarter as the latest COVID-19 surge decreases. Regarding rider composition, mobility devices have seen a considerable increase, however a notable decline in bicycles and train transfers were observed. Customer service goals are being met as complaints remain at .01%.

This reporting period covers the second quarter VCTC Intercity has returned to collecting revenue after a period of suspended fares that began in March 2020 to reduce 'high frequency touchpoints.' The introduction of the regional fare system, VCbuspass has helped facilitate seamless transit travel and reduce 'high frequency touchpoints.' Fare collection resumed at the beginning of FY21 Q1 with an introductory half fare promotion. The Cost per passenger has decreased by 9% over FY20 Q2. The Metrolink Ventura County Line launched Saturday Service in August 2021 with an average boarding of 45 riders in the first quarter of service. The Metrolink Ventura County second quarter ridership increased by

103% when compared to Q2 FY21 with station boardings increasing by 356%. However, overall Metrolink ridership is still down 71% since pre pandemic numbers.

The Pacific Surfliner service, extending from San Diego to San Luis Obispo, had a schedule modification in October. The change included an additional train in service, bringing the total number of Northbound trips from three to four. Ridership increased by 171% compared to the same period last year.

# VCTC INTERCITY

## Quarterly Ridership Report | FY 2022 Q2

October - December 2021

**74,450**

Boardings



October - December 2020

**54,864**

**35.7%**

### HIGHLIGHTS

Ridership increased by 35.7% when compared to the same period a year ago. In late August, VCTC Intercity bus service was reinstated to pre-pandemic service levels, but has suspended service on Conejo Connection and consolidation of Coastal Express routes.

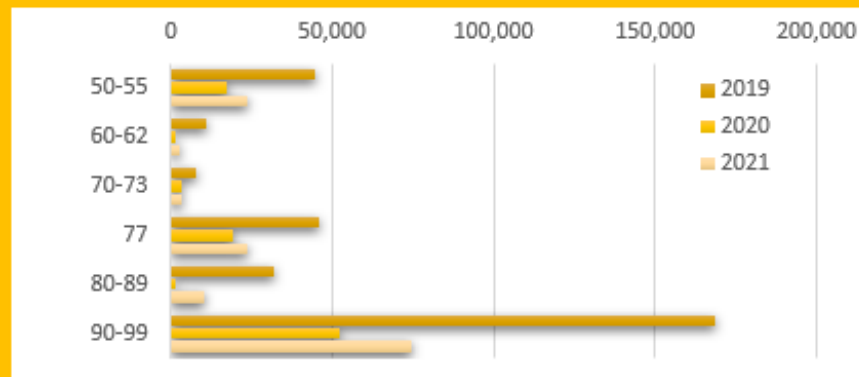
### CUSTOMER SERVICE GOALS (No more than 10/100,000 riders each month)

VCTC Intercity received eight (8) valid complaints in October (3), November (1), and December (4) related to safety and customer service. VCTC Intercity met this performance goal.

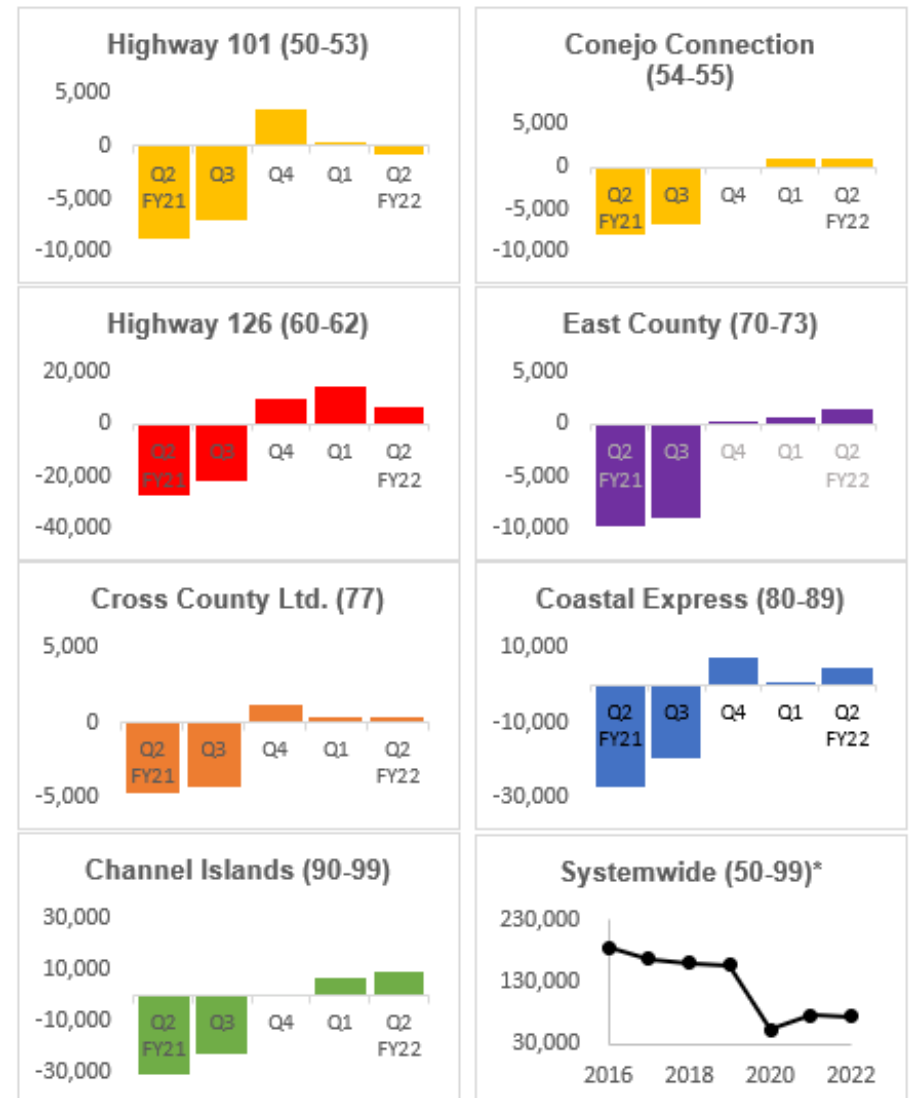
The following table provides VCTC Intercity Transit's commuter boardings (based on ridership) to better understand ridership composition; and to identify customer needs, factors to on-time performance, and other potential service improvements.

	FY 2020	FY 2021	FY 2022
Mobility Devices	0.74%	0.28%	3.09%
Bicycles	3.83%	7.20%	5.11%
Train Transfers	2.53%	3.15%	0.27%

Quarterly Ridership by Line  
October - November - December



### RIDERSHIP CHANGE FROM PRIOR YEAR - LAST 15 MONTHS\*



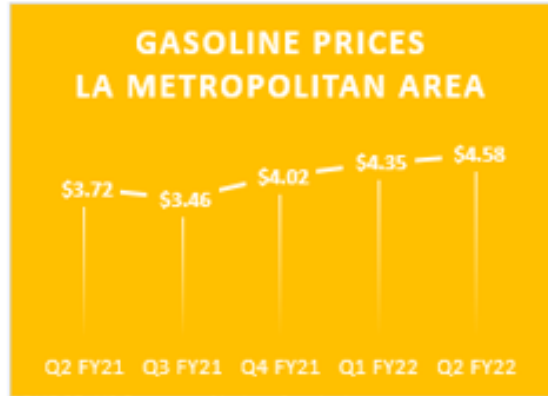
\* The Systemwide (50-99) graph reflects Q1 ridership totals from FY16 - FY22 rather than a 15-month review.

# VCTC INTERCITY

## Quarterly Ridership Report | FY 2122 Q2

<b>October- December 2021</b>	<b>4.74</b>	<b>\$ 27.41</b>
	Passengers/Hour	Cost/Passenger
<b>October - December 2020</b>	<b>4.04</b>	<b>\$ 30.10</b>

### EXTERNAL RIDERSHIP FACTORS



SOURCE: US Bureau of Labor Statistics



SOURCE: Employment Development Dept.

### COST AND REVENUE PER PASSENGER

	FY21 Q2	FY22 Q2	% Change
Operating Cost	\$ 1,651,230	\$ 2,040,549	24%
Passenger Revenue	\$ -	\$ -	-
Passenger Revenue including budgeted route guarantees^	\$ 208,225	\$ 227,562	9%
Passengers	54,864	74,450	36%
<b>Cost per Passenger</b>	<b>\$ 30.10</b>	<b>\$ 27.41</b>	<b>-9%</b>
Farebox Recovery Ratio not including route guarantees	0%	0%	-
Farebox Recovery Ratio including route guarantees	13%	11%	-12%

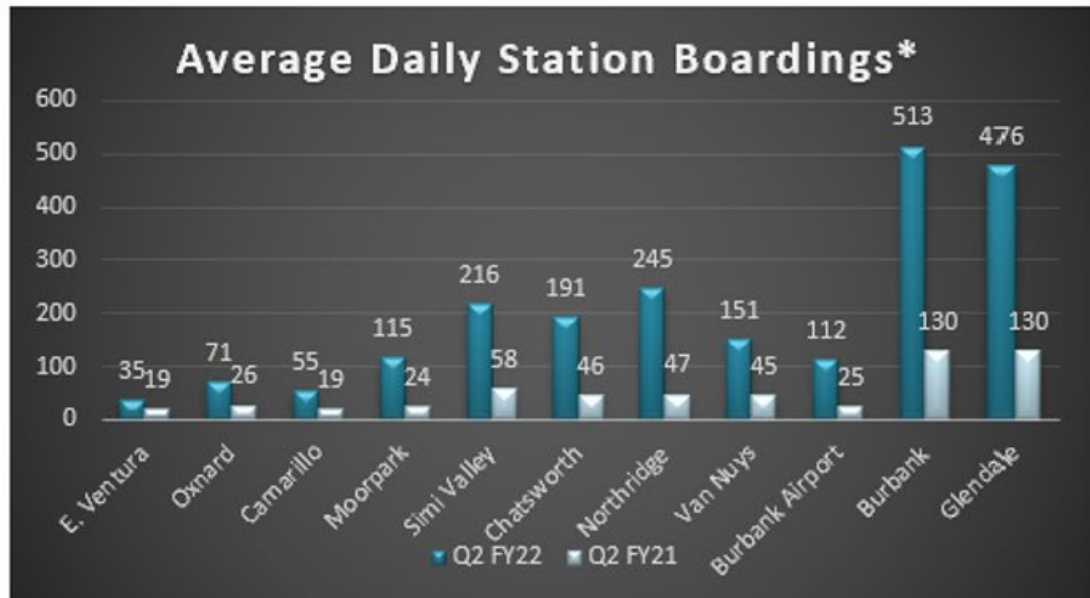
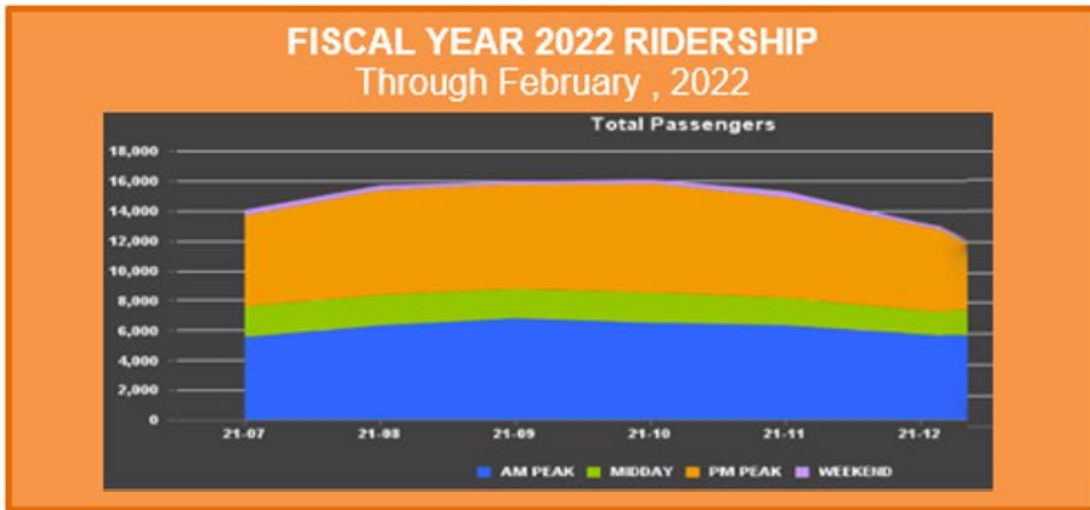


^ Based on service levels and adjusted at year-end. The FY22 annual total is 5910,246 (including budget amendments to date).

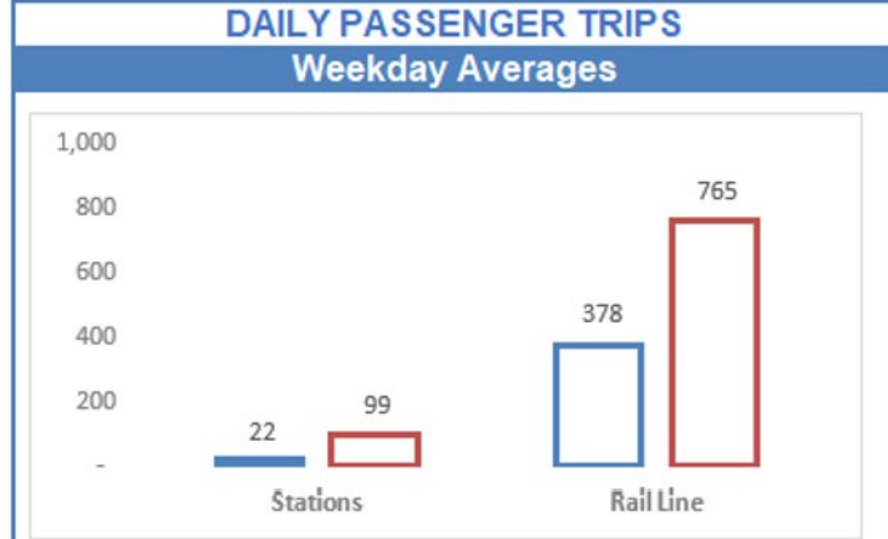


# METROLINK | Ventura County Line

## Ridership, Productivity, and Efficiency of Service



\*Based on Metrolink's Conductor Counts



Period	Stations	Rail Line	System Total
Q2 FY21	22	378	6,864
Q2 FY22	99	765	10,922
Percent Change	356%	103%	59%

### SECOND QUARTER 2022 HIGHLIGHTS

Although rail ridership has been increasing over the last year and Metrolink now offers Saturday Service, the Ventura Line ridership was down 62% over FY19. Station Boardings along the Ventura County line were down 74% as well when compared to Q2 FY19.



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Item #8E

April 1, 2022

**TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: STEVE MATTAS, GENERAL COUNSEL**

**SUBJECT: MOTION TO RE-AUTHORIZE REMOTE TELECONFERENCE MEETINGS OF THE LEGISLATIVE BODIES OF THE VENTURA COUNTY TRANSPORTATION COMMISSION, INCLUDING ALL ASSOCIATED AGENCIES, AUTHORITIES, AND COMMITTEES, DUE TO THE IMMINENT RISKS TO THE HEALTH AND SAFETY OF ATTENDEES AND MAKING RELATED FINDINGS PURSUANT TO AB 361**

**RECOMMENDATION:**

It is recommended that the Ventura County Transportation Commission (“Commission”), on behalf of itself and in the role as the Local Transportation Authority, ALUC, Service Authority for Freeway Emergencies, Consolidated Transportation Service Agency and CMA, make a motion, pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1]), to re-authorize remote teleconference meetings of all legislative bodies of the Commission, including all associated agencies, authorities, and committees, due to imminent risks to the health and safety of attendees if the meetings are held in person.

**BACKGROUND:**

On September 24, 2021 the Commission approved a motion to continue conducting Commission meetings, and all associated agency, authority, and committee meetings, remotely due to imminent risks to the health or safety of attendees if the meetings are held in person. The Commission made findings that the requisite conditions exist for the legislative bodies of the Commission to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953.

Pursuant to Government Code Section 54953(e)(3), in order for all legislative bodies to continue meeting remotely, the Board must declare every 30 days that:

1. The legislative body has reconsidered the circumstances of the state of emergency; and
2. Either the state of emergency continues to directly impact the ability of the members to meet safely in person, or State or local officials continue to impose or recommend measures to promote social distancing.

Emergency conditions persist in Ventura County and throughout the state. The Governor's State of Emergency, declared on March 4, 2020, is ongoing. The local proclamation of emergency, made by the Ventura County Board of Supervisors on March 17, 2020, ratifying the Ventura County Health Officer's declaration of a local health emergency due to COVID-19, continues to exist until its termination is proclaimed by the Ventura County Board of Supervisors.

Due to the continued threat of COVID-19, the Commission continues to implement multiple layers of protection against COVID-19, including physical distancing, for the safety of employees and members of the public. The ongoing state of emergency related to COVID-19, as declared by the Governor and the Ventura County Board of Supervisors, continues to directly impact the ability of members of the legislative bodies of the Commission to meet safely in person, due to imminent risks to the health and safety of attendees if the meetings are held in person.

**RECOMMENDATION**

It is recommended that the Commission, on behalf of itself and in the role as the Local Transportation Authority, ALUC, Service Authority for Freeway Emergencies, Consolidated Transportation Service Agency and CMA, make a motion, pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1]), to re-authorize remote teleconference meetings of all legislative bodies of the Commission, including all associated agencies, authorities, and committees, due to imminent risks to the health and safety of attendees if the meetings are held in person.



Item #9

April 1, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR  
SALLY DEGEORGE, FINANCE DIRECTOR**

**SUBJECT: FISCAL YEAR 2022/2023 DRAFT BUDGET**

**RECOMMENDATION:**

- Conduct Public Hearing to receive testimony on the Fiscal Year 2022/2023 Draft Budget.
- Receive the Fiscal Year 2022/2023 Draft Budget.
- Direct staff to adjust the contingency reserve for the Local Transportation Fund (LTF) apportionment to fifteen percent (15%) for Fiscal Year 2022/2023.

**DISCUSSION:**

The Draft Fiscal Year 2022/2023 Budget is divided into two main sections: the Main Budget and the Program Task Budgets. The Main Budget contains the program overviews and projections and is intended to provide a general understanding of VCTC's budgeted activities and programs for the coming fiscal year. The Program Task Budgets contain task level detail of the projects including objectives and accomplishments. This task driven budget is designed to provide fiscal transparency and clarity of VCTC's programs and services to the region.

In support of economic recovery coming out of the COVID pandemic this Draft Budget continues to restore service levels. At \$98,922,511, the Fiscal Year 2022/2023 Draft Budget is \$11,803,379 or 13.5% higher than Fiscal Year 2021/2022. The Draft budget is a balanced budget with an estimated spendable ending fund balance of \$22,212,788. The draft budget contains six programs starting on Page 37 of the budget:

- Transit and Transportation program at \$22,779,800 (Budget Pages 38, 65-75)
- Highway program at \$6,971,600 (Budget Pages 39, 77-81)
- Rail program at \$19,353,089 (Budget Pages 40, 83-89)
- Commuter Assistance program at \$664,700 (Budget Pages 41, 91-95)
- Planning and Programming program at \$46,838,322 (Budget Pages 42, 97-107)
- General Government program at \$2,315,000 (Budget Pages 43, 109-115)

Personnel costs for Fiscal Year 2022/2023 are budgeted at \$3,913,500 or 4.0% of the budget, which is a decrease of \$114,150 from the previous fiscal year. The draft budget contains three vacant, fully burdened positions. The wage cost of \$2,590,000 includes approximately a \$62,600 pool for merit increases for employees not at the top of their range and \$72,600 as a proposed three percent COLA while the budget is being developed. Benefits account for 1.3% of the Draft Budget. Further information about personnel can be found within the Personnel Section of the budget pages 23-33.

Below are some of the major changes in the Draft Fiscal Year 2022/2023 budget as compared to last fiscal year. Additional details of these major changes, as well as smaller changes to all budgets, can be found within the individual budget tasks. The major changes that occurred from last fiscal year include:

- Federal Transit Administration (FTA) revenues decreased \$7.5 million largely due to completion of projects that are passed-through to local agencies and the absence of the new FTA funding that is passed-through to local agencies (see the Transit Grant Administration Budget (Pages 70-71). The new FTA funding was unknown at the time of the budget preparation but will be added with the final budget in June. This issue occurs each year during the budget cycle. Furthermore, there were one-time FTA CARES and FTA ARP funds used in the VCTC Intercity (Pages 74-75) budget last year that were fully expended.
- Local Transportation Fund (LTF) revenues increased by \$7.1 million based on the County Auditor-Controller's January 2022 estimate of sales tax receipts. The County cautioned that "projections even in normal times are uncertain given the unpredictable nature of sales tax". It is uncertain if these revenues will be sustained long term (Page 16).
- The Accessible Mobility Services budget (Pages 66-67) is the new name for the previous Senior and Disabled Services budget to more accurately reflect the tasks involved and increased by \$55,100 largely due to consultant and staffing costs.
- The Regional Transit Technology budget (Pages 68-69) decreased by \$133,000 for lower professional services costs due to the completion of the mobile ticketing projects.
- The Transit Grant Administration budget (Pages 70-71) decreased by \$4.2 million as pass-through projects were completed. This line item is expected to increase with the final budget with the new pass-through projects to local agencies will be added.
- The Valley Express budget (Pages 72-73) increased by \$232,100 for increased contract costs to operate the buses.
- The VCTC Intercity Service budget (Pages 74-75) increased by \$1 million due to increased bus contractor and consultant costs.
- The Highway Project Management budget (Pages 78-79) decreased by \$354,957 for the partial completion of consultant work on the U.S. 101 preliminary engineering and environmental documents.
- The Motorist Aid Services budget (Pages 80-81) decreased by \$1.5 million with the completion of the second cycle of the Incident Responder Grant and lower consultant costs.
- The Metrolink Commuter Rail budget (Pages 86-87) increased by \$3.3 million for increased operational and capital costs while still including delayed capital projects from the prior fiscal years. This line item will change with the final budget as full budget information was not available from Metrolink at the time the Draft Budget was prepared.

- The Santa Paula Branch Line budget (Pages 88-89) decreased by \$111,100 for lower staff, legal and consultant costs now that the new operator is on operation.
- The Rideshare budget (Pages 94-95) decreased by \$28,300 for reduced consultant services.
- The Regional Transit Planning budget (Pages 100-101) decreased by \$356,700 largely due to the completion of the Coordinated Plan and Transit Integration and Efficiency Study (TIES) studies and only including one year of funding for the College Ride program.
- The Regional Transportation Planning budget (Pages 102-103) increased by \$150,716 for new analytics software offset by the completion of the Freight Study. The Comprehensive Transportation Plan and the Congestion Management Plan will continue into this fiscal year.
- The Transportation Development Act (TDA) Administration budget (Pages 104-105) increased \$12.6 million for additional pass-through funding to local agencies with the increase in estimated revenues.
- The Transportation Programming and Reporting budget (Pages 106-107) increased by \$69,400 largely due to increased staffing costs.
- The Community Outreach budget (Pages 110-111) increased by \$38,400 for an increase to consultant and staff costs.
- The Management and Administration budget (Pages 112-113) increased by \$0.9 million with the one-time pension liability payment to CalPERS to reduce pension liability offset by the reduced staffing and office relocation costs.
- The State and Federal budget (Pages 114-115) decreased \$12,200 for a reduction of staff costs.

The estimated ending Fiscal Year 2022/2023 fund balance (after contingency set aside) is expected to be \$22.2 million. The Commission's available General Fund balance is estimated at \$60,893. The other funds are restricted, and the estimated fund balance are \$50,564 for the Local Transportation Fund, \$19.3 million for the State Transit Assistance fund, \$2.3 million for the Service Authority for Freeway Emergencies fund, \$263,574 for the State of Good Repair Fund, \$25,367 for the Santa Paula Branch Line fund, \$160,871 for the VCTC Intercity Services and a zero balance for the Valley Express funds.

It is important to note a few reasons the STA fund balance is at \$19.3 million. First, the STA fund balance is used for on-going cash flow needs when State and Federal grants are delayed as well as cashflow for the Highway 101 study. Also, these funds although not currently budgeted, could be used for nonrecurring capital costs associated with Metrolink capital and rehabilitation expenditures, possible bus purchases for the VCTC Intercity Service or other transit projects benefiting the County.

The Draft Budget is a "work-in-progress" for VCTC as tasks are fine-tuned. The Draft Budget was developed without the new Federal Transit Administrative (FTA) funding that is passed through to local agencies each year. These funds will be added into the final budget under the Transit Grant Administration budget. Furthermore, staff will update the final budget with input received from the Commission as well as new information as it becomes available from local partners such as Metrolink and funding information from the State and Federal governments.

As required by the VCTC Administrative Code, the proposed Draft Fiscal Year 2022/2023 budget was submitted to the Finance Committee (Chair Trembley, Vice-Chair MacDonald and Past-Chair Long) for review. At the March 24, 2022, Finance Committee meeting, the details of the Draft Budget were

discussed, and the Finance Committee recommended forwarding the Draft Budget to the full Commission for review and a public hearing.

The Finance Committee made a second recommendation to change the contingency reserve from ten percent (10%) to fifteen percent (15%) for the Fiscal Year 2022/2023 Local Transportation Fund apportionment. This recommendation is only for Fiscal Year 2022/2023 and the impacts will be reflected in the Final Fiscal Year 2022/2023 budget. This adjustment is due to the large on-time increase in estimated revenues and possible economic uncertainty.

As required by the Administrative Code, a public hearing will be held at the April Commission meeting. The final budget is scheduled for adoption at the Commission's June meeting, at which time a second public hearing will be held pursuant to the VCTC Administrative Code.

The proposed Draft Fiscal Year 2022/2023 Budget is a balanced budget and is a separate attachment to the agenda. A copy of the Draft Fiscal Year 2022/2023 budget is available on the VCTC website at [www.goventura.org](http://www.goventura.org).





Item #10

April 1, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: DARRIN PESCHKA, PROGRAM MANAGER, GOVERNMENT AND COMMUNITY RELATIONS**

**SUBJECT: LEGISLATIVE UPDATE**

**RECOMMENDATION**

- Receive and file.

**DISCUSSION:**

**Federal Issues**

In early March, Congress passed an omnibus appropriations bill that will keep the government funded through September 30, 2022. Called the Fiscal Year 2022 Omnibus Appropriations Bill, the measure is a \$1.5-trillion-spending package that includes 12 Fiscal Year 2022 appropriations bills and additional funding to support Ukraine. The bill provides \$102.9 billion for the U.S. Department of Transportation and includes funding for transit, highways, and passenger and freight rail.

For transportation agencies, passage of the bill opens the door to full implementation of the Infrastructure Investment and Jobs Act (IIJA), which President Biden signed into law in November 2021. The IIJA consists of two pieces: a five-year reauthorization of the Fixing America's Surface Transportation (FAST) Act, which was first passed in 2015, and roughly \$550 billion in new spending above current FAST Act levels. Some IIJA programs that were authorized to receive new spending had been on hold until Congress passed a new budget.

Much of the new spending appropriated in the IIJA will flow through states. The California State Transportation Association (CalSTA) is guiding implementation of the IIJA in California. CalSTA has created more than a dozen subworking groups to gather input from stakeholders on implementation of IIJA. VCTC staff is participating in several of these subworking groups.

**State Issues**

The new legislative session continues to move forward, with policy committees meeting to discuss the budget proposed by Gov. Gavin Newsom in January as well as the thousands of bills introduced this year.

## Legislation Updates

VCTC continuously monitors bills of interest as they progress through the various committees and occasionally advocates for bills that align with the VCTC Legislative Program adopted by the Commission in January 2021. In March, VCTC staff sent a letter of support for one bill that is before policy committees: Senate Bill (SB) 942.

Authored by Sen. Josh Newman, SB 942 would allow public transit agencies to use funds from the Low Carbon Transit Operations Program (LCTOP) to subsidize a free or reduced-fare transit program on an ongoing basis. VCTC currently utilizes LCTOP funding for its College Ride program, which allows students enrolled at any Ventura County college to ride public transit for free. This bill is co-sponsored by the California Transit Association (CTA) and the Orange County Transportation Authority. It aligns with the VCTC Legislative Program priority to support increased use of cap-and-trade revenues for public transportation (including intercity rail), active transportation, and sustainable communities programs. The Senate Transportation Committee passed SB 942 on March 22 on a 16-0 vote. The bill has been referred to the Senate Committee on Environmental Quality.

Given the recent Commission discussions about electric bicycles, VCTC has begun monitoring Assembly Bill (AB) 1909 by Assembly Member Laura Friedman. This omnibus bill would make several changes to the California Vehicle Code, including expanding where it is legal to ride e-bikes.

The California Vehicle Code defines e-bikes as Class 1, Class 2 and Class 3, generally depending on the level of motor assist provided and maximum speed. Existing law prohibits the operation of a motorized bicycle or a Class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Existing law authorizes a local authority to additionally prohibit the operation of Class 1 and Class 2 electric bicycles on these facilities. This bill would remove the prohibition of Class 3 e-bikes on these facilities and would instead authorize a local authority to prohibit the operation of any electric bicycle or any class of electric bicycle on an equestrian trail, or hiking or recreational trail. This bill has been referred to the Assembly Transportation Committee and is scheduled for a hearing March 28.

## Gas Tax Update

Over the past few months, Gov. Gavin Newsom and state legislators have put forth proposals to help Californians manage rising fuel prices. The governor's budget proposal in January included a temporary pause on the annual inflation adjustment on the per-gallon fuel excise tax scheduled for July 1. A pause would cost the state roughly \$500 million in revenue. Some legislators have also introduced bills that would suspend the fuel tax entirely for a certain period.

Given California's anticipated budget surplus, lawmakers instead have largely supported proposals for tax rebates to help offset rising costs of not only fuel but also groceries and other living expenses. Debates have centered on the size of any rebate and who would be eligible to receive it.

On March 23, Gov. Newsom proposed an \$11 billion package that would include, among other things, rebates for registered vehicle owners in California, incentive grants for transit and rail agencies to offer free fares for three months, and funding for active transportation projects. The proposal includes roughly \$1.1 billion to pause part of the sales tax rate on diesel fuel for one year, and to pause the inflationary adjustment to gas and diesel excise tax rates. The governor is expected to begin meetings with the Legislature to negotiate details of the proposal.

Attachment A is the monthly report of Delaney Hunter, the Commission's state lobbyist. Attachment B is an analysis of Senate Bill 942 prepared by the Commission's state lobbyist.

Attachment C is the Ventura County Transportation Commission State Legislative Matrix Bill Summary. This summary is a list of bills that VCTC staff has identified as being of interest.



# CALIFORNIA ADVISORS, LLC

## VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT MARCH 2022

### Legislative Update

Throughout March, hundreds of bills were amended and referred to their appropriate policy committees in each house. While we have seen the first wave of policy occur, the bulk of the hearings will occur throughout April. Furthermore, all the fiscal bills will need to be out of their respective policy committees by April 29, where they will then move to the Appropriations Committee. In addition to the upcoming policy hearings, there have been several relevant informational hearings this month - including a High-Speed Rail Authority Project Update hearing. On the budget side, the respective sub-committees continue to work through the Governor's budget proposal.

On March 8th, Governor Gavin Newsom delivered his fourth annual State of the State address at the natural resources building in downtown Sacramento. In years past, the Governor typically delivers this address from the Assembly Chambers. Notably, the Governor addressed the rising gas prices by saying they needed to do more to tackle this crisis. As you may recall, as part of his January budget blueprint, Newsom proposed a pause on the gas tax inflation increase. He spoke briefly about the need to enact a larger tax rebate to cover the increased gas prices. In the Assembly and Senate's leadership response to the State of the State they once again pushed back on the idea of the "gas tax holiday" because they don't believe the pause is the right move long term for the state.

On March 14th, Governor Gavin Newsom announced the departure of Legislative Affairs Secretary Angie Wei and appointed Christy Bouma to fill her role. Wei has served in several positions in the Governor's Office since 2019. She will continue to serve the Administration as a member of the State Compensation Insurance Fund. Additionally, it was announced that the head of the Department of Finance, Keely Bosler would be stepping down after this year's budget. These are two key roles within the Governor's administration that will see new faces in their role by the end of this year.

California Advisors will continue to update VCTC on new amendments to bills, newly introduced legislation, and the outcome of these upcoming policy committee hearings.

## Transportation Related Hearings

On March 8<sup>th</sup>, the Senate held a Joint Transportation and Budget Sub 5 Informational Hearing. The purpose of the hearing was to review the California High-Speed Rail Authority's Draft 2022 Business Plan and assess the state of the project. Hearing panelists included representatives from the Authority, the LAO, the independent High-Speed Rail Peer Review Group, and partner transportation agencies responsible for projects that will eventually become part of the high-speed rail system.

Members of the committees were mostly concerned about the cost of the project, funding, timing, and the scope. The Chair of the Senate Transportation Committee, Senator Lena Gonzalez touched on construction costs and why it is not included in the 2022 draft. Brian Kelly's response was that their effort is to stay within the budget that was identified in the 2020 Business Plan. There were questions about federal money and when it might be available. Senator Durazo shared concerns about the number of jobs created and asked the authority to look at non-construction jobs created by the project (jobs like manufacturing the trains, demo trains, maintenance of equipment, etc.) and to make sure that those jobs are completed with a quality wages and benefits, much the same way as the construction jobs. LAO once again brought attention to a significant gap in funding of Phase I, they said billions of dollars need to be allocated. Lastly, the idea of electrification was brought up in a conversation with LAO and they noted that it's been an ongoing conversation over the past few years and that there are other options available besides just electrification. The hearing lasted for almost three hours.

## Upcoming Bill Deadlines and 2 Year Bills

**April 7 - 18** – Spring Recess

**April 29** – Last day for policy committees to hear and report to fiscal Committees fiscal bills introduced in their house

**May 6** – Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house

**May 13** – Last day for policy committees to meet prior to May 31

**May 20** – Last day for fiscal committees to hear and report to the Floor bills introduced in their house and for fiscal committees to meet prior to May 31

**May 23-27** – Floor Sessions only

**May 27** – Last day for bills to be passed out of the house of origin

*Below is a list of VCTC tracked bills:*

**AB 1154 (Patterson R) California Environmental Quality Act: exemption: egress route projects: fire safety.**

**Introduced:** 2/18/2021

**Status:** 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

**Summary:** Would, until January 1, 2029, exempt from CEQA egress route projects undertaken by a public agency to improve emergency access to and evacuation from a subdivision without a secondary egress if the State Board of Forestry and Fire Protection has recommended the creation of a secondary access to the subdivision and certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.

**AB 1626 (Nguyen R) Motor Vehicle Fuel Tax Law: limitation on adjustment.**

**Introduced:** 1/10/2022

**Status:** 1/11/2022-From printer. May be heard in committee February 10.

**Summary:** Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

**AB 1638 (Kiley R) Motor Vehicle Fuel Tax Law: suspension of tax.**

**Introduced:** 1/12/2022

**Status:** 1/13/2022-From printer. May be heard in committee February 12.

**Summary:** Would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation.

**AB 1680 (Lee D) Transit operators: ticket machines: access for visually impaired persons.**

**Introduced:** 1/24/2022

**Status:** 1/25/2022-From printer. May be heard in committee February 24.

**Summary:** Current law requires a transit operator that improves or replaces a ticket vending machine at a public transit station to include video instructions, to also equip the ticket vending machine with audio instructions that will enable visually impaired persons to follow the visual prompts. This bill would make nonsubstantive changes to this provision.

**AB 1778 (Garcia, Cristina D) State transportation funding: freeway widening: poverty and pollution: Department of Transportation.**

**Introduced:** 2/3/2022

**Status:** 2/10/2022-Referred to Committee on Transportation.

**Summary:** Current law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Current law authorizes the department to do

any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.

**AB 1833 (Ward D) San Diego Metropolitan Transit Development Board: North County Transit District: consolidated agency: public contracting.**

**Introduced:** 2/7/2022

**Status:** 2/18/2022-Referred to Committees on Local Government and Transportation.

**Summary:** The North County Transit District Act creates the North County Transit District with specified powers and duties related to the operation of public transit services in a different portion of the County of San Diego. The San Diego Regional Transportation Consolidation Act creates the consolidated agency, commonly known as the San Diego Association of Governments (SANDAG), through the consolidation of certain regional transportation planning, programming, and related functions in the County of San Diego from various agencies. Current law requires the board, district, and consolidated agency to follow specified procedures when contracting for certain services, the acquisition or lease of materials, supplies, or equipment, architectural, landscape architectural, engineering, environmental, or land surveying services, or construction project management services. Federal regulations define the "simplified acquisition threshold" as \$250,000, except as specified, and the "micro-purchase threshold" as \$10,000, except as specified. This bill would revise and recast the contracting procedures applicable to the board, district, and consolidated agency.

**AB 1919 (Holden D) Transportation: free student transit passes.**

**Introduced:** 2/9/2022

**Status:** 3/8/2022-Re-referred to Committee on Transportation

**Summary:** Current law establishes the State Transit Assistance Program for the purpose of providing a source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Current law establishes the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs.

**AB 1938 (Friedman D) Local transportation funds.**

**Introduced:** 2/10/2022

**Status:** 3/8/2022-Re-referred to Committee on Transportation

**Summary:** Current law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the Secretary of Transportation, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services.

**AB 1944 (Lee D) Local government: open and public meetings.**

**Introduced:** 2/10/2022

**Status:** 2/18/2022-Referred to Committees on Local Government.

**Summary:** Current law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda or be accessible to the public when the legislative body has elected to allow members to participate via teleconferencing.

**AB 2039 (Rivas, Luz D) Los Angeles Metropolitan Transportation Authority: contracting.**

**Introduced:** 2/14/2022

**Status:** 2/15/2022-From printer. May be heard in committee March 17.

**Summary:** The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. Current law also sets forth specific public contracting requirements for certain transit districts. This bill would state the intent of the Legislature to enact legislation that authorizes the Los Angeles County Metropolitan Transportation Authority to enter into specified contracts.

**AB 2120 (Ward D) Transportation finance: federal funding: bridges.**

**Introduced:** 2/14/2022

**Status:** 2/24/2022-Referred to Committee on Transportation

**Summary:** Under current law, the purpose of the Bridge Reconstruction and Replacement Act is to implement the federal Special Bridge Replacement Program in California. The act authorizes boards of supervisors, city councils, and the Department of Transportation to do all things necessary and proper to secure federal aid under that federal program. The act authorizes the department to allocate to counties and cities federal funds received for approved bridge reconstruction or replacement projects in accordance with procedures promulgated by the Director of Transportation, as specified. This bill would instead provide that the purpose of the act is to implement the federal Highway Infrastructure Program. The bill would authorize the above-described entities to do all things necessary and proper to secure federal aid, without reference to any specific federal program.

**AB 2237 (Friedman D) Regional transportation plan: Active Transportation Program.**

**Introduced:** 2/16/2022

**Status:** 3/3/2022-Referred to Committees on Transportation and Natural Resources

**Summary:** Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report.

**AB 2254 (Muratsuchi D) State highways: permits.**

**Introduced:** 2/16/2022

**Status:** 2/17/2022-From printer. May be heard in committee March 19.

**Summary:** Existing law authorizes the Department of Transportation to issue a permit to the owner or developer of property adjacent to or near a state highway to construct, alter, repair, or improve any portion of the highway for the purpose of improving local traffic access, as provided. This bill would make nonsubstantive changes in the above provision.

**AB 2344 (Friedman D) Wildlife connectivity: transportation projects.**

**Introduced:** 2/16/2022

**Status:** 3/3/2022-Referred to Committees on Water, Parks, & Wildlife and Transportation

**Summary:** Would require the Department of Fish and Wildlife to investigate, study, and identify those areas in the state that are essential to wildlife movement and habitat connectivity and that are threatened by specified factors. The bill would require DFW, in coordination with Caltrans, to establish a wildlife connectivity action plan on or before January 1, 2024, and to update the plan at least once every 5 years thereafter. The bill would require the plan to include, among other things, maps that identify the locations of certain areas, including connectivity areas and natural landscape areas, as defined.

**AB 2347 (Carrillo D) Streets and highways: liability for property damage.**

**Introduced:** 2/16/2022

**Status:** 2/17/2022-From printer. May be heard in committee March 19.

**Summary:** Existing law makes a person who willfully or negligently damages a street or highway, or its appurtenances, including, but not limited to, guardrails, signs, traffic signals, snow poles, and similar facilities, liable for the reasonable cost of the repair or replacement thereof. This bill would make technical, nonsubstantive changes to that provision.

**AB 2419 (Bryan D) Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.**

**Introduced:** 2/17/2022

**Status:** 3/3/2022-Referred to Committees on Natural Resources and Environmental Safety and Toxic Materials



**Summary:** Current law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. The federal Infrastructure Investment and Jobs Act provides additional federal funds to rebuild the nation's infrastructures. This bill would require a minimum of 40% of funds received by the state under the federal act to be allocated to projects that provide direct benefits to disadvantaged communities and a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities. The bill would establish the Justice40 Oversight Committee in the Office of Planning and Research to perform various actions related to the expenditure of those federal funds.

**AB 2438 (Friedman D) Transportation projects: alignment with state plans.**

**Introduced:** 2/17/2022

**Status:** 3/3/2022-Referred to Committee on Transportation

**Summary:** Would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program.

**AB 2441 (Kalra D) Public employment: local public transit agencies: new technologies.**

**Introduced:** 2/17/2022

**Status:** 3/17/2022-Referred to Committee on Public Employment and Retirement

**Summary:** Current law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment.

**AB 2449 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.**

**Introduced:** 2/17/2022

**Status:** 3/3/2022-Referred to Committee on Local Government

**Summary:** Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to

notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law.

**AB 2453 (Bennett D) Transactions and use taxes: County of Ventura.**

**Introduced:** 2/17/2022

**Status:** 3/14/2022-Referred to Committee on Local Government

**Summary:** Current law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize the County of Ventura to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5% that would, in combination other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified.

**AB 2462 (Valladares R) Department of Transportation: state highways.**

**Introduced:** 2/17/2022

**Status:** 3/14/2022-Re-referred to Committee on Transportation

**Summary:** Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100. This bill would authorize the County of Los Angeles to establish a similar NEV transportation plan for the Westside Planned Communities in that county, subject to the same penalties. The bill would require a report to the Legislature by August 31, 2028, containing certain information and recommendations related to the NEV transportation plan. The bill would repeal these provisions on January 1, 2040.

**AB 2496 (Petrie-Norris D) Department of Transportation.**

**Introduced:** 2/17/2022

**Status:** 3/17/2022-Referred to Committee on Transportation. From committee chair, with author's amendments: Amend, and re-refer to Committee on Transportation. Read second time and amended.

**Summary:** Current law prohibits a person from installing, selling, offering for sale, or advertising any device, apparatus, or mechanism intended for use with, or as a part of, a required motor vehicle pollution control device or system that alters or modifies the original design or performance of the motor vehicle pollution control device or system. Current law requires every motor vehicle subject to registration to be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise and prohibits a muffler or exhaust system from being equipped with a cutout, bypass, or similar

device. Existing law further prohibits the modification of an exhaust system of a motor vehicle in a manner that will amplify or increase the noise emitted by the motor of the vehicle so that the vehicle exceeds existing noise limits when tested in accordance with specified standards. Current law also establishes a motor vehicle inspection and maintenance (smog check) program, developed, implemented, and administered by the Department of Consumer Affairs. This bill would require the department to incorporate a physical test into the smog check program to inspect for violations of the requirements described above.

**AB 2514 (Dahle, Megan R) Department of Transportation: highway safety.**

**Introduced:** 2/17/2022

**Status:** 3/17/2022-Referred to Committee on Transportation. From committee chair, with author's amendments: Amend, and re-refer to Committee on Transportation. Read second time and amended.

**Summary:** Current law continuously appropriates \$200,000,000 annually from the State-Local Partnership Program Account for allocation by the California Transportation Commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Current law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys. This bill would provide for the allocation by the commission under the Local Partnership Program to underserved rural communities, as defined, regardless of whether they have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects.

**AB 2537 (Gipson D) California Transportation Commission.**

**Introduced:** 2/17/2022

**Status:** 2/18/2022-From printer. May be heard in committee March 20.

**Summary:** Current law establishes the California Transportation Commission and vests the commission with certain powers, purposes, and responsibilities. This bill would make nonsubstantive changes to these provisions.

**AB 2622 (Mullin D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.**

**Introduced:** 2/18/2022

**Status:** 3/17/2022-In committee: Hearing postponed by committee.

**Summary:** Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission

technology transit buses until January 1, 2034. This bill contains other related provisions and other existing laws.

**AB 2647 (Levine D) Local government: open meetings.**

**Introduced:** 2/18/2022

**Status:** 3/10/2022-Referred to Committees on Local Government and Judiciary

**Summary:** The Ralph M. Brown Act requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.

**AB 2719 (Fong R) California Environmental Quality Act: exemptions: highway safety improvement projects.**

**Introduced:** 2/18/2022

**Status:** 3/10/2022-Referred to Committee on natural Resources

**Summary:** CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing highway under specified circumstances. This bill would further exempt from the requirements of CEQA highway safety improvement projects, as defined, undertaken by the Department of Transportation or a local agency.

**AB 2731 (Ting D) Department of Transportation.**

**Introduced:** 2/18/2022

**Status:** 2/19/2022-From printer. May be heard in committee March 21.

**Summary:** Current law provides that the Department of Transportation shall have full possession and control of all state highways and associated property. Current law authorizes the department to do any and all things necessary to lay out, acquire, and construct any section or portion of a state highway as a freeway or to make any existing state highway a freeway. This bill would make nonsubstantive changes to the latter provision.

**AB 2822 (Daly D) Local government: open meetings.**

**Introduced:** 2/18/2022

**Status:** 2/19/2022-From printer. May be heard in committee March 21.

**Summary:** Current law establishes the Transportation Agency within state government under the supervision of the Secretary of Transportation. Current law requires the secretary to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formulation in public interest matters related to the agency. This bill would make nonsubstantive changes to those provisions.

**AB 2952 (Gabriel D) Department of Transportation.**

**Introduced:** 2/18/2022

**Status:** 3/17/2022-Referred to Committees on Military and Veteran Affairs and Transportation

**Summary:** Current law provides that the Department of Transportation shall have full possession and control of all state highways and associated property. Current law authorizes the department to do any and all things necessary to lay out, acquire, and construct any section or portion of a state highway as a freeway or to make any existing state highway a freeway. This bill would make nonsubstantive changes to the latter provision.

**ACA 1 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.**

**Introduced:** 12/7/2020

**Status:** 4/22/2021-Referred to Committees on Local Government and Appropriations.

**Summary:** The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

**ACA 5 (Voepel R) Motor vehicles: fuel taxes, sales and use taxes, and fees: expenditure restrictions.**

**Introduced:** 2/19/2021

**Status:** 4/22/2021-Referred to Committee on Transportation

**Summary:** The California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would explicitly restrict the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired using those tax revenues only for the purposes described above.

**SB 542 (Limon D) Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.**

**Introduced:** 2/18/2021

**Status:** 1/18/2022-Read third time. Passed. (Ayes 33. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Summary:** Current sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The

Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define “qualified motor vehicle” as a specified zero-emission truck. The bill would disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits.

**SB 873 (Newman D) California Transportation Commission: state transportation improvement program: capital outlay support.**

**Introduced:** 1/24/2022

**Status:** 3/9/2022-March 22 set for first hearing canceled at the request of author.

**Summary:** Current law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Current law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Current law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures.

**SB 922 (Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.**

**Introduced:** 2/3/2022

**Status:** 3/16/2022-From committee with author's amendments. Read second time and amended. Re-referred to Committee on Environmental Quality

**Summary:** The California Environmental Quality Act (CEQA), until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or to a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities.

**SB 942 (Newman D) Low Carbon Transit Operations Program: free or reduced fare transit program.**

**Introduced:** 2/8/2022

**Status:** 3/2/2022-Set for hearing March 22.

**Summary:** Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of

Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.

**SB 1049 (Dodd D) Transportation Resilience Program.**

**Introduced:** 2/15/2022

**Status:** 3/10/2022-Set for hearing March 22.

**Summary:** Would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.

**SB 1100 (Cortese D) Open meetings: orderly conduct.**

**Introduced:** 2/15/2022

**Status:** 3/17/2022-From committee: Do pass as amended and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (March 17).

**Summary:** The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Current law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. This bill would authorize the members of the legislative body conducting a meeting to remove an individual for willfully interrupting the meeting. The bill, except as provided, would require removal to be preceded by a warning by the presiding member of the legislative body that the individual is disrupting the proceedings, a request that the individual curtail their disruptive behavior or be subject to removal, and a reasonable opportunity to respond to the warning.

**SB 1121 (Gonzalez D) Transportation funding: plan.**

**Introduced:** 2/16/2022

**Status:** 3/17/2022-Re-referred to Committee on Transportation

**Summary:** Would require the California Transportation Commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.

**SB 1156 (Grove R) Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.**

**Introduced:** 2/17/2022

**Status:** 3/17/2022-Referred to Committee on Governance and Finance

**Summary:** Current law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes. This bill contains other related provisions.

**SB 1175 (McGuire D) Transportation.**

**Introduced:** 2/17/2022

**Status:** 3/16/2022-From committee with author's amendments. Read second time and amended. Re-referred to Committee on Rules

**Summary:** Current law authorizes the Department of Transportation to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor.

**SB 1201 (Melendez R) California Transportation Commission: routing proposals.**

**Introduced:** 2/17/2022

**Status:** 3/15/2022-From committee with author's amendments. Read second time and amended. Re-referred to Committee on Rules

**Summary:** Under current law, the Department of Transportation administers the Clean California Local Grant Program of 2021 to provide funding for grants to specified local entities for purposes of beautifying and cleaning up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces, and administers the Clean California State Beautification Program of 2021 to provide funding for purposes of beautifying and cleaning up state highways. This bill would authorize local governments to use funding received under those programs to clean up homeless encampments on or around highway rights-of-way, within one mile of the freeway or flood channels under and surrounding the highways.

**SB 1410 (Caballero D) California Environmental Quality Act: transportation impacts.**

**Introduced:** 2/18/2022



**Status:** 3/9/2022-Referred to Committee on Environmental Quality

**Summary:** CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would retain the metric for traffic levels of service for projects outside transit priority areas, and require the potential metrics described above to only apply to projects within transit priority areas.

**SCA 4 (Wilk R) Legislature: 2-year budget.**

**Introduced:** 2/17/2021

**Status:** 4/7/2021-Referred to Committees on Budget and Fiscal Review and Elections and Constitutional Amendments

**Summary:** Would limit the Legislature, in the first year of the regular session, to considering or acting upon only the Budget Bill and related bills, and up to 5 bills introduced by each of the standing committees of the Legislature, as specified. The measure would require the Governor to submit to the Legislature a budget for the ensuing 2 fiscal years within the first 10 days of the first calendar year of the biennium of the legislative session, and would require the Legislature to adopt by June 15 of the first calendar year of the biennium of the legislative session a Budget Bill that appropriates funds to support state government for the next 2-year fiscal period commencing on July 1. The measure, in the second year of the regular session, would limit the Legislature to considering or acting upon only legislation other than the Budget Bill and related bills. The Legislature, by a 2/3 vote of each house, would be authorized, however, to amend an enacted Budget Bill and related bills in both calendar years of the biennium.

**SB 942 (Newman)****Summary:**

SB 942 by Senator Newman will provide California public transit agencies with the flexibility to use Low Carbon Transit Operations Program (LCTOP) funds for free or reduced-fare transit programs on an ongoing basis. This flexibility will ensure the long-term sustainability and benefits of programs such as free and reduced-fare youth ridership programs that expand access to public transit and create lifelong riders.

**Purpose:**

The Low Carbon Transit Operations Program (LCTOP) provides operating and capital assistance for transit agencies to improve mobility while reducing greenhouse gas (GHG) emissions. This program receives funding from the state's Greenhouse Gas Reduction Fund (GGRF), established under California's landmark Cap-and-Trade Program.

To be eligible for LCTOP funding, transit agencies must demonstrate compliance with the state's Cap-and-Trade mandates, which include investments in disadvantaged communities; an ability to demonstrate a reduction in GHG emissions; the assurance that expenditures do not supplant other funding sources; and that the funding supports transit operations and capital programs.

Current statutes and regulations governing LCTOP create barriers that preclude the use of LCTOP funds for long-term funding. Under the terms of the current guidelines articulated in the statute, a transit agency can only use LCTOP funds once, as part of the launch of a local program. The current guidelines do not afford a transit agency the ability to utilize these same funds on an ongoing basis for the continuation of a free- or reduced-fare program that would otherwise meet the criteria governing the program's stringent requirements. This has the net consequence of undermining the likelihood of otherwise well-designed LCTOP plans achieving their goals as envisioned in the chartering legislation.

Even as transit agencies throughout California have been striving to develop and implement free and reduced transit fare programs, the lack of funding to maintain programs on a long-term basis has stymied those efforts.

SB 942 will allow transit agencies to access LCTOP funds to subsidize free- or reduced-fare programs continuously. The bill will ensure that a transit agency can use LCTOP for free or reduced fare programs. Further, if an LCTOP funded pilot meets the program's requirements in its initial application, the transit agency will not be required to demonstrate such requirements in subsequent years, thereby exempting a transit agency from duplicative reporting requirements. Additionally, SB 942 will create additional flexibility for transit agencies that qualify for LCTOP funds by allowing monies to be used to maintain such programs on an ongoing basis without any prescribed time limit. This bill will provide multiple simultaneous benefits of expanding mass transit utilization by creating lifelong riders, reducing congestion on our streets and roads, and offering an avenue for economic improvement to families who have been substantially negatively impacted by the effects of the pandemic over the past two years.

**Existing Law:**

Existing law requires all money, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.

Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility.

Existing law requires each of those transit agencies to demonstrate that each expenditure of program money allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those funds to provide transit operating or capital assistance, to use at least 50% of those dollars to benefit disadvantaged communities, and to submit

specified information to the department before seeking a disbursement of those program expenditures, as specified.

Existing law authorizes a transit agency that has used program funds for certain authorized operational assistance purposes in a previous fiscal year to use that money to continue the same service or program in any subsequent fiscal year if the agency can demonstrate that reductions in emissions of greenhouse gases can be realized.

**Support/Opposition:**

*Support:* California Transit Association (sponsor), Orange County Transportation Authority (sponsor), San Diego Metropolitan Transit System

*Opposition:* Not known (as of 3/16/2022)

<b>VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY April 1, 2022</b>			
<b>BILL/AUTHOR</b>	<b>SUBJECT</b>	<b>POSITION</b>	<b>STATUS</b>
AB 1778 Garcia	Prohibits state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of poverty or pollution.	Monitor	Referred to Assembly Transportation Committee.
AB 1909 Friedman	Bicycle omnibus bill. Use of Class 1, 2 and 3 electric bicycles on a bicycle path or trail, bicycle lane, equestrian trail, or hiking or recreational trail.	Monitor	Referred to Assembly Transportation Committee. Scheduled for hearing March 28.
AB 1919 Holden	Would require transit agencies to offer free transit passes to all persons 25 years and younger. Would create Youth Transit Pass Pilot Program.	Monitor	Referred to Assembly Transportation Committee. Set for hearing April 4.
AB 1944 Lee, Garcia	Would relax rules on posting addresses of teleconference locations that are not public when an elected body allows its members to teleconference.	Monitor	Referred to Assembly Local Government Committee.
AB 2344 Friedman	Would require DFW, in coordination with Caltrans, to establish a wildlife connectivity action plan on or before January 1, 2024,	Monitor	Referred to Assembly Water, Parks & Wildlife Committee. Set for hearing April 4.
SB 922 Weiner	Would exempt some transit and active-transportation projects from CEQA.	Monitor	Referred to Senate Environmental Quality Committee. Set for hearing March 28.
SB 942 Newman	Would give transit agencies flexibility in using Low Carbon Transit Operations Program (LCTOP) for free or reduced-fare transit programs.	Support	Passed Senate Committee on Transportation 16-0. Referred to Senate Environmental Quality Committee.



Item #11

April 1, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: DARRIN PESCHKA, PROGRAM MANAGER, GOVERNMENT AND COMMUNITY RELATIONS**

**SUBJECT: OUTREACH PROGRAM UPDATE**

**RECOMMENDATION:**

- Receive and file.

**DISCUSSION:**

The Ventura County Transportation Commission (VCTC) believes that robust and ongoing community outreach efforts are vital to VCTC's mission to keep Ventura County moving. For several years, VCTC has utilized the services of a consulting firm to facilitate community outreach and public transit outreach services. In December 2020, the Commission approved a three-and-a-half-year contract with Celtis Ventures Inc. for those services. That contract began Jan. 1, 2021.

The contract covers outreach work for multiple VCTC programs, including Intercity Services, Regional Transit Planning, Metrolink, Pacific Surfliner (LOSSAN), Rideshare, Regional Transit Technology and Community Outreach. VCTC staff collaborates with and directs Celtis staff to create and share information about VCTC programs on the agency website; through printed collateral posted at bus stops and transit centers; on social media; via eblasts; and through placements in digital and print media. VCTC shares alerts to keep transit riders informed about changes to bus schedules, and shares information from partner agencies, such as Caltrans updates about projects that might affect traffic.

The past year has been a busy one for outreach at VCTC. Campaigns have included the introduction of the VCbuspass contactless payment system, reintroduction of Intercity bus fares and promotion of half-price fares, the launch of Metrolink Saturday Service, the College Ride program, Bike Week and Rideshare Week, and the 20<sup>th</sup> anniversary of the Coastal Express. In addition, for the third year VCTC partnered with local Boys & Girls Clubs for an art contest to promote public transit. Winners had decals of their art placed on VCTC Intercity buses and received canvas prints of their winning pieces. More recently, given the increased interest in bicycling during the pandemic, VCTC used animated videos to promote bicycle safety on social media.

The Commission will receive a presentation about these activities, as well as outreach efforts planned in the future.



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Item #12

April 1, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: HEATHER MILLER, PROGRAM MANAGER**  
**SUBJECT: FY 2021/22 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION**

**RECOMMENDATION:**

- Approve the Ventura County Transportation Commission (VCTC) FY 2021/22 Low Carbon Transit Operations Program (LCTOP) Allocation Request of \$2,078,719 for the following projects:
  - \$1,061,651 for the Youth Ride Free Pilot Project (includes a total of \$44,583 of FY 2021/22 LCTOP funds contributed by the cities of Camarillo, Moorpark, Simi Valley and Thousand Oaks), and
  - \$1,017,068 for Metrolink Weekend Service.
- Adopt Resolution 2022-01 in Attachment 1, authorizing the Executive Director to execute all required documents including the Certifications and Assurances and Authorized Agent Form (Exhibits A and B) to receive VCTC's FY 2021/22 Low Carbon Transit Operations Program funds.
- Approve programming Southern California Regional Rail Authority's (SCRRA) LCTOP revenue formula amount for the portion of the service within Ventura County which totals \$214,227 to provide discounted ticket fares for low-income riders.

**BACKGROUND:**

The Low Carbon Transit Operations Program (LCTOP) is a cap-and-trade program established by the California Legislature in 2014 that provides funds to public transportation agencies for investments in capital projects and service that reduce greenhouse gas (GHG) emissions and improve mobility with a priority on serving Disadvantaged Communities. Disadvantaged Communities (DACs) are identified by the California Environmental Protection Agency (CalPEA) as the top 25% most impacted census tracts in the State. These are communities disproportionately burdened by multiple sources of pollution (e.g., adjacent to freeways) and with population characteristics that make them more sensitive to pollution (e.g., low income).

The cap-and-trade program auctions tradeable permits (allowances) to the GHG emissions limit with state proceeds deposited into the Greenhouse Gas Reduction Fund (GGRF), a portion of which funds the LCTOP program. The State Controller's Office (SCO) allocates 50% of funds to regional entities based on county population and 50% of funds to transit agencies based on revenue service. The demand for allowances at auction fluctuates year over year, therefore the nature of LCTOP funding is unpredictable. On February 28, the SCO announced FY 2021/22

LCTOP apportionments with unprecedented amounts, more than doubling last year’s allocation. This year’s LCTOP funds to be programmed at VCTC’s discretion total \$2,034,136. An additional \$330,902 in FY 2021/22 LCTOP funds are allocated to cities within Ventura County, the Gold Coast Transit District, and funds attributable to SCRRA/MetroLink train service within Ventura County. The following table provides a breakdown of this year’s apportionments for Ventura County, including Section 99313 (formula amount based on county population) and 99314 (funding to transit operators based on service levels/fare revenue, i.e., “local shares”):

<b>LCTOP FY 2021/22</b>	<b>Allocation</b>
Ventura County Transportation Commission (99313)	\$ 2,034,136
VCTC corresponding to SCRRA	\$ 214,227
City of Camarillo	\$ 12,673
Gold Coast Transit	\$ 72,092
City of Moorpark	\$ 5,062
City of Simi Valley	\$ 19,698
City of Thousand Oaks	\$ 7,150
<b>Total Allocation</b>	<b>\$ 2,365,038</b>
<b>TOTAL Allocation Request (excluding SCRRA and GCTD)</b>	<b>\$ 2,078,719</b>

**DISCUSSION:**

Presently, VCTC is sponsoring two major projects with LCTOP funds for the region, the College Ride Program and the Saturday MetroLink Train Service. The College Ride program provides fare free transit to college enrolled students in Ventura County and has been co-sponsored with local shares from the cities of Camarillo, Moorpark, Simi Valley and Thousand Oaks. The intent of LCTOP funds is to support new services or programs that prove viable and demonstrate GHG emission reductions and/or increase transit mode share with the idea that once established other funding sources would supplement and ultimately replace the LCTOP funding. Projects are no longer considered new after five years and therefore not eligible for further funding. Since the College Ride program was started in FY 2017/18 with subsequent funding requests to December 2023, the program is no longer eligible for new LCTOP funding. However, due to school closures during the pandemic and temporary suspension of fare collection, the College Ride program has sufficient LCTOP funds remaining to support the program beyond the expected end date. The MetroLink Saturday Train service project introduced weekend train service on the Ventura County line to Los Angeles where none existed before. This project was initiated in FY 2018/19 but due to the pandemic, the service launch was delayed to April 2021. This project does qualify for additional LCTOP funding. Therefore, VCTC staff recommends the following projects for this year’s LCTOP funding:

**Youth Ride Free Pilot Project (\$1,061,651)**

With approximately half of the FY 2021/2022 LCTOP apportionment, VCTC is proposing to launch a new Youth Ride Free Pilot Project. As suggested previously by the Commission, and gathered during public outreach, there is a desire to expand programs like College Ride to more rider groups, specifically youth and high school students. The Youth Ride Free program would provide free fares for all youth aged 18 and under (and enrolled high school students that may be older) on Ventura County’s fixed route and general public dial-a-ride services.<sup>1</sup> Funds would be used to support a fare buy-down or reimbursement of fares to locally participating transit operators. The free fare

<sup>1</sup> Fixed route operators include: VCTC, Gold Coast Transit, Thousand Oaks Transit, Moorpark City Transit, Simi Valley Transit, Camarillo Area Transit, Ojai Trolley, and Valley Express; General public DAR operators include: Camarillo Area Transit and Valley Express (Kanan Shuttle is not included as it is currently free.)



program would relieve low-income households of the financial burden of transportation costs for young people, while reducing auto trips and encouraging transit use. Many of the designated disadvantaged communities in the Ventura County area have transit trip generators for eligible riders, such as elementary, junior high and high schools. By providing free fares to and from such locations, the project aims to increase ridership and reduce greenhouse gas emissions within these communities which is the primary purpose of the LCTOP program. Additionally, the goal of the project is to increase ridership overall for the County of Ventura as the region transitions from pandemic to post-pandemic travel patterns. Based on projected levels of ridership and funding support, the project is anticipated to be a two-year pilot program with a start date effective August 2022 and approximate end date of June 2024. The cities of Camarillo, Moorpark, Simi Valley and Thousand Oaks have agreed to co-sponsor the project by contributing their local LCTOP shares totaling \$44,583 for a total allocation request of \$1,061,651 for this program.

#### **Metrolink Weekend Service (\$1,017,068)**

Staff recommends using the remaining LCTOP funds of \$1,017,068 to support an additional train/round trip for the Metrolink Weekend Train service. Currently, Metrolink operates a single Saturday morning train to Los Angeles from Ventura (including stops at Oxnard, Camarillo, Moorpark, Simi Valley and LA County Stations) with a return trip from LA to Ventura in the PM. The new service would provide an additional train leaving Los Angeles in the morning to Ventura with a return trip from Ventura to LA in the late afternoon. This dual service would provide LA residents an opportunity to spend a day in Ventura and the opportunity of Ventura residents to spend a day in LA. The current Saturday train service departs from and arrives back to the East Ventura Station (Montalvo). The new project plans to extend this trip and the new train to the Ventura Station at the Ventura Fairgrounds. Additionally, the train service would be offered on both Saturday and Sunday. The FY 2021/22 LCTOP Allocation Request of \$1,017,068 is expected to fund the current train an additional two and a half years and the new train service for two years starting April 2023. The weekend train service anticipates reducing vehicle miles traveled and associated GHG emissions by providing an alternative public transit option. Furthermore, Metrolink is converting its entire fleet to renewable diesel as its fuel source which substantially reduces emissions.

#### **SCRRA's LCTOP Revenue Formula Project (\$214,227)**

In addition to the two VCTC projects listed above, staff recommends approving SCRRA's request to use FY 2021/22 LCTOP revenue formula amount for the portion of Metrolink train service that runs within Ventura County in the amount of \$214,227 to provide discounted ticket fares for low-income riders on the Metrolink service. This program is expected to launch in May 2022.

GCTD will use FY 21/22 LCTOP funds for the continuing operation of their Route 23 service.

All of the recommended projects are eligible for funding under the LCTOP guidelines and meet the goals and requirements of the LCTOP program. The Transit Operators Committee (TRANSCOM) approved VCTC staff recommendation on March 09, 2022.

RESOLUTION NO. 2022-01

A RESOLUTION AUTHORIZING THE SUBMITTAL OF ALLOCATION REQUESTS FOR THE VENTURA COUNTY TRANSPORTATION COMMISSION FY 2021/22 LOW CARBON TRANSIT OPERATIONS PROGRAM FUNDS

WHEREAS, the Ventura County Transportation Commission (“VCTC”) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (“LCTOP”) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a VCTC to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (“Department”) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors; and

WHEREAS, these guidelines include a Certification and Assurances document (Exhibit A) that must be executed in order to receive funds; and

WHEREAS, VCTC wishes to delegate authorization to execute these documents and any amendments thereto to the VCTC Executive Director (Exhibit B).

NOW THEREFORE BE IT RESOLVED that, VCTC hereby authorizes the submittal of allocation requests for FY 2021/22 LCTOP funds for the following projects:

- \$1,061,651 for the Youth Ride Free Pilot Project (includes a total of \$44,583 of LCTOP funds contributed by the cities of Camarillo, Moorpark, Simi Valley and Thousand Oaks, co-sponsors of the project), and
- \$1,017,068 for Metrolink Weekend Service.

BE IT FURTHER RESOLVED that VCTC approves of and agrees to comply with all conditions and requirements set forth in the Certification and Assurances attached hereto as Exhibit A and all applicable statutes, regulations and guidelines for all LCTOP funded transit projects, appoints the Executive Director as the Authorized Agent for purposes of the LCTOP program, and authorizes the Executive Director to execute the Certifications and Assurances and all required documents of the LCTOP program and any amendments thereto with the California Department of Transportation.

PASSED AND ADOPTED by the VCTC at its regular meeting this 1st day of April 2022.

TONY TREMBLEY, CHAIR, VCTC

ATTEST:

Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

Steven Mattas, General Counsel

## Certifications and Assurances

**Lead Agency:** Ventura County Transportation Commission

**Project Title:** Youth Ride Free Pilot Project and Metrolink Weekend Service

**Prepared by:** Heather Miller, Program Manager

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

### A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

### B. Project Administration

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.

8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).
9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

### **C. Reporting**

1. The Lead Agency must submit the following LCTOP reports:
  - a. Semi-Annual Progress Reports by May 15th and November 15th each year.
  - b. A Final Report within six months of project completion.
  - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
  - d. Project Outcome Reporting as defined by CARB Funding Guidelines.
2. Other Reporting Requirements: CARB is developing Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

### **D. Cost Principles**

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
  - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and

- b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

**A. Record Retention**

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the “Project Closeout” report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency’s external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected

with the performance of the Lead Agency’s contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and

subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

**F. Special Situations**

Caltrans may perform an audit and/or request detailed project information of the project sponsor’s LCTOP funded projects at Caltrans’ discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

Martin R. Erickson

*(Print Authorized Agent)*

Executive Director

*(Title)*

\_\_\_\_\_  
*(Signature)*

\_\_\_\_\_  
*(Date)*

## Authorized Agent

**AS THE**

**Martin R. Erickson, Executive Director**

(Chief Executive Officer/Director/President/Secretary)

**OF THE**

**Ventura County Transportation Commission**

(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Martin R. Erickson, Executive Director

OR

(Name and Title of Authorized Agent)

Click here to enter text.

OR

(Name and Title of Authorized Agent)

Click here to enter text.

OR

(Name and Title of Authorized Agent)

Click here to enter text.

OR

(Name and Title of Authorized Agent)

Martin R. Erickson

Executive Director

(Print Name)

(Title)

\_\_\_\_\_  
(Signature)

Approved this 1 day of April, 2022



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