



VENTURA COUNTY TRANSPORTATION COMMISSION

Fiscal Year 2022/2023
Budget Approved
June 3, 2022



SERVING VENTURA COUNTY, **CALIFORNIA:**

Camarillo, Fillmore, Moorpark, Ojai, Oxnard, Port Hueneme,
San Buenaventura, Santa Paula, Simi Valley, Thousand Oaks
and the County of Ventura.



VENTURA COUNTY TRANSPORTATION COMMISSION

“Transforming Transportation in Ventura County, California.”

FISCAL YEAR 2022/2023 BUDGET

Presented by:

Martin Erickson, Executive Director
Sally DeGeorge, Finance Director



Fiscal Year 2022/2023 Budget



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EXECUTIVE SECTION

BUDGET LETTER

June 3, 2022

Honorable Commissioners
Ventura County Transportation Commission
Subject: Fiscal Year 2022/2023 Annual Budget

Dear Chair Trembley, Vice Chair MacDonald, and Commissioners:

On behalf of myself, Ms. Sally DeGeorge, Director of Finance, and the entire VCTC staff, the Fiscal Year 2022/2023 Ventura County Transportation Commission Annual Budget is submitted to the Commission for your consideration and approval. This budget is both a fiscal document and policy directive that conveys the goals, programs, and priorities VCTC has set to serve its community and fulfill its mission. As presented, the Fiscal Year 2022/2023 Budget is a balanced budget with no bond debt obligation. The total annual budget for this fiscal year is approximately \$103.7 million, a 19.1 percent increase from the prior year.

As required by the VCTC Administrative Code, the proposed Draft Budget was reviewed by the VCTC Finance Committee on March 24, 2022. The Commission reviewed the Draft Budget and held a public hearing on April 1, 2022. The Finance Committee reviewed the proposed Final Budget on May 25, 2022. As staff has prepared this final budget, we have done so with conservative revenue assumptions in an effort to minimize the chances of having to return to the Commission with service cuts or other cost cutting measures.

The Commission utilizes a comprehensive agency-wide task driven budget that emphasizes the Commission's commitment to greater transparency and accountability to the residents of Ventura County. The budget has two main sections: the Main Budget and the Program Task Budgets. The Main Budget includes an Executive Summary that provides an overview of the upcoming issues and priorities for the fiscal year. It contains information about the community served and economic factors that affect the agency, its services and ultimately its constituents. The Main Budget also contains the program overviews and projections to provide a general understanding of VCTC's budgeted activities that support the agency in fulfilling its mission and goals, meeting its mandates, and satisfying its constituents. The Program Task Budgets contain task level detail for each program including objectives, accomplishments, work elements, financial resources, and costs. The Program Tasks include details how both staff and non-staff resources are utilized to implement and provide support activities to fulfill VCTC's mission and goals. This task driven budget provides accountability, transparency, and clarity of VCTC's programs and services to the region.



Before describing the tasks for the coming year, it is important to understand VCTC's revenues.

In November 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), a landmark piece of legislation that will significantly increase investment in infrastructure in the United States over the next five years. With total anticipated spending of roughly \$1.2 trillion, the IIJA is being called the largest investment in U.S. infrastructure in at least six decades. It will provide a long-term infusion of funds to repair roads and bridges, improve public transportation and railroads, and support expansion of electric vehicle networks, among other benefits. While the IIJA will not provide enough funding to perform every needed repair and complete each new project, it is expected to go a long way toward helping states, including California, update and transform their transportation networks.

The IIJA is considered historic not only because of its size and scope, but also because it gained bipartisan support in both houses of Congress. The Senate passed the IIJA on a vote of 69-30 in August 2021, and the House of Representatives voted 228-206 in support on November 5, 2021. Hopefully, the IIJA will augur in a new spirit of bipartisanship, at least for transportation projects.

The IIJA also provides across-the-board formula funding increases for transit. The Urbanized Area Formula program (Section 5307), the primary federal transit formula program, receives a 30% increase in the first year. The first year increases for the smaller transit formula programs include 47.5% for Senior and Persons with Disabilities (Section 5310); 22.7% for Rural Formula (Section 5311); and 63.9% for State of Good Repair (Section 5337). In subsequent years all these programs will continue to receive 2% to 3% increases.

The Commission receives funding primarily from three State revenue sources, two principally for public transit purposes and a third for freeway improvement projects. Local Transportation Funds, or LTF, comes from statewide $\frac{1}{4}$ cent sales tax on retail sales and partially funds VCTC Administration and Planning, Metrolink operations, bicycle and pedestrian improvements, bus transit services, and local streets and roads projects. State Transit Assistance, or STA, are revenues derived from the sales tax on diesel fuel. STA funds regional transit programs including the VCTC Intercity bus service and Metrolink commuter rail.

Senate Bill (SB) 1, *Road Repair and Accountability Act* passed the California State Legislature and was signed by Governor Jerry Brown in April 2017. It permanently increased fuel taxes and vehicle registration charges to provide an estimated \$5.2 billion of new revenues annually for transportation. The principle of "fix it first" is fundamental to SB 1. There are several funding programs that will support Ventura County transportation needs including capital and operating funds for bus transit and Metrolink commuter rail and competitive grant programs for bicycle and pedestrian projects.



Additional State funds come to the VCTC as part of the State Transportation Improvement Program (STIP) for major freeway projects. The STIP is funded from both federal and state gas tax dollars. While STIP funds do not flow through the Commission budget, the Commission is responsible for programming these funds to priority projects. Unfortunately, this was the one program where SB 1 did not provide much funding.

VCTC does receive one stream of locally generated revenues and that is the \$1 for each vehicle registered in Ventura County. These funds support VCTC in its role as the Service Authority for Freeway Emergencies, or SAFE. The SAFE administers motorist aid programs such as the Call Box program, the recently launched Freeway Service Patrol, and Incident Responder grant program.

Now a brief description of the tasks ahead for Fiscal Year 2022/2023:

Financial Management

VCTC takes great pride in its fiscally responsible Finance Department that produces timely and accurate reports to provide the Commission and the public financial information about the Commission's operations. The VCTC Finance team safeguards the Commission's assets while maintaining strong and prudent fiscal controls. The Finance Department is responsible for performing the day-to-day accounting functions consisting of cash management, accounts receivable, accounts payable, payroll, general ledger, budgeting, and financial and investment reports. VCTC maintains a general fund, five special revenue funds (the Local Transportation Fund (LTF), the State Transit Assistance (STA) fund, the Service Authority for Freeway Emergencies (SAFE) fund, the State of Good Repair (SGR) fund, and the Santa Paula Branch Line (SPBL) fund) and two proprietary funds (the VCTC Intercity Services fund and the Valley Express fund). The Finance Department prepares and monitors the agency's budget, provides budgetary assistance to project managers who monitor individual task budgets, and provides grant support as well as specific project support for many projects. The Finance Department oversees multiple state and federal audits throughout the year. The Finance Department is also tasked with overseeing the financial compliance with various state and federal regulations including the Government Accounting Standards Board (GASB) that implements new regulations each year. Finally, in Fiscal Year 2021/2022 and for the first time, staff submitted VCTC's budget to the Government Finance Officers Association (GFOA) and was awarded a "Distinguished Budget Presentation Award."

Transportation Development Act Administration

VCTC is the State's designated Regional Transportation Planning Agency for Ventura County, VCTC is responsible for the administration of the Transportation Development Act (TDA) funds and associated programs which include Local Transportation Funds (LTF), State Transit Assistance (STA) funds, as well as, State of Good Repair (SGR) funds, Proposition 1B funds and Local Carbon Transit Operations Program (LCTOP) funds. VCTC processes claims and allocates funds in compliance with State laws and regulations. VCTC monitors receipt of these funds throughout the year to make sure funds received are in line with apportionment estimates. When there are downturns in the economy, VCTC reviews the funds received and evaluates if a revision to the annual apportionment is necessary. There were over 50 TDA and specialized audits conducted last year through this program.



Transit Grant Administration

VCTC will continue to administer transit grants including funds that are passed through to local transit agencies and non-profit organizations. Federal pass-through funds will be significantly less than in the two prior years, due to the anticipated expenditure of all pandemic emergency funds, from the federal CARES and ARP acts, by the end of Fiscal Year 2021/2022. VCTC will continue its ongoing work to submit the required federal and state grants, file necessary reports, and ensure compliance with requirements. A significant priority for the year will be to work with FTA on the Triennial Review that will review compliance of VCTC and subrecipients with federal grant requirements.

Transportation Programming

During the upcoming year, VCTC will continue to advance local projects through various programs including calls-for-projects for FTA Section 5310 (Seniors and Individuals with Disabilities), 5307/JARC (Jobs Access and Reverse Commute), Congestion Mitigation and Air Quality Improvement (CMAQ), and TDA LTF Article 3 Funds. Additionally, VCTC will play a role in selecting projects for the Metropolitan Planning Organization SCAG regional component of the State's Cycle 6 Active Transportation Program (ATP). Staff will also develop and submit annual requests for funding through the State Low Carbon Transit Operations (LCTOP) Program and the State of Good Repair (SGR) Program. This task includes continued work to monitor and facilitate the delivery of previously approved projects funded from various state and federal sources. Staff will update the 2023 Federal Transportation Improvement Program to include new projects or changes to existing projects. The Infrastructure Investment and Jobs Act reauthorized the federal transportation program and provided a significant increase in funding, particularly competitive grants, and as a result VCTC will work with local jurisdictions to develop strategies for submitting eligible projects to capitalize on these new funding opportunities. Staff also expects to provide significant support to the new Comprehensive Transportation Plan identifying Ventura County long range funding needs and revenue streams looking out 25 years to a 2045 horizon.

Highway Program Management

VCTC will continue its work on the U.S. 101 HOV/Express Bus Lane Project Approval and Engineering Design (PAED) phase. The Commission's decision to prioritize the use of Surface Transportation Program (STP) funds to expedite the project development work, and eventual implementation of this project, will position the County to have a major "shovel ready" project should additional funding become available. During the upcoming year VCTC expects to release the draft environmental document for public review. Since existing funding is inadequate to fund the entire project within the next ten years, VCTC will be developing an "Early Action" package of improvements that will provide the maximum benefit with the projected available funds.

In addition, full project funding has been approved from the Senate Bill 1 Trade Corridor Enhancement Program for the Rice Avenue Grade Separation. VCTC will continue to work with the multiple agencies that are moving forward with final design and right-of-way acquisition, to ensure that the project continues progressing towards eventually starting construction in 2023.



Motorist Aid Services - Service Authority for Freeway Emergencies (SAFE)

For Fiscal Year 2022/2023, the Emergency Roadside Callbox system enters the third year of 3-year maintenance and management support contracts. Monitoring of the second round of Incident Responder Grant Program awards will continue. Operation of SpeedInfo speed sensors continues and includes an evaluation of alternative approaches to speed data collection and dissemination.

Operation, administration, and oversight of three Freeway Service Patrol (FSP) beats will continue, including coordination with Caltrans and California Highway Patrol. Addition of a fourth beat for the Freeway Service Patrol is planned. VCTC staff will continue to assess the impact of the COVID-19 global pandemic on traffic volumes and communicate with Caltrans and other SAFEs around the State and nation to set appropriate safety protocols to ensure health and safety of both tow operators and motorists. While the long-term impact of COVID-19 to vehicle registrations and SAFE revenues remains to be seen, the SAFE Fund includes a sizeable reserve balance that helps to insulate revenues from this program area from fluctuations in the economy.

Regional Transportation Planning

VCTC's Regional Transportation Planning staff will continue to work closely with local jurisdictions, neighboring counties, and the Southern California Association of Governments (SCAG) to provide a regional perspective on Ventura County's regional transportation planning needs through review and comment on plans, projects, and environmental documents and participation in local, regional, and statewide planning efforts. Staff will continue to use the updated Ventura County Transportation Model (VCTM) to support local member agencies with their respective studies and plans. The VCTM will also assist with implementation of Senate Bill (SB) 743 and use of Vehicle Miles Traveled (VMT) to assess transportation impacts under the California Environmental Quality Act (CEQA). Through a partnership with Ventura Council of Governments (VCOG), funded through a Regional Early Action Planning (REAP) grant from SCAG and the California Department of Housing and Community Development, VCTC staff will continue to work jointly with VCOG to develop and implement a Vehicle Miles Travelled (VMT) Adaptive Mitigation Program, which will also support local agencies to implement SB 743. VCTC will also establish a new transportation data and analytics pilot program to enable VCTC and assist partner agencies to make better informed land use and transportation decisions.

With support from a Caltrans Sustainable Transportation Planning - Sustainable Communities grant, VCTC will continue the coordinated effort to update the Comprehensive Transportation Plan (2013) and Congestion Management Plan (2009), with projected adoption in February 2023. The Comprehensive Transportation Plan serves as a long-range policy document, built from community-based, local priorities and community-expressed need to enhance regional connections. The Plan will ultimately inform the Commission on transportation investments to help reduce congestion, improve mobility, and support economic resilience, while encouraging robust linkages between transportation, housing, and land use. Also, with support from a Caltrans Sustainable Transportation Planning grant, VCTC will partner with the National Park Service to study wildlife movements and connectivity in the U.S. 101 Conejo Pass area. Additional emphasis will be placed on active transportation planning and furthering efforts to work with sponsoring jurisdictions to fund and construct bicycle and pedestrian improvements.



Airport Land Use Commission

The Airport Land Use Commission (ALUC) will continue to review development projects within defined Airport Comprehensive Land Use Plan (ACLUP) boundaries for four airports in Ventura County (Camarillo Airport, Oxnard Airport, Santa Paula Airport, and Naval Base Ventura County-Point Mugu). ALUC staff will continue to review airport-related applications submitted to the ALUC, such as heliport expansions. ALUC staff will also continue to work with the County Department of Airports and local jurisdictions to ensure appropriate development around the County's airports. In Fiscal Year 2022/2023, VCTC staff will prepare a scope of work and request for proposals and identify potential funding to update the ACLUP. Should Caltrans funding become available to update to the ACLUP and the associated Environmental Impact Report (EIR), staff will work with Caltrans, the County Department of Airports, and the Department of Defense to apply for project funding and move the update forward.

Rideshare Programs

The Rideshare Program for commuter services has a concerted focus on overall mobility options for Ventura County residents, including building upon *Mobility as a Service* (MAAS) strategies. As we begin to recover from the pandemic and the community begins to develop their long-term commute patterns, ridesharing will become an important strategy to reduce greenhouse gas emissions and relieve congestion. As such, strategic outreach is being emphasized in the upcoming year with focused efforts on encouraging commuters to consider alternatives to single occupancy vehicles whenever possible, including "telecommuting." Data sharing from our commuter services database will be critical in these efforts.

Accessible Mobility Services

The Accessible Mobility Services program provides countywide coordination of transportation services for people with disabilities and seniors - in addition to those mandated activities required by state and federal regulation. For example, as required by the Americans with Disabilities Act, VCTC administers a countywide "paratransit eligibility certification" process for persons with disabilities. This is done centrally on behalf of all transit operators in Ventura County, streamlining the federally mandated process for riders and transit providers alike. The importance of this regional service—to provide door-to-door transportation to our most vulnerable riders—was highlighted during the COVID-19 pandemic. Additional initiatives and staff responsibilities include development of California Public Utilities Commission's newly established "Access for All" program (expanding deployment of wheelchair accessible vehicles), and the reinstatement of the Mileage Reimbursement Program (which provides "volunteer" drivers reimbursement for transportation of seniors and people with disabilities). As VCTC's regional transit planning division finalizes the Transit Integration and Efficiency Study, and the update to the Coordinated Public Transit-Human Services Transportation Plan, VCTC's Accessible Mobility Services program will be positioned to coordinate implementation of future services applicable to people with disabilities and other specialized transportation needs.



Regional Transit

Staff continues regional transit planning activities and coordination with other transit providers in the county. Traditional planning activities in this task include completing or updating required federal and state planning documents (including managing the state Unmet Transit Needs process), engagement with all Ventura County public transit operators and staffing the TRANSCOM committee.

In this fiscal year, VCTC will continue working with our consultant to complete the Transit Integration and Efficiency Study (TIES). The TIES study seeks to improve the public transit network in Ventura County. It is an important study initiated at the request of the Commissioners, and as such the Commissioners will play an integral role in its development. Taking the time to do a thorough, comprehensive analysis of how transit operations and structure are delivered in Ventura County is a timely and prudent exercise, particularly considering the extraordinary economic and social impacts of the pandemic on public transit.

Another major project to be completed this year is the five-year update of the Coordinated Public Transit-Human Services Transportation Plan. Staff will also begin the updates of the short-range transit plan. Staff will continue the College Ride Program and will implement the Youth Ride Free Program which will allow youth 18 and under to ride the bus for free.

Valley Express

The Valley Express bus service serves the Santa Clara River Valley community, including the cities of Fillmore and Santa Paula, as well as the neighboring unincorporated areas of the County, such as Piru and Bardsdale. The service is managed by a policy advisory committee, which is made up of the VCTC Commissioners representing the two cities and the County. As the administrator service, Commission staff works with the committee and local staff to ensure the service meets the needs of the community. The Valley Express provided essential transit service to residents throughout the COVID-19 pandemic. This includes, fixed routes, school “boosters”, general purpose dial-a-ride and ADA paratransit services. The upcoming year will include administration of a request for proposals for a new service contract, planning and adjustment of fixed routes and dial-a-ride, addressing driver recruitment challenges, and planning for return of students taking transit to local schools and colleges. In addition, Valley Express will participate in the coordinated deployment of VCTC’s various transit promotions, such as College Ride, Youth Ride Free and the State’s proposed “three months” of free transit for the public.

VCTC Intercity Transit Service

VCTC has operated intercity commuter bus service for twenty-seven years, with two of its funding partnerships lasting over twenty-two years each (one with Santa Barbara County Association of Governments, and the other with California State University Channel Islands). While VCTC utilizes both federal and state funding, these partnerships provide local funding for two of the most popular service lines in the VCTC Intercity system. VCTC looks to continue growing partnerships such as this in the future with local organizations.



Prior to the pandemic, VCTC's overall ridership was stable and growing. After an initial decline of 75% in Spring of 2020, riders have steadily returned to the service. With approximately 55% of the ridership today compared to pre-pandemic, VCTC is looking forward to continued growth in demand and addressing recruitment challenges with its contractor with the goal of resuming suspended service due to the driver shortage. In addition, Intercity will participate in the coordinated deployment of VCTC's various regional transit promotions, such as College Ride, Youth Ride Free and the State's proposed "three months" of free transit for the public.

Regional Transit Information Center

The Regional Transit Information Center (RTIC) provides trip planning assistance and mobility management information for the residents and travelers in the greater Ventura County region. This includes wrap-around information for people new to the set of services offered by the many providers and programs offered in the region, such as new-rider "orientation materials", customized "end-to-end" itineraries using public transit, as well as general information and materials for services offered by social service agencies and agency-sponsored or eligibility-based transportation programs. The RTIC provides a centralized clearinghouse for passenger information (1-800-438-1112).

Additionally, the RTIC is the primary point of contact for customer service matters related to the VCTC Intercity and manages the federally required formal complaint process for VCTC agency-wide, including the VCTC Intercity, ADA Certification and Valley Express programs.

Regional Transit Technology

The Regional Transit Technology provides technology services to the many operators such as the countywide fare media system, *VCbuspass*, and the real-time arrival passenger information system, *GoVCbus*. *VCbuspass* offers "contactless" tap cards and mobile ticking options, with regionally accepted products such as "stored value" or unlimited use 31-day passes. With future options for *VCbuspass* to include more fleets such as paratransit services, and layer on additional technologies such as contactless credit cards or integrate with mobility services such as bikeshare and rideshare providers, the system will grow with Ventura County's needs, while providing a single, fast, contactless payment platform. *GoVCbus* is an integrated technology network that provides passengers with up-to-the-second tracking of arriving buses, trip planning tools, real-time alerts, onboard audio announcements for next stop and route information, as well as computer automated dispatching tools. The goal of both *VCbuspass* and *GoVCbus* is to provide centralized tools for passengers and operations, making transit easier to use (and operate) in Ventura County. In addition, the systems give agencies data for planning and operational needs, as well as for VCTC a clearinghouse of transit data across all operators. These shared regional platforms, provided by VCTC, allow for the planning, operation and fare policies of a more coordinated system and network of transit operators.



Passenger Rail (Metrolink and LOSSAN/Pacific Surfliner)

In the upcoming Fiscal Year, VCTC will contribute revenue-mile generated federal funding to Metrolink. VCTC is also using a portion of its Transportation Development Act LTF, STA and State of Good Repair SB 1 funds. In addition to funding operations and capital rehabilitation projects, these funds will help support the Simi Valley Double Track project and the Arroyo Simi bridge project. VCTC will work with Metrolink and the member agencies on ways to rebuild ridership, meeting new travel demand and in hopes of exposing new riders to the Metrolink system.

The Amtrak Pacific Surfliner service is fully funded by the State but is locally governed by way of the LOSSAN joint powers authority and the LOSSAN managing agency, of which VCTC is a member. The Coast Rail Coordinating Committee focuses on the longer distance intercity trips (such as the Amtrak Coast Starlight) and Amtrak Coast Route service between Los Angeles and San Francisco.

Santa Paula Branch Line

With execution of a new 35-year Railroad Lease and Operations Agreement with Sierra Northern Railway in December 2021, VCTC will continue to transition responsibility for operations and maintenance of the Santa Paula Branch Line (SPBL) railroad and right-of-way. Under the Agreement, Sierra Northern will take responsibility for implementation of the VCTC good neighbor policy through proactive management of the SPBL right-of-way, including weed abatement, debris cleanup, right of entry permitting, trespass removal, and compliance with Federal Railroad Administration (FRA) mandated Bridge Management Plan and annual bridge inspections. VCTC staff will continue to manage and assess leases, update rate schedules, and address encroachment issues within the right-of-way to ensure fairness, meet insurance requirements, bring fees up to date, and protect the right-of-way.

In addition, the public and government response to the COVID-19 pandemic has demonstrated additional demand for outdoor recreational opportunities and active transportation options that allow for appropriate physical distance. VCTC staff will continue to support local partner efforts to implement the Santa Paula Branch Line Recreational Trail Master Plan to complete the SPBL bike path from Ventura to Piru, informed by the Santa Paula Branch Line Recreational Trail Compatibility Survey.



Community Outreach

In the coming year, VCTC will promote public transit, including VCTC Intercity bus service, and inform the community about alternate transportation options such as rideshare and bicycling. We will continue to partner with the local Boys & Girls Clubs for a youth art contest, a fun and educational project that has helped VCTC establish valuable connections with future transit riders. One major effort in the coming year will be to expand the youth outreach program to a broader audience to provide education about the benefits of using public transit in daily life, about potential careers in transportation, and about environmental sustainability. VCTC will keep building on successful digital outreach efforts to share information about services through social media, eblasts and the VCTC website. In addition, staff will resume participating in community events, many of which were on hold because of the COVID-19 pandemic. Outreach will also include support for other projects underway across the agency, such as the Comprehensive Transportation Plan (CTP) update and Transit Integration and Efficiency Study (TIES).

State and Federal Relations

VCTC will continue to develop cooperative working relationships to carry out the annual Legislative Program and secure transportation funding in Ventura County. During the coming year, the work to advance the Legislative Program will encompass monitoring of transportation legislation and regulations under development that could affect Ventura County; briefing legislative and congressional members and staff as appropriate; and participation in various advocacy groups. At the state level, the Legislature's priorities are likely to include how to allocate the substantial surplus that is anticipated in the next state budget. The Legislature could also return to previous discussions regarding permanent reform of the Transportation Development Act. In Washington, D.C., the focus will be on the rollout and implementation of the Infrastructure Investment and Jobs Act, a historic \$1.2 trillion bill passed and signed in November 2021. VCTC will work closely with regional and state agencies to help shape guidelines for implementation of the Infrastructure Investment and Jobs Act (IIJA) and provide input on how funding is appropriated in California.

Looking Ahead

As I write this section of the budget message, it appears that we are hopefully entering into the "endemic" stage of COVID-19, the once in a century pandemic that has ravaged and re-shaped our world. Some early trends are emerging that will not only affect the way VCTC operates but are likely indicators of lasting changes in our society. The continuation of remote work in a "hybrid" work environment appears to be a semi-permanent fixture, at least for knowledge workers. And while transit ridership is slowly coming back, commuter ridership, especially on Metrolink is still not even half of what it was pre-pandemic (this despite recent record prices for gasoline). In this changing transportation environment, creative approaches will be required by VCTC to best serve the mobility patterns of Ventura County's residents. To that end, I am grateful for the Commission taking part in VCTC's goal setting session in April 2022 that set out ambitious but achievable goals for this coming year and set plans for a more comprehensive strategic planning session in early 2023.



In addition to the new federal funding from the IIJA, Senate Bill 1 approved by the California Legislature and signed by Governor Jerry Brown in 2017 continues to be a lifeline for transportation. Add to that, the unprecedented State surplus, estimated to be at \$67 billion at the writing of this budget, will provide an opportunity to seek additional funding for VCTC projects. VCTC has been effective with its advocacy efforts and grant application work that has led to over \$140 million in SB 1 grants allocated to critically important Ventura County transportation projects. Funding made available by SB 1 will help us maintain public transit services, such as VCTC Intercity Bus and Metrolink commuter rail, repair railroad bridges and tracks and passenger rail cars, construct a new double-track project on the Coast mainline in Simi Valley and a pedestrian undercrossing at the Camarillo Train Station that will lead to improved passenger rail service through Ventura County.

While maintaining transportation infrastructure is important, so too is fixing bumper-to-bumper traffic on the 101 and 118 freeways that has already returned as the State of California reopens the economy on the heels of the pandemic, improving bus and passenger train service, and safer bicycle and pedestrian facilities. VCTC does receive Federal and State formula funds that pays for a share of these projects and services. However, those two funding streams are insufficient long term. Unlike 25 counties in California, Ventura County has not yet passed a local transportation sales tax measure. Besides not being able to leverage the Federal and State funds with local transportation funds, VCTC is also not eligible for taxpayer-funded programs specifically created to reward transportation sales tax measure counties or be competitive for grant programs that reward project sponsors that include a substantial local match. It will likely take such a measure, where the revenues generated remain in Ventura County, to pay for our most critical transportation projects and public transit services. This is my first budget as Executive Director, and I am continually grateful for the Finance staff, and team effort of all VCTC staff to produce this budget. Our budget development process has integrity, rigor, transparency, and objectivity – all of which leads to VCTC achieving its goals.

Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Distinguished Budget Presentation Award and a Certificate of Recognition for Budget Preparation to the Ventura County Transportation Commission for its comprehensive budget report for Annual Budget for the fiscal year beginning July 1, 2021. To receive this award, a government must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device.

The Distinguished Budget Presentation Award is valid for a period of one year only. We believe that our current comprehensive budget report continues to meet the Distinguished Budget Presentation Award's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

The management and finance staff are proud of the commitment to open, accountable, and transparent financial reporting. The past year was the first time submitting for the award and receiving this prestigious award, which recognizes conformance with the highest standards for preparation of state and local government financial reports. This effort would not have been possible without the collaborative and collective effort of Commission staff. The undersigned are grateful to all involved for their time, efforts, and support to provide informative information.





GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Ventura County Transportation Commission
California**

For the Fiscal Year Beginning

July 01, 2021

Christopher P. Morrell

Executive Director

Finally, without the leadership and support of the Commission, this work would not be possible. There may be no more dynamic a time in transportation and transportation funding than what we will experience over the next several years. VCTC must continue to test our limits of creativity and resourcefulness as we endeavor to ensure a sustainable transportation future in such challenging times.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read 'Martin R. Erickson'.

MARTIN R. ERICKSON
Executive Director



BUDGET SUMMARY

The Commission utilizes a comprehensive agency-wide task driven budget that emphasizes the Commission's commitment to greater transparency and accountability to the residents of Ventura County. This budget is both a fiscal document and policy directive that conveys the goals, programs, and priorities that VCTC sets to serve its community and fulfill its mission. The budget is first reviewed by the Finance Committee and the Commission as a Draft Budget where staff receives further guidance, public comment, and direction from the Commission. The budget is then revised into a Final Budget based on Commission comments and updated with new and revised information. The budget is then reviewed again by the Finance Committee before forwarding to the Commission for review, to receive public comment and to either approve or request changes.

The Fiscal Year 2022/2023 Budget is a balanced budget with no bond debt obligations. Available resources to sustain the agency include sources, or new revenues, fund transfers-in, and fund balance, excess of assets over liabilities. Total sources consist of \$82 million in new revenues and fund Transfers-In of \$21.7 million. The projected fund balance at June 30, 2023 (including restricted balances) is \$20 million. Accordingly, total funding available (Total sources plus projected fund balance) to cover budgeted uses for the Fiscal Year 2022/2023 budget is \$123.8 million, a 12% increase (see Table 1 - *Total Sources and Fund Balance - Fiscal Year 2020/2021 to 2022/2023*).

**Table 1 – Total Sources and Fund Balance –
Fiscal Year 2020/2021 to Fiscal Year 2022/2023**

	Actual Sources FY 2020/2021	Revised Budget FY 2021/2022	Final Budget FY 2022/2023	Dollar Change	Percent Change
Federal	\$ 24,395,336	\$ 27,010,019	\$ 21,572,041	\$ (5,437,978)	-20%
LTF Sales Tax	41,042,513	35,200,000	42,300,000	7,100,000	20%
STA Sales Tax	6,708,854	6,764,938	9,038,926	2,273,988	34%
Other State	4,332,430	5,790,793	5,713,368	(77,425)	-1%
Local and Other	1,586,513	3,249,780	3,397,391	147,611	5%
Transfers-In/Fund Balance	56,355,689	32,838,857	41,778,492	8,939,635	27%
Total Sources	\$ 134,421,335	\$ 110,854,387	\$ 123,800,218	\$ 12,945,831	12%

Federal revenues decreased by \$5.4 million from the previous year due to several factors. In Fiscal Year 2022/2023, the federal revenues included Coronavirus Aid, Relief and Economic Securities (CARES) Act funding of \$1.5 million whereas in Fiscal Year 2021/2022 and 2020/2021 the budget contained CARES funding of \$2.2 million and \$13.8 million respectively. The CARES funds require no local match which temporarily increased the amount of federal funds in the budget. Also, the prior year had more Federal Transit Administration (FTA) revenues passed through to local agencies (both CARES and regular FTA) decreasing the pass-through FTA funding for the current year. Although new pass-through projects were added, they did not eclipse the completed projects in the prior year. It is normal for some years to have larger carry-overs than others. This resulted in a net decrease of \$5 million in FTA funds. Also, the federal Surface Transportation Program (STP) funds budgeted within the Highway Project Management and Monitoring task decreased by \$0.3 million for partial completion of consultant work on the U.S. 101 PAED study.



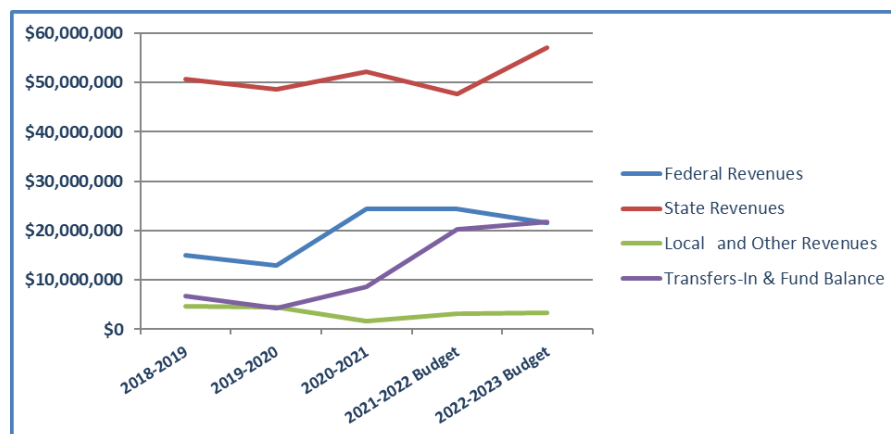
State revenues increased from the previous year by \$9.3 million. The LTF sales tax revenues increased by \$7.1 million based on the County Auditor-Controller's estimate. The State estimates that STA revenues will increase by \$2.2 million due to increased diesel fuel consumption. Other State funding decreased by \$0.1 million such as LCTOP and Proposition 1B as one-time project money was expended in the prior year offset by an increase in the SGR funding.

Local revenues, other revenues and investment income increased by \$0.1 million from the previous fiscal year. Local revenues (consisting of contributions and fees) are expected to increase by \$0.2 million as the bus services begin to charge full fares and local agencies provide route guarantees that were not utilized in Fiscal Year 2020/2021 and 2021/2022 when CARES funding was available. The other revenues and interest are expected to decrease by \$0.1 million as one-time local funding for the mobile bus pass and fuel credits for VCTC Intercity were used in the prior year.

Transfers-In (moving revenues from one fund to another) and fund balance (prior unspent earnings) sources vary from year to year based on estimated expenditures of operating and capital projects. Transfers-In from the LTF and STA accounts often provide the required federal match. In Fiscal Year 2020/2021 and to some degree in 2021/2022 when many transit projects funded with FTA funds did not require a local match because CARES funding was used, the Transfers-In were reduced. In Fiscal Year 2022/2023, LTF transfers increased to fund one-time projects such as the pension UAL payment in the Management and Administration budget and software in the Regional Transportation Planning budget. The STA transfers increased due to additional funding required for VCTC Intercity that is no longer covered by federal pandemic funds (CARES and ARP). The majority of the new SGR funds will be Transferred-In (approximately \$1.4 million) to the General Fund for Metrolink capital projects. Finally, the fund balance is used when new expenditures exceed new revenues such as depreciation of capital assets in the VCTC Intercity budget.

The funding source amounts will vary each year depending on consumer spending (for LTF and STA), grants availability for (State and Federal grants) and local amounts required for match and contributions. These sources are used for both on-going costs and one-time capital projects. Below in Chart 1 - *Total Sources Five Year Trend*, indicates three years' worth of actual funding sources and two years of budgeted funding sources for comparison.

Chart 1 - Sources Five Year Trend



Total Uses for Fiscal Year 2022/2023 consist of expenditures divided into six programs (see Table 2 - *Total Uses Fiscal Years 2020/2021 to Fiscal Year 2022/2023*). The program (each consisting of multiple budget tasks) usage amounts change from year to year depending on the on-going operational costs, planned studies and one-time capital costs. In Fiscal Year 2022/2023, the expenses increased \$16.6 million for a total budget of \$103,728,800.

Table 2 – Total Uses Fiscal Year 2020/2021 to Fiscal Year 2022/2023

	Actual Uses FY 2020/2021	Revised Budget FY 2021/2022	Final Budget FY 2022/2023	Dollar Change	Percent Change
Transit and Transportation	\$ 22,302,962	\$ 25,790,570	\$ 25,272,700	\$ (517,870)	-2%
Highway	5,100,373	8,853,623	6,971,600	(1,882,023)	-21%
Rail	5,072,987	16,101,796	21,353,289	5,251,493	33%
Commuter Assistance	522,533	692,800	650,900	(41,900)	-6%
Planning and Programming	31,740,343	34,332,043	47,165,311	12,833,268	37%
General Government	2,421,980	1,347,600	2,315,000	967,400	72%
Total Uses	\$ 67,161,178	\$ 87,118,432	\$103,728,800	\$ 16,610,368	19%

Each program and associated budget tasks contain VCTC staff and allocated indirect costs. This year VCTC positions remain the same at 23 full time staff positions. Total staff costs are \$3.9 million consisting of \$2.6 million in salaries and \$1.3 in taxes and benefits. This year's budget includes a three percent cost-of-living-adjustment of \$72,100 and a merit pool increase of \$66,800 for eligible employees not at the top of their range. Indirect costs represent expenditures that are attributable to the general operation of the organization but not directly tied to a particular task. Indirect costs vary from year to year and in Fiscal Year 2022/2023 the allocation is 66.55%.

The Transit and Transportation Program consists of five tasks and program uses decreased by 2% from the prior year. The major changes to the program occurred in four of the five tasks. These changes include a decrease of \$0.1 million in the Regional Transit Technology task with the completion of the real time bus tracking system and mobile ticketing projects. The Transit Grant Administration task decreased by \$1.7 million (after the addition of the new local pass-through funding) as pass-through projects were completed especially FTA CARES projects that passed-through 100% reimbursement instead of the normal 80% or 50% because of local matching requirements. There was also an increase of \$0.2 million in the Valley Express budget and an increase of \$1 million in the VCTC Intercity task due to increased operational contractor and consultant costs.

The Highways Program consists of two tasks and program uses decreased 21%. Major changes occurred in both tasks. The Highway Program Management budget decreased \$0.3 million for the partial completion of the on-going consultant work on the U.S. 101 preliminary engineering and environmental documents. The Motorist Aid task decreased by \$1.5 million as a second cycle of the Incident Responder Grant was completed in the prior fiscal year and less consultant costs are needed in the current fiscal year.



The Rail Program consists of three tasks and program uses increased by 33% from the prior year. The major changes occurred within two tasks. The Metrolink Commuter Rail task increased by \$5.3 million largely due to capital projects that were not completed in the prior fiscal year and partial funding for the SCORE project. The Santa Paula Branch Line task decreased by \$0.1 million in staff, legal and consultant costs in the previous year's budget with the transition to the new contractor.

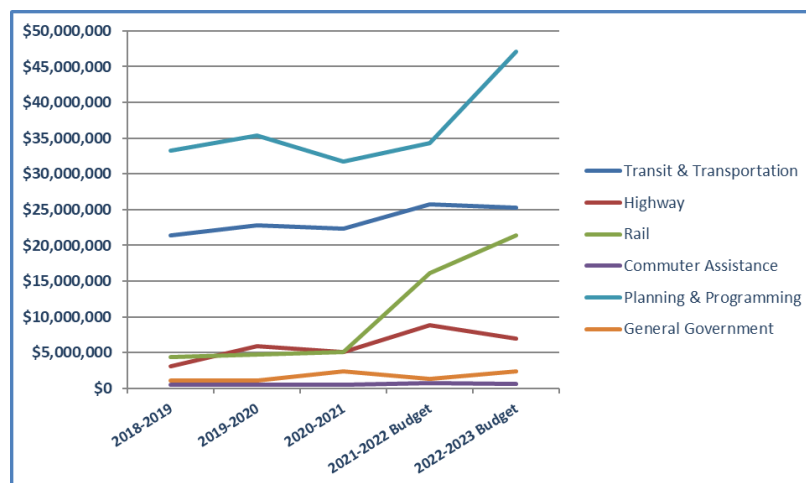
The Commuter Assistance Program consists of two tasks and program uses decreased by 6% from the previous year. This is largely due to a \$30,000 decrease in the Rideshare tasks as the prior year contained higher consultant costs that were expended last year.

The Planning and Programming Program consists of five tasks and increased by 37% from the previous year. The major changes within this program can be found within four tasks. The Regional Transit Planning task decreased by \$0.2 million for the near completion of the Coordinated Plan and Transit Integration Efficiency Study (TIES) studies offset by an increase for the TDA triennial performance audit. The Regional Transportation Planning task increased by \$0.5 million for new data analytics software and the inclusion of the 101-Conejo wildlife tracking study in partnership with the park service offset by the completion of the Ventura County Freight Corridor study. The Comprehensive Transportation Plan and the Congestion Management Plan will continue into Fiscal Year 2022/2023. The Transportation Development Act Administration task increased \$12.5 million for an increase in pass-through funding to local agencies due to higher sales tax revenues and a large carry-in balance. The Transportation Programming and Reporting task increased by \$0.1 million for staffing costs.

The General Government Program consists of three tasks and increased by 72% from the previous year. The major change is in the Management and Administration task to include a one-time \$1 million payment toward VCTC's pension unfunded accrued liability offset by lower staffing costs.

The Uses will vary each year depending on the on-going operational costs, planned studies and one-time capital costs as well as the sources available to pay for the uses. Below in Chart 2 - *Total Uses Five Year Trend*, indicates three years' worth of actual funding sources and two years of budgeted funding sources for comparison.

Chart 2 - Uses Five Year Trend



At the end of Fiscal Year 2022/2023 the spendable (both discretionary and non-discretionary funds) is expected to be \$20 million. This is a decrease of 15% from the prior year. The ending available fund balances (excluding contingency reserves) are expected to be approximately \$60,000 for the General fund, \$50,000 for the Local Transportation Fund, \$17.4 million for the State Transit Assistance fund, \$2.3 million for the Service Authority for Freeway Emergencies fund, \$0.2 million for the State of Good Repair fund, and \$25,000 for the Santa Paula Branch Line fund. The VCTC Intercity and Valley Express funds are designed to have \$0 spendable fund balances.

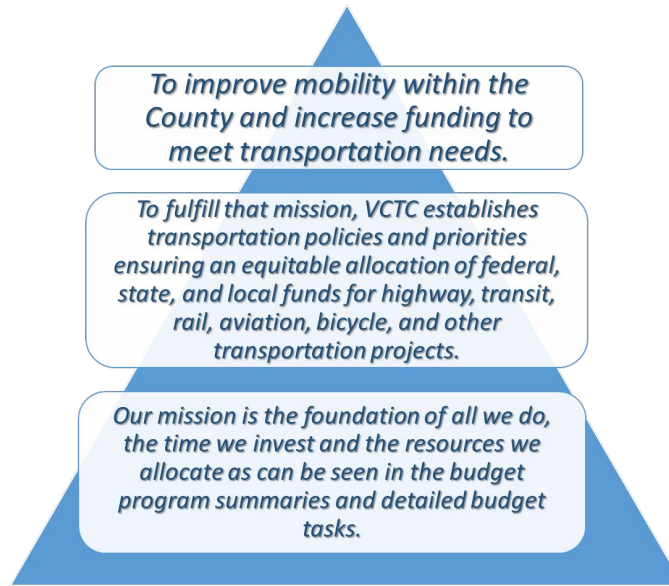
The budget is an important tool used to measure and control financial accountability of public agencies for taxpayer dollars. The annual budget is used to communicate to the public, elected officials and other stakeholders detailed information about the anticipated allocation of resources and expenditures for the upcoming fiscal year and used as a financial barometer for financial policies and priorities.

VCTC will continue to aggressively seek new revenues to support the County's transit and transportation needs. Whether residents use public transit or not, public transit benefits all Ventura County residents by reducing congestion and improving air quality. In its role as the region's transit and transportation leader, VCTC will remain a capable steward of taxpayer dollars dedicated to transportation.



AGENCY AND PROGRAM GOALS

It is important to remember that the budget is more than just numbers. Regardless of the current and future economic conditions, the Commission faces on-going challenges to provide the on-going services, meet the necessary requirements while improving the quality of life of its constituents. To achieve this, VCTC has program goals with detailed task objectives and work elements (and accomplishments for accountability) based on VCTC's mission statement which is:



Staff prepares each program budget and associated task budgets based on key assumptions, guidance by the Commission and Executive Director, accomplishments in Fiscal Year 2021/2022, program goals and related objectives as they support VCTC's mission. Below is a summary of on-going program goals. The individual budget tasks within each program support these on-going goals and provide specifics about the tasks performed to achieve these on-going goals.

Transit and Transportation Program

- Provide regional leadership and support to local transit agencies and transit riders.
- Prioritize public transportation projects in the County.
- Facilitate State and federal public transit funding in the County.
- Provide mobility policies for both public transit and paratransit services.
- Utilize technology to better serve community transit and transportation needs.
- Improve mobility within the County especially where there are gaps in local jurisdiction's boundaries.
- Provide commuter-oriented public transit services.

Highway Program

- Implements, co-partners, and oversees highway projects within the County.
- Manage highway development.
- Prioritize federal and state funds for highway improvements.
- Focus on safety, efficiency, and mobility of the motoring public.
- Congestion relief on State highways.



Rail Program

- Support a safe and reliable Metrolink and Amtrak alternative for long and/or inter-county trips.
- Ensure residents have a broad spectrum of mobility choices.
- Increase train service and ridership in partnership with sister agencies.
- Preserve the right-of-way for future rail service while providing active transportation opportunities through a recreational multi-use path.

Commuter Assistance Program

- Promote mobility by connecting people to different modes of travel such as biking, walking, and carpooling.
- Encourage residents and employers to reduce single vehicle trips and use alternative modes of transportation including ridesharing, public transportation, etc.
- Increase commuter awareness of alternative modes of mobility.

Planning and Programming Program

- Program federal and State funds to local jurisdictions and agencies.
- Provide comprehensive, countywide transportation planning, congestion management, modeling, and forecasting.
- Reduce congestion.
- Improve mobility needs within the County.
- Provide a mechanism to pass-through funding to local agencies for transit, bicycles and pedestrians, and streets and roads projects.

General Government Program

- Administer and support the activities that do not fall under the more defined programs.
- Support the day-to-day operations and activities of the Commission.
- Ensures that funding flows smoothly and are accounted for according to the applicable regulations.
- Increase community awareness of transit and transportation needs of the County.
- Monitor and support transit and transportation legislative activities.
- Provide intergovernmental relations.

New Strategic Goal Planning Process:

Strategic planning is a long-standing “best practice” in government. It is important to think strategically and long term in a volatile and resource constrained environment to provide positive, forward moving results that support the agency’s mission. A strategic plan also promotes cooperation and coordination between and among the various organizational stakeholders. In Spring of 2022, VCTC began a new goal setting process. The Commission held a special meeting to discuss specific VCTC goals for Fiscal Year 2022/2023 and a three-year strategic plan session will be held in early 2023. The meeting was open to the public and public comment was received.



The Commission and public were reminded that:

**“VCTC can’t do everything,
but we can do somethings very well
by setting priorities.”**

VCTC’s mission, success, core functions and funding were reviewed before goals for Fiscal Year 2022/2023 were discussed. Then the Executive Director proposed ten (10) specific strategic near-term goals to be completed within Fiscal Year 2022/2023. It is important to note that some goals are performed within one program, but the outcome will impact multiple program areas. The recommended near-term Fiscal Year 2022/2023 goals as proposed were:

- **Goal #1** - To complete the Comprehensive Transportation Plan (CTP) as VCTC’s primary guiding document with an estimated completion date of winter 2023. This is a Planning and Programming program goal.
- **Goal #2** - To complete the Transit Integration & Efficiency Study (TIES) and Coordinated Public Transit-Human Services Transportation Plan Update to serve as a roadmap for improving transit and accessible transportation services with an estimated completion date of winter 2023. This is a Planning and Programming program goal.
- **Goal #3** - Implement strategies to promote transit ridership recovery. The initial implementation is expected in the summer of 2022 and then on-going. This is a Transit and Transportation program goal.
- **Goal #4** - Complete the Zero-emission Bus Transition Plan with an estimated completion date of summer 2023. This is a Transit and Transportation program goal.
- **Goal #5** - Work with partner agencies to implement the Bicycle Wayfinding Plan and establish advisory committee by summer 2023. This is a Planning and Programming program goal.
- **Goal #6** - Connect with the community/expand youth outreach to foster interest in public transportation and promote environmental sustainability with an estimated completion date of summer 2023. This is a General Government program goal.
- **Goal #7** - To continue progress on Metrolink and LOSSAN capital projects (Simi Valley double track, Leesdale siding, Camarillo station) to increase capacity of rail service along the coast main line in Ventura County with an estimated beginning completion date of winter 2023. This is a Rail program goal.
- **Goal #8** - Expand availability of discount/free transit pass programs (College Ride and Youth Pass) to increase ridership and accessibility of transit with an estimated completion dates in the summer of 2022. This is a Planning and Programming program goal.
- **Goal #9** - Ensure continued operational excellence of the financial administration of VCTC. This is an on-going goal within the General Government program.
- **Goal #10** - Aggressively seek out federal and state infrastructure funding (and assist cities and county in this endeavor) to improve infrastructure within the County. This is an on-going goal within the Planning and Programming program.



The staff presented the proposed Fiscal Year 2022/2023 goals providing an overview with proposed actions to achieve the goals. Input was taken from the public in attendance and the Commissioners reviewed, asked questions, and commented on the proposed goals. The Commission requested one additional short-term goal as follows:

- **Goal #11** - Explore VCTC/VCOG consolidation to better coordinate land use & transportation and coordinate resources. This is a General Government goal.

The Executive Director then discussed the proposed five (5) mid-term goals to be completed over the next two to three years. Again, it is important to note that some goals are performed within one program, but the outcome will impact multiple program areas. The recommended near-term goals as proposed were:

- **Goal #1** - Reach consensus on the future of the 101 Corridor (congestion, wildlife connectivity, managed lanes, environmental review). This is a Highways program goal.
- **Goal #2** - Reinvigorate the process to complete the Santa Paula Branch Line (SPBL) multi-use path. This is a Rail program goal.
- **Goal #3** - Develop transportation sustainability framework and principals. This is a Planning and Programming program goal.
- **Goal #4** - Initiate the process to become a leader in the development of Mobility as a Service (Maas) strategies. This is a Transit and Transportation program goal.
- **Goal #5** - Leverage data to better inform transportation land use decision-making and grant-seeking. This is a Planning and Programming program goal.

The process was then repeated where input was taken from the public in attendance and the Commissioners reviewed, asked questions, and commented on the proposed goals. The Commission requested one additional short-term goal as follows:

- **Goal #6** - Prioritize building new bike lanes/integration of e-bikes as a transportation mode. This is a Planning and Programming program goal.

The Commission and public then provided final comments. After leadership had carefully evaluated the financial priorities, they approved the above recommended goals for Fiscal Year 2022/2023. The Commission also approved the above mid-term goals and supported the proposed schedule to further discuss the strategic goals early in 2023.



VENTURA COUNTY TRANSPORTATION COMMISSION AND THE COMMUNITY WE SERVE

THE ORGANIZATION AND ITS RESPONSIBILITIES

The Ventura County Transportation Commission (VCTC or Commission) was created by Senate Bill 1880 (Davis), Chapter 1136 of the Public Utilities Code in September of 1988 (effective January 1, 1989) as the successor agency to the Ventura County Association of Governments (VCAG) assuming all the assets and liabilities of that body. In 2004, VCTC was reorganized under Assembly Bill 2784, expanding the Commission to its current configuration of a seventeen-member board composed of five Ventura County Supervisors; ten City Council members; and two Citizen Appointees, one representing the cities and one representing the county. In addition to the above membership, the Governor appoints an Ex-Officio member to the Commission, usually the Caltrans District #7 Director. Below in Table 3 - *Current Commissioners*, are the current representatives of the Commission.

Table 3 – Current Commissioners

Commissioner	Area Representation
Tony Trembley	City of Camarillo, Chair
Bryan MacDonald	City of Oxnard, Vice-Chair
Claudia Bill-de la Peña	City of Thousand Oaks
Daniel Chavez	Citizen Representative (Cities)
Lynn Edmonds	City of Fillmore
Chris Enegren	City of Moorpark
Robert Huber	County of Ventura
Mike Johnson	City of San Buenaventura
Mike Judge	City of Simi Valley
Matt LaVere	County of Ventura
Kelly Long	County of Ventura, Past-Chair
Linda Parks	County of Ventura
Carmen Ramirez	County of Ventura
Richard Rollins	City of Port Hueneme
Andy Sobel	City of Santa Paula
William Weirick	City of Ojai
Jim White	Citizen Representative (County)
Tony Tavares	Caltrans (Ex-Officio)

VCTC's mission is to improve mobility within the County and increase funding to meet transportation needs. To fulfill that mission, VCTC establishes transportation policies and priorities ensuring an equitable allocation of federal, state, and local funds for highway, transit, rail, aviation, bicycle, and other transportation projects. Our mission is the foundation for all we do, the time we invest and the resources we allocate as can be seen in the budget program summaries and detailed budget tasks.



Further adding to VCTC's regional responsibilities, the Commission is also designated to administer and act as the:

- Airport Land Use Commission (ALUC)
- Congestion Management Agency (CMA)
- Consolidated Transportation Service Agency (CTSA)
- County Transportation Authority (CTA)
- Regional Transportation Planning Agency (RTPA)
- Service Authority for Freeway Emergencies (SAFE)
- Local Transportation Authority



To invite regional participation in defining VCTC's policies and priorities, VCTC staffs several standing regional committees and has the option to create special purpose committees as the need arises. The standing committees are:

- Citizens Transportation Advisory Committee/Social Services Transportation Advisory Council (CTAC/SSTAC)
- Heritage Valley Policy Advisory Committee (HVPAC)
- Managers Policy Advisory Committee (MPAC)
- Santa Paula Branch Line Advisory Committee (SPBLAC)
- Transit Operators Advisory Committee (TRANSCOM)
- Transportation Technical Advisory Committee (TTAC) – Public Works/City Engineer Staff

THE COMMUNITY WE SERVE

Ventura County was established in 1873 and encompasses just under 2,000 square miles. It is located about 65 miles northwest of Los Angeles and 35 miles southeast of Santa Barbara on California's "Gold Coast." The landscape ranges from rugged national forests to fertile alluvial plains topped with lemon orchards and rows of strawberries flowing down to its shoreline along the Pacific. Ventura County's beaches are a natural destination, but the County offers a wide diversity of attractions ranging from the beauty of the Channel Islands National Park to the historical displays of the Ronald Reagan Library and the San Buenaventura Mission making Ventura County a desirable place to live and visit.

The California Department of Finance (DOF) now estimates that Ventura County's population is just over 833,000 (a 0.8% decline since 2021 estimates) but remains the thirteenth largest county in the State. Ventura County's population is largely concentrated in its ten cities, with four cities having a population in excess of 100,000: Oxnard (200,050), Simi Valley (124,985), Thousand Oaks (124,592), and San Buenaventura (108,231).

Ventura County's growth rate has over time averaged less than one percent (1%) per year for many years. With thoughtful growth controls in place Ventura County's residents continue to enjoy a variety of lifestyle options from metropolitan to rural and the cities within Ventura County are consistently ranked among some of the safest in the nation.



According to the 2020 United States Census American Community Survey (ACS) 5-year estimates, Ventura County's population is largely comprised of two groups: White/Non-Hispanic at 44.9% and Hispanic at 42.8%. The median age of County residents is 38.5 which is slightly higher than the State's median age of 36.7. The senior population (over 65) at 15.6% continues to slowly grow while the population under 18 years at 22.9% continues to slowly decline. Over the next decade, it is estimated that the 55 and over population will continue to grow faster, bringing significant changes to Ventura's economy, social structure, and workforce composition.

Ventura County residents enjoy a favorable comparison to the State as a whole in median household income and education levels. The United States Census ACS 5-year estimates states the County's median household income increased slightly to \$89,295 in 2020 (\$88,131 in 2019) and remains higher than the State's median household income of \$78,672. The percentage of people below the poverty level in Ventura County remains flat at 8.9% in 2020 (8.9% in 2019), and the County is better off than the State as a whole at 12.6%. The percentage of Ventura County residents holding a bachelor's degree or higher has increased from 33.8% in 2019 to 33.9% in 2020 while the State is slightly higher at 34.7%.

The 2020 United States Census American Community Survey 5-year estimates identifies Ventura County's civilian workforce dropping to 411,295 in 2020 from 415,752 in 2019 workers, sixteen years old and above, in a wide variety of industries. More than half of Ventura County workers are found within four employment categories:

- Educational, health care and social assistance workers – 81,509
- Government – 57,508
- Professional, scientific, management, administrative and waste management workers – 52,279
- Retail trade – 41,209
- Arts, entertainment and recreation, accommodation, and food service – 39,851
- Manufacturing workers – 39,322

Considering VCTC's mission of improving mobility, it is especially important to note how the County's workers travel to their jobs. With a mean travel time to work of 26.9 minutes (down from 27.2 minutes in 2019), the overwhelming majority of Ventura County's workers drive alone in private vehicles. The transportation mode split in 2020 in Ventura County was:

- Drove alone – 77.7%
- Carpooled – 10.2%
- Worked at home – 8.3%
- Walked – 1.6%
- Other means – 1.2%
- Public Transportation – 1.0%



Transportation touches every area of our lives on a daily basis, and we often overlook its importance. We expect roads to carry us safely and efficiently to where we want to go whether we choose to drive, bike, walk or take a bus. Business owners need and should have easy access to their locations for their workers, customers, and goods so that Ventura County's economy thrives. Mobility is an essential ingredient in the quality of life that we have come to expect in Ventura County. Unfortunately, VCTC is faced with a significant challenge in achieving its mission of improving mobility in Ventura County considering that resources available to invest in improvements are rapidly diminishing for all modes or only provided for a short period of time.

THE LOCAL ECONOMY

Although 2020 started solidly, by March/April 2020 concerns of a recession or even a depression sored. Within a few months, the COVID-19 pandemic dramatically changed the world economy. As the global pandemic hit the United States and spread throughout the nation, the severe economic impacts were felt at every level. In hopes of slowing the spread of the new virus, schools, bars, restaurants, and entertainment venues were closed and shelter in place orders were issued by States, Counties and Cities. The results were record levels of rapidly increasing unemployment rates only surpassed by the Great Depression and a stock market plunge with volatile swings like the Great Recession.

The last two years have been unprecedented and unpredictable. Much of the nation remained in lockdown for many months. While some sectors such as hospitality and leisure saw high unemployment levels and negative financial impacts as businesses were shuttered, other sectors shifted to remote work and continued with small disruptions. The federal government infused the nation with federal aid that supported many individuals and companies to keep the economy from entering a depression as feared. In fact, many individuals simply shifted their spending from services to goods with on-line sales thriving during the pandemic. Despite multiple surges in COVID-19 cases, as vaccines rolled out to individuals, COVID-19 cases began to drop, business began to reopen, and people started to be hopeful for the future.

In March 2020, after a long period of low unemployment both nationally and locally, some workers, almost overnight, found themselves out of work as many businesses closed due to shelter in place orders caused by the COVID-19 pandemic. In Ventura County, unemployment rose from 3.7% in February 2020 to 14.5% by April 2020. The State was at 16% in April 2020.

Millions of workers were unemployed or furloughed in a short period of time. As the State navigated the pandemic, some businesses were opened and closed multiple times while other businesses changed the way they did business or ultimately closed over the last year as the COVID-19 cases surged several times. Hardest hit industries were service industries such as food services, hospitality, leisure, travel, and entertainment. Other industries were able to shift to remote work sites and regular employment continued.

As the COVID-19 daily case numbers dropped and residents received vaccinations, the State and local economies reopened. Service industries are open for business but many industries, especially restaurants and hotels, are still having trouble finding employees. By March 2021, unemployment rates dropped to 6.4% in Ventura County and 8.2% for the State as a whole. Then the “Great Resignation” began nationwide, and many industries found it hard to keep or hire employees. As of March 2022, unemployment rates dropped further to 3.5% in Ventura County and 4.2% in California. Job openings continue to rise and remain unfilled with many employers asking where all the workers went! Lack of filled jobs are being attributed to baby boomer retirements, negative migration within the State and County, and mismatching of skills to job openings.



In March 2020, when the COVID-19 pandemic started financially impacting the nation, the stock market entered a 33 percent freefall decline in just 19 days plunging over 10,000 points from February to March 2020. Neither an automatic trigger nor the \$1.5 trillion Federal Reserve pledge for the bond market could stem the selloff caused by fears related to the spreading COVID-19, high unemployment rates, and low oil prices that plagued the markets. Then about a month later, the stock market began to rebound largely due to an unprecedented monetary policy support from the Federal Reserve and fiscal packages from the U.S. Government (over \$3.5 Trillion). The market climbed back to a new high of 36,799 in January 2022 and hovered around 33,000 at the end of April 2022. However, in early May a new two year drop of over 1,000 points occurred. Volatile swings are expected the upcoming year. Chart 3 - *Dow Jones Industrial Average Twelve Year History*.

Chart 3 - Dow Jones Industrial Average Twelve Year History



Consumer confidence also plunged as the spread of the COVID-19 prompted widespread business shutdowns resulting in high unemployment and a bear stock market. In April 2020, the index fell to its lowest since June 2014. The Consumer confidence index for April 2020 was 86.9. By March 2021, the Consumer Confidence Index surged to 109.7. In March 2022 the index was similar at 107.6. Consumer confidence expectations have weakened with higher prices (especially gas prices), geo-political uncertainty (i.e. the Russian/Ukraine war which is not expected to end any time soon), and rising inflation. Confidence will likely continue to weaken if these conditions continue. However, the Consumer confidence board noted that intentions to buy big-ticket items such as automobiles has risen. Consumer expectations for the next six months remained mixed as uncertainty remains.

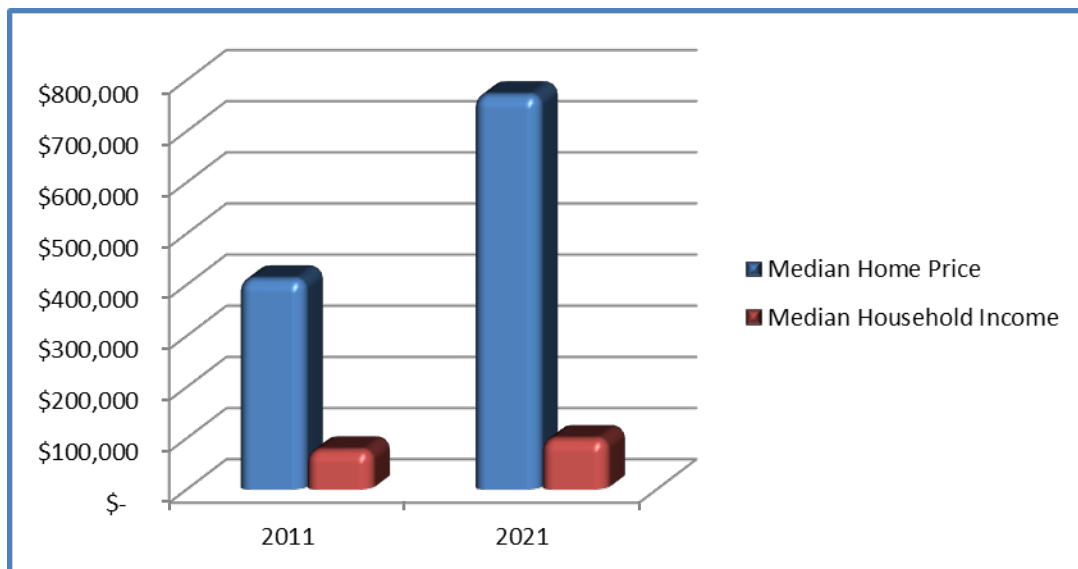
In 2020, the COVID-19 pandemic hit as the house selling season was set to begin. By the end of March 2020, housing listings in California and much of Ventura County were down 33 percent or more since the same time the previous year and many feared the housing market would spiral. A year later, after the initial slowdown, the housing market did just the opposite. According to the California Association of realtors, in March 2021, single-family home sales in California were up 23.9% from March 2020 and up 9.3% in Ventura County. Housing sales remained strong into 2022 (increasing by 6.2% year-over-year) as median home prices continued to rise with buyers offering over asking price.

The California median home price for single-family home in March 2022 was \$849,080 (up from \$758,990 in March 2021 and \$612,440 in March 2020) and the Ventura County median home price for single-family home in March 2022 was \$914,000 (up from \$770,750 in March 2021 and \$705,000 in March 2020). However, with interest rates rising, it is questionable if sales will remain strong and if selling prices hold.

Inflation continues to rise. It was erroneously termed “transitory” inflation just a few months ago but is now changed to “sticky” inflation as it continues to climb. Consumers and economists alike worry about rising inflation. Inflation has reached a forty year high at 8.5% percent. Pent up demand for goods coupled with supply chain congestion has pushed commodities and goods to rise in price. Although the supply chain is easing, there remains a backlog with “normal” supply not expected to return for many months. Furthermore, rising wages (although largely in lower income jobs), is also pushing up prices and contributing to rising inflation.

California has the eighth highest median income in the U.S., but the high costs of housing and living erode the consumers buying power. The same problem is amplified in Ventura County as housing costs remain high compared to household income (see Chart 4 - *Median Home Price to Median Household Income*). As housing prices continue to rise faster than incomes, the affordability index (percentage of households that can afford to purchase the median priced home) continues to decline. In Ventura, the affordability index at the end of 2021 and 2020 was 24% and 27% respectively as opposed to 50% in 2010. This imbalance of housing costs to income continues to force young families to look outside Ventura County to raise their families resulting in a loss of sales tax revenue and property tax revenue that pay for government services and allow for improvements within the County.

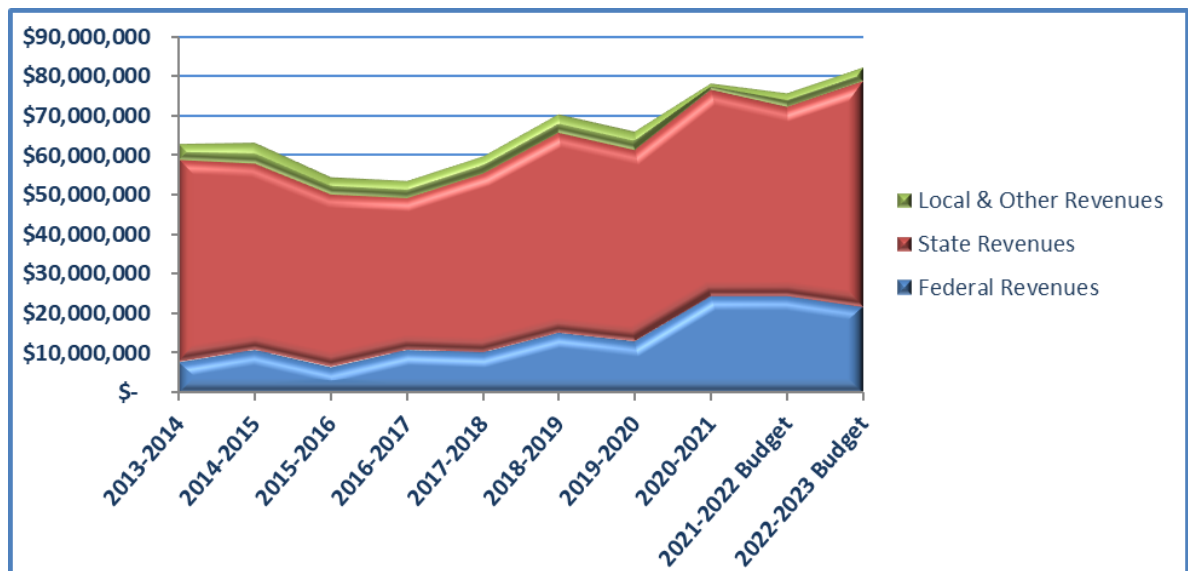
Chart 4 – Median Home Price to Median Household Income



Local, state, and federal governments are dependent on revenues generated by property taxes, income taxes, and sales taxes. Although housing prices have remained strong, the associated property taxes are slow to catch up. Furthermore, State, and local government agencies continue to struggle to meet the demand for services they provide and are still recovering from the costs of additional “relief” to their constituents due to the COVID-19 recession while resources are dwindling. VCTC is in similar circumstances and is entirely reliant on federal and state funds. Even a small cut to federal or state funds has a large impact on the services and projects VCTC provides to the County’s residents.

Federal funds comprise 26.3% of the budget. Usually, the majority of the federal funds require a State or local match, but the last two years, VCTC received one-time federal aid funding via the Coronavirus Aid, Relief and Economic Securities (CARES) Act and American Rescue Plan Act (ARPA) that did not require a local match. VCTC utilized \$13.8 million of CARES funding in Fiscal Year 2020/2021 and budgeted \$2.2 million in Fiscal Year 2021/2022 and \$1.5 in Fiscal Year 2022/2023. In Fiscal Year 2022/2023, the majority of the federal transit administration funds require a State or local match. If these funds were unavailable or not eligible to be used on specific projects, VCTC would be unable to utilize federal funds that might be available causing those funds to go to other counties with the ability to provide local matching funds. Of the federal funds received this fiscal year, 51% of the funds are passed through to local agencies. Chart 5 - *Federal, State and Local Revenues Ten Year History*, reflects the historical funding mix of VCTC.

Chart 5 - Federal, State and Local Revenues Ten Year History

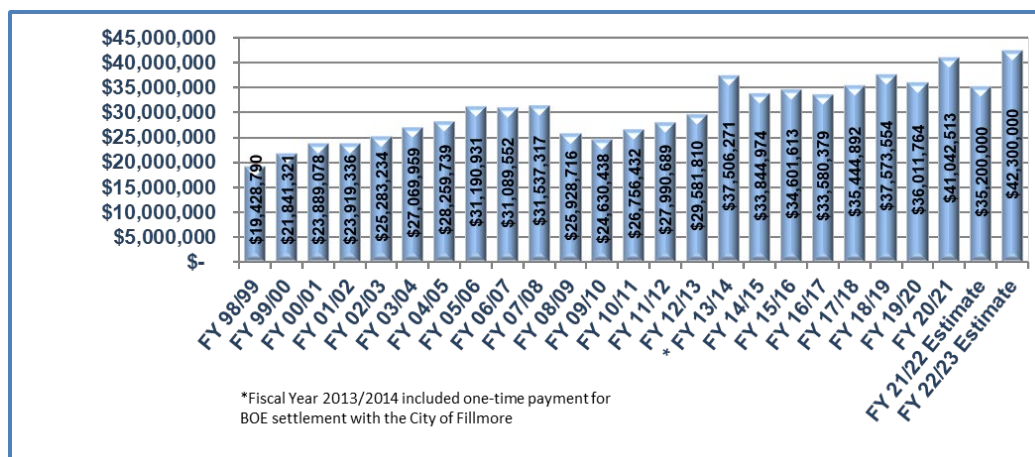


The federal budget and transportation programs continue to be highly unstable and difficult to forecast. Congress passed multiple short-term extensions of the previous Transportation Act continuing to make transportation funding unpredictable. In December 2015, President Obama signed the five-year Fixing America's Surface Transportation (FAST) Act. The FAST Act was the first law enacted in many years that provides long-term funding certainty for surface transportation, meaning States and local governments could move forward with critical transportation projects bringing some stability back to local governments. Unfortunately, the FAST Act was a slight reduction in revenues after adjusting for inflation. The Act was extended for one year expiring in September 2021. Thankfully, in November 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) that included funding for another five years. This allows agencies to "plan" for the next several years instead of managing one year at a time.

This year VCTC will receive 51.6% of its revenue from the statewide one-quarter cent Local Transportation Fund (LTF) sales tax. The Ventura County Auditor-Controller expects LTF sales tax revenues to be relatively flat as consumer spending remains strong but cautions that the current spending level is not sustainable. VCTC passes through the majority (74.2% in Fiscal Year 2022/2023) of the new LTF funds to local agencies. With the passage of SB 716, SB 203, SB 508, and AB 664 a larger portion of LTF funds is used for transit. A small portion will still be used for bicycles and pedestrian projects and cities with a population under 100,000 receiving TDA allocations can use these funds for streets and roads purposes after transit needs are met. With a legislative exemption from SB 848, the City of Thousand Oaks is now allowed to claim streets and roads funds even though its population is over 100,000. VCTC uses the majority of its LTF funds for passenger rail with a smaller portion used for planning and administrative purposes.

The County's LTF receipts are subject to the economy (see Chart 6 - *Local Transportation Fund Revenues Twenty-five Year History*). Although the County has enjoyed periods of LTF receipt growth, sharp downturns in the economy cause disruption in the transit revenue stream. This occurred in 2008/2009 during the Great Recession when it took almost five years for LTF funding to return to previous levels. Although the COVID-19 pandemic caused a temporary drop in LTF sales tax receipts, with the consumer shifting its spending from services to goods and on-line sales, the loss was minimized. In fact, spending remained strong and sales tax receipts increased.

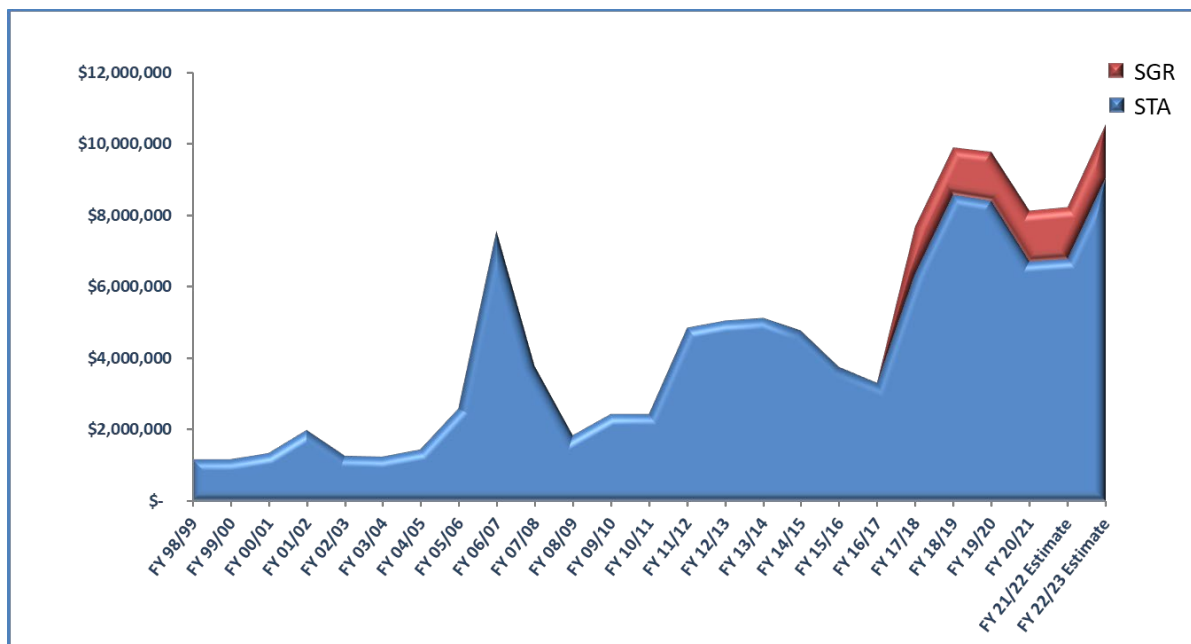
Chart 6 - Local Transportation Fund Revenues Twenty-five Year History



The second largest source of State TDA revenues is the State Transit Assistance (STA) funding. STA revenues are 11% of the budget. These funds are used to fund VCTC Intercity Bus Service, Metrolink Commuter rail services within the County, LOSSAN, the Santa Paula Branch Line, as well as other transit projects. VCTC also receives State of Good Repair (SGR) funds from the State which is 1.8% of the budget and the third highest state revenue. Although STA revenues have declined with the drop off in diesel fuel sales, the SGR funds have remained constant and increased slight as written into the SB 1 legislation that created these funds.

STA funding was not always secure. In prior years, when the State's revenues fell short, the State Transit Assistance (STA) funds were raided by the State, but this was legislatively addressed in Fiscal Year 2006/2007 and the funds now safely flow to the Regional Transportation Planning Agencies. Later, STA revenues declined due to the reduction in the price-based portion of the diesel fuel tax as diesel prices remained low and consumption was offset by more efficient vehicles and/or vehicles that use alternative fuels. However, with the passage of Senate Bill 1 (Beal), *The Road Repair and Accountability Act of 2017*, STA revenues increased, and new funding was added with the State of Good Repair program (see Chart 7 -, *State Transit Assistance and State of Good Repair Revenues Twenty-five Year History*). SB 1 raised gas taxes and vehicle registration fees to generate funds for transit and road repairs as well as provide funding for transit improvements. These funds go to State and local governments with some funds automatically allocated and some funds allocated by a competitive grants process.

**Chart 7 - State Transit Assistance and State of Good Repair Revenues
Twenty-five Year History**



This last two years were unprecedented and unpredictable. As the world hopes the global pandemic is turning into an endemic, it is easy to overlook the impacts on a micro scale. VCTC's budget is largely funded with sales tax revenues. Although the decline in consumer spending was temporary, other areas of spending such as tourism, restaurants, and leisure with associated retail sales (all hard-hit areas during the pandemic), had short- and long-term impacts. With rising inflation concerns, will consumer spending halt (or just slow down, and if so how much) which will directly impact local sales tax receipts that support transit and transportation in Ventura County?

VCTC and local transit agencies received federal assistance initially in the form of CARES and ARPA funding that sustained transit during the pandemic, but for the most part, those funds are largely spent and will be consumed by the end of Fiscal Year 2022/2023. However, moving forward, if ridership does not return soon, local transit agencies may have to reduce transit operations, delay capital expenditures, and postpone needed studies until discretionary money is once again available. Also, long-term funding shortages will likely continue and put needed operating and capital services at risk.

As mentioned earlier, while maintenance and capital costs are significantly increasing, State and Federal funding for transportation continues to diminish or requires a local commitment (sometimes dollar for dollar) before funds are allocated. Absent local funding, these federal and state funds will go to other counties that can provide the local match. All this contributes to a transportation system which cannot meet our current or future needs. Local investment in our transportation system would enable Ventura County to compete for federal and state funds and keeps the tax dollars in the County.

VCTC continues to aggressively seek new revenues to support the County's transportation needs. Whether residents use public transit or not, public transit benefits all Ventura County residents by reducing congestion and improving air quality. Innovative strategic plans need to be developed now. These plans need to recognize the issues of an aging population that place increased demands on transit and paratransit service and a diminishing revenue stream from taxes while educating the public on the significance of transportation in the County's overall economic health.



RESOLUTION NO. 2022-07
A RESOLUTION OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION,
THE VENTURA COUNTY AIRPORT LAND USE COMMISSION,
VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
VENTURA COUNTY CONSOLIDATED TRANSPORTATION SERVICE AGENCY
VENTURA COUNTY CONGESTION MANAGEMENT AGENCY
ADOPTING THE FISCAL YEAR 2022/2023 BUDGET

The VENTURA COUNTY TRANSPORTATION COMMISSION, the VENTURA COUNTY AIRPORT LAND USE COMMISSION, the VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES, VENTURA COUNTY CONSOLIDATED TRANSPORTATION SERVICE AGENCY and the VENTURA COUNTY CONGESTION MANAGEMENT AGENCY, (hereinafter collectively referred to as "VCTC" or the "Commission") hereby finds and determines:

WHEREAS, the VCTC budget for Fiscal Year 2022/2023 has been presented to the Commission who has conferred with the Executive Director and appropriate staff in public meetings, and has deliberated and considered the proposed budget; and

WHEREAS, the budget was made available to the public and a public hearing was held by VCTC prior to this adoption as required by section 12, subsection f, of the VCTC Administrative Code;

NOW, THEREFORE, the Commission hereby resolves as follows:

Section 1. The Commission hereby approves the Fiscal Year 2022/2023 Budget and authorizes expenditures of \$103,728,800. Included in the budget adoption is the approval for all identified estimated revenues, expenditures, and transfers between funds as well as the schedule of salary ranges for the fiscal year--attached hereto as Attachment 1.

Section 2. The Executive Director and/or his designee is authorized to make payments as herein above set forth commencing on/or after July 1, 2022 in the manner and to the extent authorized by the VCTC Administrative Code.

Section 3. The Chair of VCTC is hereby authorized to execute this Resolution on behalf of VCTC and the Clerk of the Commission is hereby authorized to attest to the signature of the Chair and to certify the adoption of this resolution.


Section 4. This Resolution shall take effect immediately upon its adoption.

Adopted this 3rd day of June 2022.


ATTEST:



Roxanna Ibarra, Clerk of the Commission



Tony Trembley, Chair
APPROVED AS TO FORM:



Steven T. Mattas, General Counsel

FINANCIAL SECTION

BUDGET PROCESS

The budget is an important tool used to measure and control financial accountability of public agencies for taxpayer dollars. The annual budget is used to communicate to the public, elected officials and other stakeholders detailed information about the anticipated allocation of resources and expenditures for the upcoming fiscal year and used as a financial barometer for financial policies and priorities.

The Ventura County Transportation Commission is responsible for transportation planning and most of the transportation funding for the County of Ventura, as well as providing some direct services to the general public. The Commission uses the modified accrual basis of accounting for its governmental funds and the accrual basis of accounting for its proprietary funds. The budget is prepared with the same methodology.

The Commission's budget contains eight funds: one general fund, five special revenue funds and two proprietary funds. These funds account for the Commission's budgeted resources. The general fund is used to account for all activities not legally required or designated to be accounted for separately. The special revenue funds consist of the Local Transportation Fund, the State Transit Assistance fund, the Service Authority for Freeway Emergencies fund, the State of Good Repair fund, and the Santa Paula Branch Line fund. The proprietary funds consist of the VCTC Intercity fund and the Valley Express fund. As VCTC does not have any debt obligations (besides pension and OPEB), there is not a debt service fund.

The VCTC budget details each task the agency has undertaken and its associated task budget to provide a crisp snapshot of the agency's workload and expenses. The VCTC budget is prepared for a fiscal year beginning on July 1st and ending on June 30th and includes information about the general fund, the special revenue funds, and the proprietary funds. The 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 the programs for which VCTC is responsible. The Program Task Budgets contain task level detail of each project within the six programs including objectives and accomplishments. This task driven budget is designed to provide fiscal accountability and a method to evaluate VCTC's services.

The process of planning and preparing the budget gives VCTC the opportunity to reassess its plans and goals for the upcoming and future years. Although the budget process is an on-going process, the budget cycle begins in January with a budget meeting to discuss major changes to the upcoming fiscal year. The Finance Director provides the personnel and overhead costs to the staff for budget preparation. The Executive Director and management staff review actual progress of the current fiscal year's budget to adjust budgetary timelines for current projects and plan for future projects based on the agencies long-term plans and strategic goals. The capital project needs could be multi-year capital projects consistent with long-term goals and strategic plans which would be budgeted by fiscal year based on best available estimates or short-term (one-year) and included completely within the current budget. After new projects are identified, the project managers develop detailed line-item budgets that include objectives, accomplishments, description, work elements, product, funding sources and expenditure comparisons. These task budgets are discussed with and approved by the Executive Director.



The Finance Director then compiles the task budgets, prepares, and reviews the main budget, analyzes the revenue sources, alerts the Executive Director to any financial issues, and adjusts the budget as directed by the Executive Director. The Executive Director prepares the budget letter that provides a task overview of the budget as well as a long-term view of upcoming issues and direction for VCTC. The Finance Director then prepares a budget summary of financial, organization, community, and local economy information. Financial policy information is updated if there have been any changes and revenue and personnel information is provided. The finance staff then reviews the prepared budget in its entirety for accuracy before presenting to the Executive Director who reviews the entire budget for overall presentation, consistency with VCTC's goals and objectives, the appropriateness of the funding sources for the identified tasks, and any recommended staffing changes.

The Draft Budget is reviewed in late March by the Finance Committee consisting of the Chair, Vice-Chair and Past-Chair. After receiving recommendations from the Finance Committee, the Draft Budget is presented to the full Commission in April with a hearing for public comment. After receiving guidance from the Commission, staff prepares the Final Budget. The Finance Committee reviews the proposed Final Budget in late May. The proposed Final Budget is presented to the Commission in June where an additional hearing is held for public comment. The Commission may then adopt the budget or request additional information and/or changes to the budget. The budget must be adopted before the beginning of the upcoming fiscal year.

After the budget is adopted, program managers have the on-going responsibility to monitor actual revenues and expenditures of the budget throughout the year. A budget report comparing actual revenues and expenditures to the budgeted amounts is presented to the Commission as part of the monthly agenda.

The budget is a living document and at times requires budget amendments due to changing needs influenced by the economy, legislation, updated project costs, estimates and other special circumstances. Budget amendments allow for a more useful and meaningful document against which to evaluate the accomplishments and challenges faced by the agency. When it becomes necessary to modify the adopted budget, the amendment procedure depends on the type of change that is needed. Administrative changes that do not result in an increase in the overall budget but require line-item transfers within tasks or programs only require approval of the Executive Director. Similarly, the Executive Director's approval is only required for the reallocation of salary costs and revenues from one program to another or when substituting one approved funding source for another. Amendments that result in an increase to total expenditures and/or additional revenues require Commission approval through an agenda item.

The budget process for the development of the Fiscal Year 2022/2023 budget and continued monitoring of the fiscal year is illustrated below in Chart 8 - *Budget Process*.

Chart 8 – Budget Process

Budget Task		2	0	2	2			2	0	2	3	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Budget Preparation												
Draft Budget Review												
Final Budget Review and Adoption												
Budget Monitoring												



FINANCIAL POLICIES

VCTC's financial policies provide the framework for the overall fiscal management of the organization. Financial policies provide guidance for the decision-making process, help to maintain financial stability, and provide accountability. The budget, balanced budget, revenue and cash management, investment, auditing, fund balance and net position, capital asset, basis of accounting, basis of budgeting, debt and risk management policies are summarized below.

Budget Policies

Each fiscal year the Commission approves the VCTC budget which contains new revenues and expenditures, as well as estimated revenues and expenditures that are carried over from the previous fiscal year. The budget must be balanced with anticipated revenues and appropriate fund balances. Expenses shall not exceed revenues plus available fund balances. Administrative costs shall be both reasonable and necessary. The budget is task driven with participation by management staff under the guidance of the Executive Director. Project Manager reports are used to compare actual expenditures and are monitored against the budget throughout the year by staff. A monthly Budget Report is presented to the Commission at its monthly meetings. Budget amendments occur throughout the year. The Executive Director has the administrative authority to approve budget transfers between budget line items, budget tasks and programs, reallocate staffing resources, and substitute one approved funding source for another. Amendments that increase the overall budget require Commission approval. The Commission is in compliance with this policy.

Balanced Budget Policies

VCTC seeks to achieve a balanced budget each year. The agency achieves and maintains the operating and capital budgets with new and recurring revenues and fund transfers but may use fund balances as appropriate to fully cover expenditures in the adopted budget. The Commission is in compliance with this policy.

Revenue and Cash Management Policies

VCTC seeks new funding from federal, state, and local sources to address the transportation and transit needs of the residents within Ventura County. Revenues will be deposited electronically when possible or when received directly, in a timely manner. Disbursements to local jurisdictions, consultants, vendors, and employees will be made in an efficient and timely manner. The Commission is in compliance with this policy.

Investment Policies

VCTC shall act in a prudent manner in accordance with its adopted investment policy when investing its funds to maximize investment earnings while keeping safety as the foremost objective. An investment report is included with the Commission's monthly budget item. The investment policy is reviewed and readopted by the Commission once a year. The Commission is in compliance with this policy.



Auditing Policies

VCTC will produce a Annual Comprehensive Financial Report (ACFR) in accordance with Generally Accepted Accounting Principles (GAAP) as outlined by the Governmental Accounting Standards Board (GASB). An independent audit of the financial reports will be performed annually by qualified auditors from a recognized Certified Public Accounting firm. VCTC will also strive to maintain strong internal controls. As required, a single audit of federal funds and special audits such as a Transportation Development Act (TDA) audit of VCTC's TDA funds and TDA recipients will be performed annually by qualified auditors from a recognized Certified Public Accounting firm. The Commission is in compliance with this policy.

Fund Balance and Net Position Policies

The term fund balance is generally used for governmental funds (the General Fund and Special Revenue Funds) and net position is used for government wide funds (the Enterprise funds and governmental funds shown as fully accrued when required). VCTC's fund balance is the difference between the agency's assets and liabilities while the net position is the difference between assets and deferred outflows of resources less liabilities and deferred inflows of resources. VCTC reports its fund balances as nonspendable, restricted, committed, assigned and unassigned fund balances to identify the extent to which the Commission is bound to honor constraints on the specific purposes for which amounts can be spent. When both restricted and unrestricted resources are available for use, it is the Commission's policy to use the most restricted resources first and then unrestricted resources in the following manner: restricted, committed, assigned and unassigned. The Commission reports its net position as Net Invested in Capital Assets, Restricted and Unrestricted. The Commission in its adopted fund balance policy has designated the authority to assign amounts used for specific purposes to the Executive Director and the Finance Director. The Commission is in compliance with this policy.

Capital Assets Policies

Capital assets are assets that are used in operations and have an initial useful life in excess of one year. Tangible assets with an initial cost in excess of \$5,000 and an estimated useful life greater than one year shall be depreciated over the asset's useful life. Intangible capital assets with a cost more than \$50,000 and an estimated useful life in excess of one year will be amortized over the asset's useful life. Capital assets not meeting these requirements will be expensed in the year of purchase. Repair and maintenance costs are expensed in the period incurred. Capital assets will be recorded in the capital asset ledger and a physical inspection compared against the inventory ledger shall be performed every two years. Depreciation is not included for Governmental Funds because they are fully expensed under the modified accrual accounting method but is included for the Enterprise Funds. The Commission is in compliance with this policy.



Basis of Accounting Policies

Basis of accounting refers to the concept of recognizing the time a transaction has occurred for the purpose of recording that transaction. VCTC's governmental fund types (general fund and special revenue funds: LTF, STA, SAFE, SPBL and SGR) use the modified accrual basis of accounting and the VCTC's Proprietary funds (VCTC Intercity and Valley Express enterprise funds) use the accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered available when they are collected within the current period or within 180 days of the end of the current fiscal period to be available to pay liabilities of the current period. Expenditures generally are recorded when a liability is incurred. The Commission is in compliance with this policy.

Basis of Budgeting Policies

The budget is prepared with the same methodology as the basis of accounting. VCTC adopts an annual budget in which the operating and capital expenditures and other financing uses are equal to or less than identified revenues and other financing sources as well as available fund balance. Additional information is provided under the budget process and budget policies. The Commission is in compliance with this policy.

Debt Policies

There is not an official debt policy or designated legal debt limit at this time. VCTC does not have any debt (other than pension and OPEB liabilities - see the Personnel and Operations Section for more discussion). There are no plans to issue debt in the upcoming fiscal year. Because VCTC does not have any debt, VCTC does not obtain bond ratings, prepare debt to maturity schedules nor have purpose of obligations reports. The Commission is in compliance.

Risk Management Policies

The Commission protects itself against losses through a balanced program of risk retention, risk transfers and the purchase of commercial insurance. Capital projects and rail properties are protected through a combination of commercial insurance, insurance required by Commission consultants and a self-insurance fund established by the Southern California Regional Rail Authority (SCRRA). The Commission is in compliance with this policy.





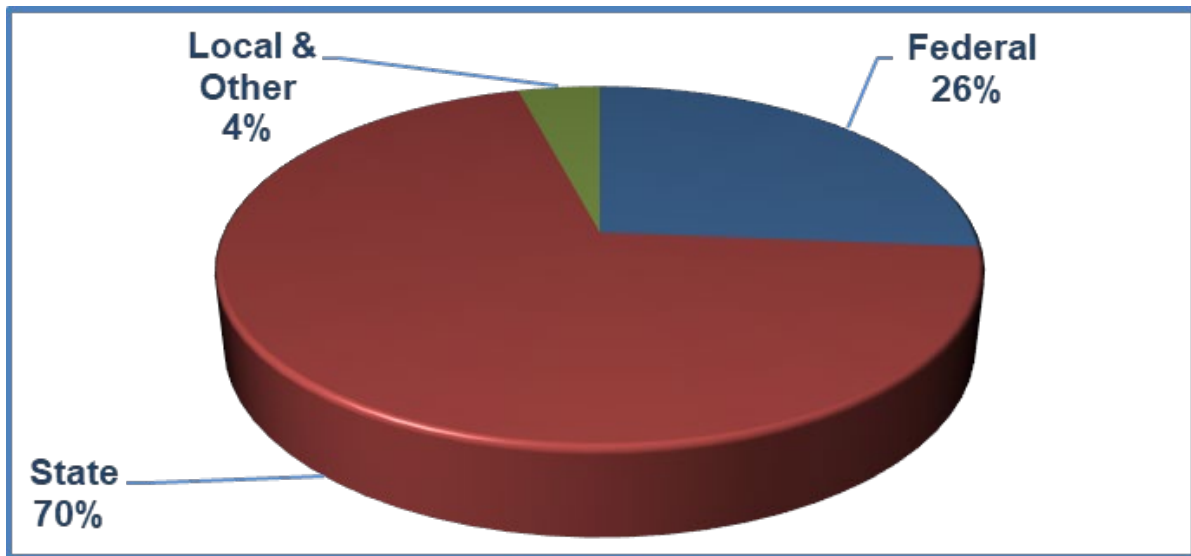
REVENUES AND FUNDING SOURCES

An essential role of VCTC is to allocate state and federal funds to transportation projects within the County. Although most of these funds do not flow through the VCTC budget, the agency is the authority that allocates millions of dollars in transportation funds to local agencies. Because of the significance of this responsibility, it is important to discuss this role of the agency.

As projects are prioritized in the County in accordance with Commission policy guidelines, VCTC allocates state and federal funds and designates a lead agency to administer the implementation of these projects. Once the Commission approves the programming of funds and a project is programmed in the Federal Transportation Improvement Program (FTIP), the lead agency is responsible for applying for funds through VCTC, State or Federal agencies as appropriate. These funds are then placed in the lead agency's local budget. If VCTC is designated as the lead agency, these funds will appear in the VCTC budget. These funds include, but are not limited to, Federal Transit Administration (FTA), Federal Surface Transportation Program (STP), Federal Congestion Mitigation and Air Quality (CMAQ), Active Transportation Program (ATP), State Transportation Improvement Program (STIP) and State Proposition 1B funds.

The new revenues budgeted for VCTC in Fiscal Year 2022/2023 are estimated to be \$82,021,726. Below in, Chart 9 - *Funding Source Summary*, the revenue split by federal, state, local and other sources is shown. The Federal revenues total \$21,572,041. State revenues total \$57,052,294. The Local and Other revenues total \$3,397,391. VCTC uses state and local funding to maximize federal funding of projects. More detailed information can be found following the discussion of revenues and funding sources on Chart 10 - *Funding Sources*, Table 4 - *Revenue Sources* and Chart 11 - *Funding Source Detail* that provide further information about the budgeted revenues.

Chart 9 – Funding Source Summary



Federal Revenues

Federal Transit Administration (FTA)

The Federal Transit Administration provides funding for transit related programs in a variety of areas. FTA funds generally require the lead agency to match the federal funds with state or local funds. FTA projects are included in the Program of Projects (POP) based on an estimated apportionment prepared by VCTC staff, and feedback from local transit operators on funding needs. The amount of FTA funding is provided in the federal register notice and then the FTA grant is prepared based on published apportionments. FTA divides the program funds into “Sections” as described below:

- Section 5304 “Statewide Planning” funds are available for planning studies conducted by Metropolitan Planning Organizations or their subrecipients. Eligible uses of the funds include urban, small urban, or rural transit planning studies, surveys, and research, as well as internship programs. The matching ratios are generally 88.53% federal and 11.47% local match.
- Section 5307 “Urban Area Formula” funds are available for capital, capital leases and maintenance, planning projects, and for operating in urbanized areas under 200,000 residents or in the case of transit operators with fewer than 100 buses. Capital and planning ratios are generally 80% federal to 20% local match. Most FTA funds received by VCTC are Section 5307 funds.
- Section 5310 “Specialized Transportation” funds are for transportation capital and operating expenditures for paratransit services to seniors and individuals with disabilities. The ratio is generally 80% federal to 20% local match for capital.
- Section 5311 “Rural” funds provide support for rural transit operating subsidies and capital projects. Operating match can be up to 50% of net operating costs whereas the capital match is usually 20%. Historically, the majority of the 5311 funds were programmed by VCTC and administered by the State but used by other agencies. In the past these funds went directly to Ojai, but this past year VCTC approved an action whereby a portion of the funds will go to VCTC for the Highway 126 VCTC Intercity line, in view of the significant COVID transit funds that went to Ojai.
- Section 5337 “State of Good Repair” funds are provided under the Moving Ahead for Progress in the 21st Century (MAP-21) transportation authorization. Funds may be used for rail capital projects including rehabilitation. These funds are programmed by VCTC and go directly to Metrolink, the only eligible recipient in Ventura County.
- Section 5339 “Bus and Bus Facilities Program” funds are apportioned to urban areas by formula. The funds can be used for bus-related capital projects.
- CMAQ transfer funds are transit project revenues transferred from the Federal Highway Administration (FHWA) to the FTA. These projects are implemented by VCTC and its sub-recipients and then included in FTA-administered grants to VCTC. The match rate is 88.53% federal and 11.47% local for capital projects and 50/50 match rate for transit operations “demonstration” projects which can only be used to subsidize the first 5 years of costs for new or expanded service.



Federal Transit Administration (FTA) continued:

- CARES or Coronavirus Aid, Relief and Economic Securities Act funds was signed by the President on March 27, 2020, to provide relief funds to transit agencies with no match requirement to prevent, prepare for, and respond to the COVID-19 pandemic, including replacement of reduced farebox and tax revenues. The funds are distributed using the existing FTA transit apportionment formula, with Ventura County's share set at \$71.4 million but not all that money flows through the VCTC budget.
- ARP or America Rescue Plan Act was signed by the President on March 11, 2021, to provide additional relief funds to transit agencies with no match requirement to prevent, prepare for, and respond to the COVID-19 pandemic, including replacement of reduced farebox and tax revenues. The funds are distributed through a formula that takes into consideration transit operator costs as well as previously received pandemic relief. Ventura County's share is estimated at around \$15.5 million but not all that money flows through the VCTC budget

VCTC's budget includes \$1.5 million in CARES funding, \$1.0 million in ARP funding and \$13.6 million in other FTA funding for a total of \$16,150,341 in FTA revenues.

Federal Highway Administration (FHWA)

The Federal Highway Administration funds guarantee funding for highways, highway safety, and local roads. These funds are allocated to states and then to Regional Transportation Planning Agencies (RTPA) including VCTC. VCTC further allocates these funds based on federal laws and regulations. The FHWA classifies its funds into Surface Transportation Block Grant (STBG) funds, Congestion Mitigation and Air Quality (CMAQ) funds and Transportation Alternatives Program (TAP) funds. In California, the TAP funds are the primary component of the Active Transportation Program (ATP), while the STBG funds are apportioned as Regional Surface Transportation Program (RSTP) funds. VCTC has historically programmed the majority of FHWA funds for other agencies within the county and Caltrans Local Assistance Division administers the funds directly.

Regional Surface Transportation Program (STP)

The Regional Surface Transportation Program (STP) funds provide revenue for federal-aid highways, bridge projects on public roads, and transit capital projects, as well as local streets and road improvement projects. The matching ratio is generally 88.53% federal to 11.47% local match. STP funds are allocated by the Commission and administered through Caltrans. Caltrans publish STP estimates and apportionments. Projects are programmed by VCTC in the TIP based on the Caltrans estimates and then Caltrans obligates funds against the apportioned amounts they publish. VCTC's budget includes \$5,061,500 in STP revenues for activities related to the Route 101 environmental document preparation.



Congestion Mitigation and Air Quality (CMAQ)

The Commission allocates the Congestion Mitigation and Air Quality funds for transportation projects that reduce transportation related emissions. These funds provide revenue for public transit projects, rail transit capital improvements, pedestrian and bicycle paths and other projects that serve to reduce congestion and improve air quality. Caltrans publishes the CMAQ estimates and apportionments. Projects are programmed by VCTC in the TIP based on Caltrans' estimates and then Caltrans obligates funds against the apportioned amounts they publish. VCTC's budget includes \$360,200 in CMAQ revenues.

State Revenues

Transportation Development Act (TDA)

The Transportation Development Act funds are comprised of two separate revenues: the Local Transportation Fund and the State Transit Assistance.

Local Transportation Fund (LTF)

The Transportation Development Act, Public Utilities Code 99200, authorizes the creation of a Local Transportation Fund in each county for transportation purposes. Revenues for the Local Transportation Fund are derived from one-quarter cent of the general statewide sales tax and are returned to the County of origin. These funds are received monthly (in-arrears) from the State and are held in trust by the County of Ventura. Disbursement of LTF revenues requires a three-step process: apportionment by the Commission, allocation by VCTC staff and disbursement by the County. The LTF revenues for the upcoming fiscal year are estimated by the Ventura County Auditor-Controller to be \$42.3 million.

As the administrator of the Local Transportation Funds, VCTC will apportion and allocate \$52,170,000 in the upcoming year. Of this amount, \$14,500 is for County Administration, \$961,115 is for Article 3, Bicycle and Pedestrian projects and Class I maintenance projects. Local agencies will receive an apportionment of \$40,280,745 based on population to use as Article 4, Public Transportation, Article 8a, Streets and Roads, and Article 8c, Transit. In addition to the role of administrator for the LTF, VCTC is a direct recipient of the Local Transportation Funds. VCTC is budgeted to receive planning funds of \$1,043,400 administration funds of \$3,056,334, and commuter rail programs funds of \$6,813,906. These funds will be reflected as a fund transfer from LTF to the general fund in the budgeted amount of \$10,913,640.

The budget also contains \$1,082,450 of carry-over funds of which \$785,700 is Article 3, Rail funds and \$296,750 of Article 3, Administration and Planning funds in the general fund balance.



State Transit Assistance (STA)

The Transportation Development Act provides a second source of revenue with the State Transit Assistance revenues. State Transit Assistance revenues are derived from the State portion of the sales tax on diesel fuel. The State Controller allocates these funds based on the County's population (PUC 99313 allocation) and operator revenues (PUC 99314 allocation) of each eligible transit operator. The State generally disburses the STA revenues on a quarterly basis (in-arrears) and the County holds the funds in trust. STA revenues are restricted for transit purposes and are administered by VCTC. The State's estimate is \$9,038,926 in STA revenues. The STA funded expenditures of \$10,047,864 (which includes \$1,333,900 in carry-over) will be expended directly from the fund or transferred out of the STA fund to other funds and thus, shown as an "other financing source/transfer in/out."

State of Good Repair (SGR)

In 2017, Governor Brown signed Senate Bill (SB) 1, to provide funding for new ongoing transportation projects. The provisions of SB 1 included the establishment of a new State of Good Repair program, which apportions funding by formula directly to California's transit operators and regional transportation agencies. Funds can be used for any transit-related capital maintenance purposes, including repair, refurbishment and replacement of existing transit vehicles and infrastructure. Prior Caltrans approval of eligibility is required. The State generally disburses the SGR revenues on a quarterly basis (in-arrears) and the County holds the funds in trust. SGR revenues are restricted for transit purposes and are administered by VCTC. The State's estimate is \$1,488,778 in SGR revenues. The SGR funded expenditures of \$8,017,578 (which includes \$6,528,800 in carry-over) will be expended directly from the fund or transferred out of the STA fund to other funds and thus, shown as an "other financing source/transfer in/out."

Service Authority for Freeway Emergencies (SAFE)

The Service Authority for Freeway Emergencies Vehicle Registration Fees (VRF) was created under Chapter 14 Section 2550 of Division 3 of the California Streets and Highways Code and Section 2421.5 and 9250.1 of the Vehicle Code. In 1991, the Commission began to manage the operation and expansion of the cellular callbox system and related operating and capital expenditures under the SAFE program. SAFE receives revenues from the \$1 fee levied on registered vehicles to be used to implement and maintain an emergency motorist aid system, on the freeways and state highways in the County. Staff estimates the annual revenues based on prior receipts. VCTC's budget includes \$810,000 in SAFE revenues to fund the motorist aid callbox and freeway service patrol programs.



State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) funds are funded by fuel excise taxes, which under SB 1 are adjusted annually to offset inflation. The STIP consists of two types of funds: Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) funds. The RIP funds are available for capacity projects and are 75% of the STIP funds. The remaining 25% of the STIP funds are IIP and are available for capacity projects on the State regional road system and for Intercity Rail projects. VCTC, as the Regional Transportation Planning Agency (RTPA) is responsible for proposed project selection of RIP while Caltrans is responsible for proposed IIP project selection. Both programs must be approved and allocated by the California Transportation Commission (CTC). As a subset of the STIP program, VCTC can claim up to 5% in planning, programming, and monitoring (PPM) funds for administrative purposes. The County's share of STIP funds is published by the CTC and then VCTC nominates projects to come from the County share. The VCTC budget contains \$0 in STIP funds.

Planning, Programming and Monitoring (PPM)

The Planning, Programming and Monitoring (PPM) funds are derived from the STIP. When SB 45 was enacted in 1999, many of the rules governing the funding and monitoring of projects in the Regional Improvement Program (RIP) changed. VCTC receives PPM funds to provide increased planning, programming, and monitoring responsibilities required by the State. VCTC can program up to 5% of the STIP County share for PPM purposes that are published by the CTC. VCTC's budget includes \$234,600 in PPM revenues.

Planning, Programming and Monitoring (PPM) – Coronavirus Response and Relief Supplemental Appropriation (CRRSA)

In 2021, the Federal government passed the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act which included emergency apportionments to states to offset lost transportation revenues due to the pandemic. The CRRSA Act stipulated that the transportation apportionments can be used for capital expenditures as well as ongoing operations, including staff costs. The California Transportation Commission adopted guidelines governing the distribution of the state's CRRSA apportionment, and that policy included providing one-time funds to each County Transportation Commission for planning, programming, and monitoring responsibilities normally funded from state Planning, Programming and Monitoring (PPM) funding which has experienced a reduction in revenue. The CRRSA PPM funds can be used for the same purposes as the state PPM funds, with the caveat that since CRRSA is federal, all federal funding requirements must be met, including federal procurement rules. VCTC's budget includes \$198,000 in PPM-CRRSA revenues.



Proposition 1B

In 2006, Californians approved Proposition 1B, which funds various transportation programs from bonds issued by the State of California. Programs funded through Proposition 1B include transit capital, corridor mobility improvements, STIP augmentation, goods movement, state-local partnership funds, and local streets and roads allocated directly to cities and counties. In the past, VCTC has received Proposition 1B funding for various projects including Metrolink, Valley Express and VCTC Intercity Service. The State Controller publishes proposition 1B apportionments and then VCTC submits grant requests based on the apportionments. All the funds authorized by the bond measure have been apportioned; however, some residual project balances remain. Currently, the VCTC budget includes \$708,200 in Proposition 1B revenues for Metrolink capital projects.

Low-Carbon Transit Operations Program (LCTOP)

In Fiscal Year 2014/2015, the State has provided a portion of its transportation-related cap-and-trade auction proceeds to transit operators by formula for public transit capital and operating assistance to reduce greenhouse gas emissions. Funds spent for ongoing transit can only be for new or expanded services. Half of the apportioned funds must be used to benefit areas specified by the California Environmental Protection Agency as being economically and environmentally disadvantaged, which in Ventura County is defined to include southern and eastern Oxnard, southern Santa Paula, and Piru. The State Controller publishes LCTOP apportionments, and then VCTC submits grant requests based on the apportionments. VCTC's budget includes \$750,000 in LCTOP funds.

Regional Early Action Planning (REAP) Grant / Memorandum of Agreement with Ventura Council of Governments (VCOG)

The State of California 2019/2020 Budget Act allocated \$250 million for all regions, cities, and counties to prioritize planning activities that accelerate housing production to meet identified community needs. With this allocation, the State of California Department of Housing and Community Development (HCD) established the Regional Early Action Planning Grant Program (REAP) with \$125 million to regions. REAP provides one-time grant funding to regional governments and regional entities for planning activities that will accelerate housing production and facilitate compliance in implementing the sixth cycle of the Regional Housing Needs Allocation. HCD awarded a REAP grant to the Southern California Association of Governments (SCAG), which subsequently awarded a grant to the Ventura Council of Governments (VCOG). VCOG and VCTC then entered into a Memorandum of Agreement to reimburse VCTC using REAP funds for technical assistance and engagement support for development of a Vehicle Miles Travelled Adaptive Mitigation Program. VCTC's budget includes \$30,000 in REAP funding.

Sustainable Transportation Planning Grant (STPG)

SB 1 provides that a portion of the state transportation revenues are set aside for Sustainable Transportation Planning Grants, which include Sustainable Communities Grants and Strategic Partnership Grants. The Sustainable Communities Grants encourage local regional planning that furthers state goals including goals and best practices cited in the Regional Transportation Plan Guidelines. The Strategic Partnership Grants are to identify and address statewide, interregional or regional transportation deficiencies on the State highway system in partnership with Caltrans. VCTC's budget includes \$476,890 in STPG funds.



Freeway Service Patrol (FSP)

In 1992, the Freeway Service Patrol Act (FSPA) was established with funding from the State Highway Account (SHA). In 2017, Senate Bill (SB) 1 provided additional funding for the Freeway Service Patrol program. These funds are to be used by eligible regional and local agencies for traffic-congested urban freeways throughout the state to provide emergency roadside assistance. The FSP funds from the State Highway Account (FSP-SHA) are allocated by Caltrans by two methods: a baseline formula-based (County population, traffic congestion and freeway lane miles) and a competitive program. The FSP funds from SB 1 (FSP-SB 1) are also allocated by Caltrans and fall into three categories: inflation and service-hour adjustments, California Highway Patrol, and new or expanded Services. These funds require a local match of 25%. VCTC's budget includes \$441,400 in FSP-SHA funds and \$575,500 FSP-SB 1 funds.

California Public Utilities Commission (CPUC) Signal Funds

In 1965, the Grade Crossing Protection Maintenance Fund was established to pay the local agency's share of the cost of maintaining automatic highway/rail crossing warning devices installed or upgraded after October 1, 1965. Each year funds are approved by the State legislature, allocated, and administered by the California Public Utilities Commission (CPUC) railroad operating companies/agencies in California. The amount received by agencies each year is based on the number and type of signalized railroad grade crossings maintained by each applicant. This year VCTC's budget includes \$0 in Signal revenues as the funds will go directly to the contractor, Sierra Northern Railway.

Local and Other Funding Sources

Local Contributions and Fees

VCTC receives local funding from other agencies. These funds include contributions from the Air Pollution Control District (APCD), Santa Barbara County Association of Governments (SBCAG), local cities, County of Ventura, Moorpark College, California State University, Channel Islands (CSUCI), etc. to support VCTC and regional programs. Local funds also include fares paid on the VCTC Intercity and Valley Express buses and lease payments paid through the Santa Paula Branch Line. These funds are estimated by staff based on projected expenditures and prior receipts. VCTC's budget includes \$2,344,291 in local contribution revenues and \$963,100 in local fee revenues.

Investment Income and Other Revenues

Other funding sources include interest and miscellaneous income. VCTC utilizes investment income to offset expenditures when possible. Interest is estimated by staff based on prior receipts and current rates. VCTC's budget includes \$90,000 in investment income and other revenues.



Chart 10 – Funding Sources

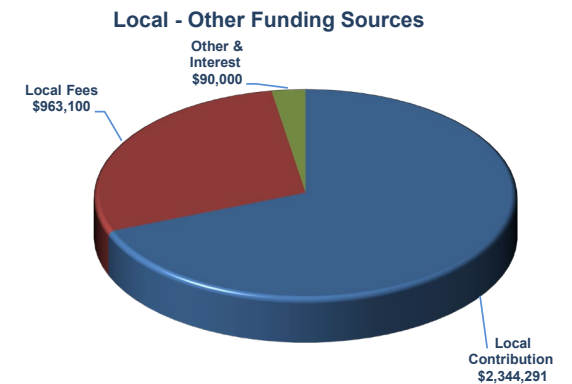
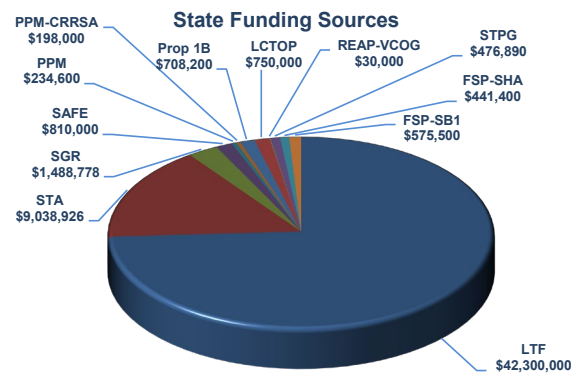
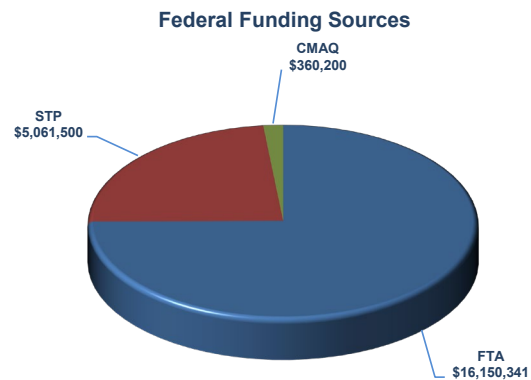
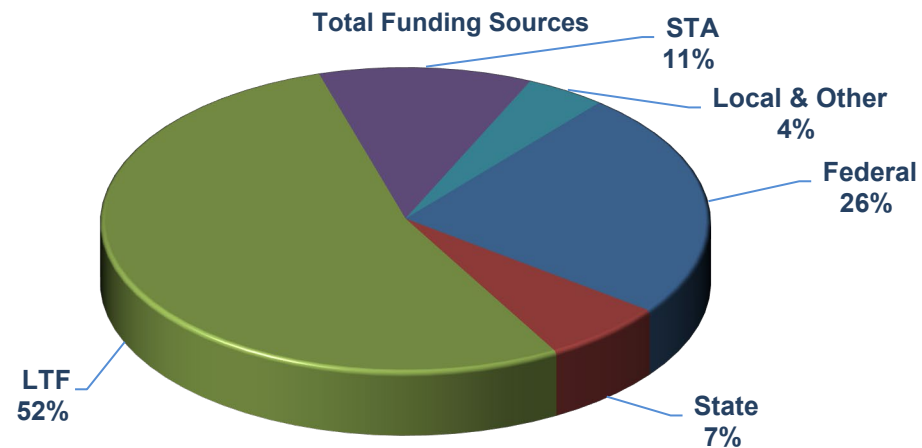


Table 4 – Revenue Sources

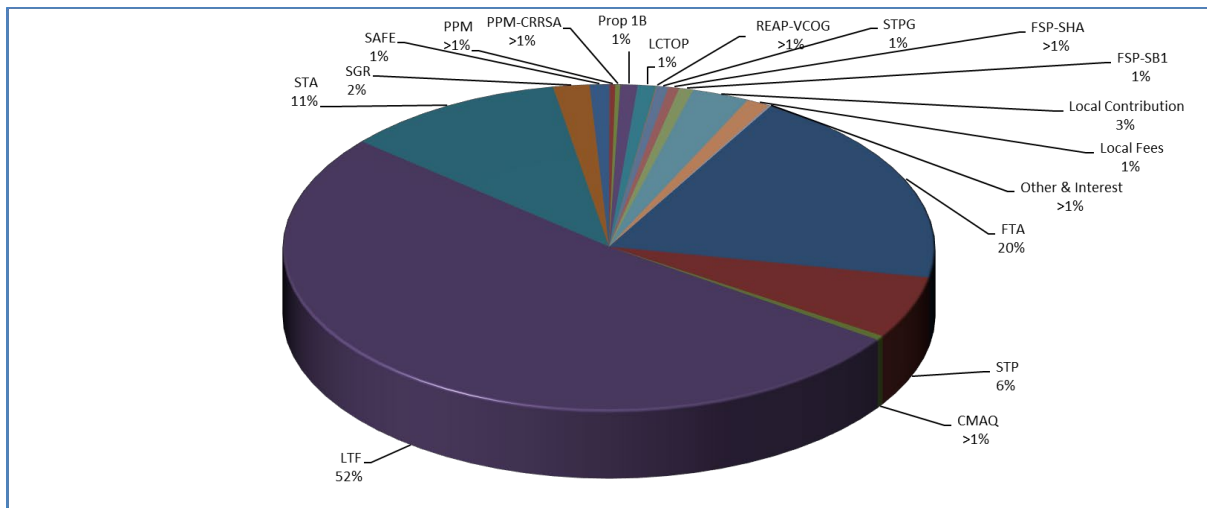
Funding Source	Fiscal Year 2020/2021 Actual Revenue	Fiscal Year 2021/2022 Revised Budget*	Fiscal Year 2022/2023 Budget
Federal Transit Administration (FTA)**	\$ 19,759,963	\$21,214,862	\$16,150,341
Surface Transportation Program (STP)	4,369,273	5,407,057	5,061,500
Congestion Mitigation and Air Quality (CMAQ)	266,100	388,100	360,200
Local Transportation Fund (LTF)	41,042,513	35,200,000	42,300,000
State Transit Assistance (STA)	6,708,854	6,764,938	9,038,926
State of Good Repair (SGR)	1,404,763	1,446,865	1,488,778
Service Authority for Freeway Emergencies (SAFE) - VRF	829,696	810,000	810,000
Planning, Programming and Monitoring (PPM)	360,336	410,000	234,600
Planning, Programming and Monitoring (PPM-CRRSA)	0	0	198,000
Proposition 1B	743,329	772,900	708,200
LCTOP – Cap and Trade	586,745	730,000	750,000
Adaption Planning Grant (APG)	34,564	0	0
Regional Early Action Planning (REAP) - VCOG	1,997	58,003	30,000
Sustainable Transportation Planning Grant (STPG)	69,816	328,584	476,890
Freeway Service Patrol (FSP) - SHA	0	465,003	441,400
Freeway Service Patrol (FSP) - SB1	257,434	749,438	575,500
California Public Utilities Commission Signal	43,750	20,000	0
Local Contributions	914,864	2,199,790	2,344,291
Local Fees	353,794	840,200	963,100
Investment Income and Other Revenues	317,855	209,790	90,000
Total Funding Sources	\$ 78,065,646	\$78,015,530	\$82,021,726

* Some budget tasks were amended after the Commission approved the budget in June 2021.

** The FTA revenues contained CARES funding of \$204,170 in FY 19/20, \$13.8 million in FY 20/21 and \$2.2 million budgeted in FY 21/22 and \$1.5 million budgeted in FY 22/23.

** The FTA revenues contained ARPA funding of \$4,646,512 budgeted in FY 21/22 and \$1.0 million in FY 22/23.

Chart 11 – Funding Source Detail



PERSONNEL AND OPERATIONS SECTION

PERSONNEL AND BENEFITS

The Ventura County Transportation Commission employs a small but extremely capable team of transportation professionals, administrative support staff and customer service representatives. Although the Ventura County Transportation Commission was established as a planning and funding organization, over time it has also evolved into an implementation agency responsible for providing regional services to other agencies and the general public. The Commission's current responsibilities can be broken down into three major areas: Core-Countywide Services, Regional Services and Pass-Through Services. Core-Countywide services include the day-to-day operations and activities outlined in enabling legislation consisting of regional transportation planning and funding. Regional services include programs the agency operates to provide centralized services and cost efficiency to the County we serve. Pass-Through services provide a mechanism to receive and distribute "pass-through" funds to other agencies. Below in Chart 12 - *Pass-Through, Regional and Core-Countywide Service Expenditures*, is a breakdown of VCTC's expenditures by service type and a listing of the projects and a breakdown of budgeted staff hours spent on these projects by service type is listed in Table 5 - *Pass-Through, Regional and Core-Countywide Services and Associated Hours*.

Chart 12 – Pass-Through, Regional and Core-Countywide Service Expenditures

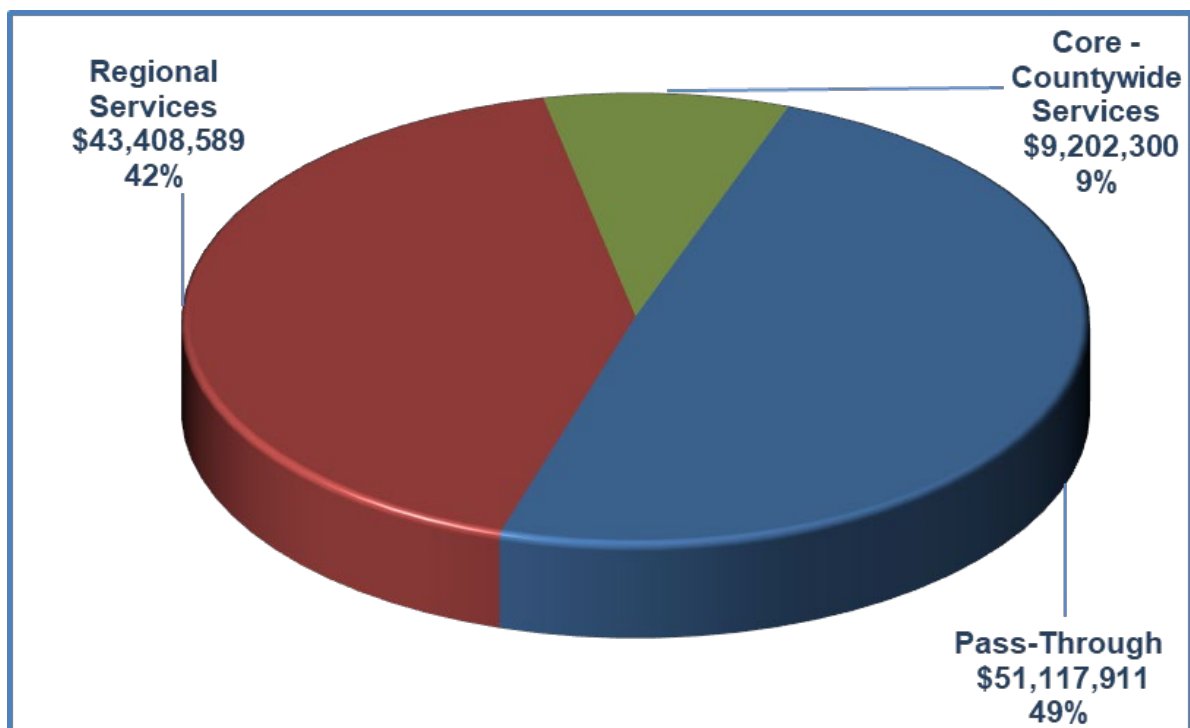
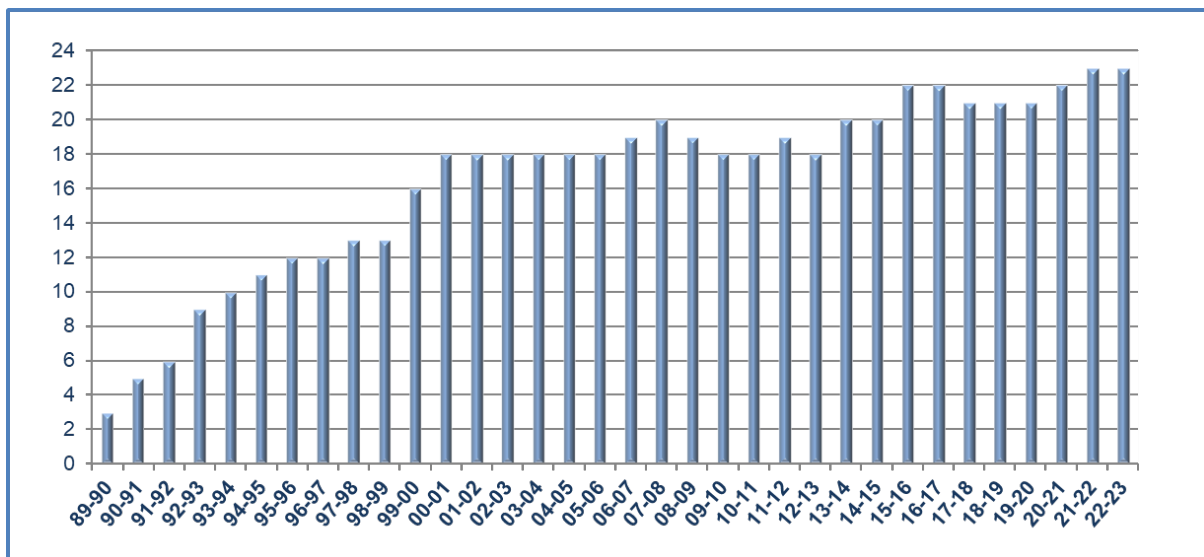


Table 5 – Pass-Through, Regional and Core-Countywide Services & Associated Hours

Core - Countywide Services	Regional Services	Pass-Through Services
Airport Land Use Commission Motorist Aid Services Community Outreach Management and Administration Regional Transit Planning Regional Transportation Planning Rideshare Programs State & Federal Governmental Relations TDA Administration Transit Grant Administration Transportation Programming & Reporting	Accessible Mobility Services Highway Project Management LOSSAN and Coast Rail Council Metrolink Commuter Rail Santa Paula Branch Line Regional Transit Information Center Regional Transit Technology Valley Express VCTC Intercity Services	TDA Administration Transit Grant Administration
Staff Hours	Staff Hours	Staff Hours
31,500	15,155	1,369
Total Staff Hours = 48,024		

Growing from three employees in 1989 to its current proposed roster of twenty-three regular full-time employees, staffing includes sixteen professional positions and seven support and customer service positions (see Chart 13 - *Number of Employees*, Chart 19 - *Staff Organization*, and Chart 20 - *Functional Organization*).

Chart 13 – Number of Employees



Full-time equivalent employees equal the number of employees on full-time schedules and the number of employees on part-time schedules converted to a full-time basis. Last year, VCTC had twenty-three full-time employees budgeted and that number remains the same although some job tasks have shifted. Below in Table 6 - *Full Time Equivalents by Program* are the year-to-year full-time equivalent comparisons:

Table 6 – Full Time Equivalents by Program

	Fiscal Year 2020/2021	Fiscal Year 2021/2022	Fiscal Year 2022/2023
Program	Actual	Budget	Budget
Transit and Transportation	4.7	5.6	5.7
Highway	0.5	0.7	0.5
Rail	1.2	1.1	1.1
Commuter Assistance	1.7	1.7	1.5
Planning and Programming	6.4	6.8	6.8
General Government	<u>6.6</u>	<u>7.1</u>	<u>7.4</u>
TOTAL	21.1	23.0	23.0

Below in Table 7, *Summary Schedule of Salary Ranges*, the Fiscal Year 2022/2023 salary ranges are detailed by classification. The ranges below reflect the proposed 3.0% cost-of-living-adjustment (COLA). The Commission's detailed Salary Schedule for Fiscal Year 2022/2023 is included in Appendix C and complies with Government Code §20636 "Compensation Earnable" and California Code of Register §570.5, "Requirements for a Publicly Available Pay Schedule." The approved salary schedule will also be posted on the website at www.goventura.org under finance when the budget is approved.

Table 7 – Summary Schedule of Salary Ranges

Staffing Level	No. of Employees	Range	
Executive Director	1	No established range	\$271,688
Director	4	\$109,108	\$181,349
Manager	8	\$ 70,132	\$128,510
Planner/Analyst	4	\$ 50,107	\$ 94,037
Support Staff II	4	\$ 43,826	\$ 67,434
Support Staff I	2	\$ 31,200	\$ 42,786

*VCTC will automatically adjust wages that do not meet California's minimum wage or the local fair-market wage requirements.

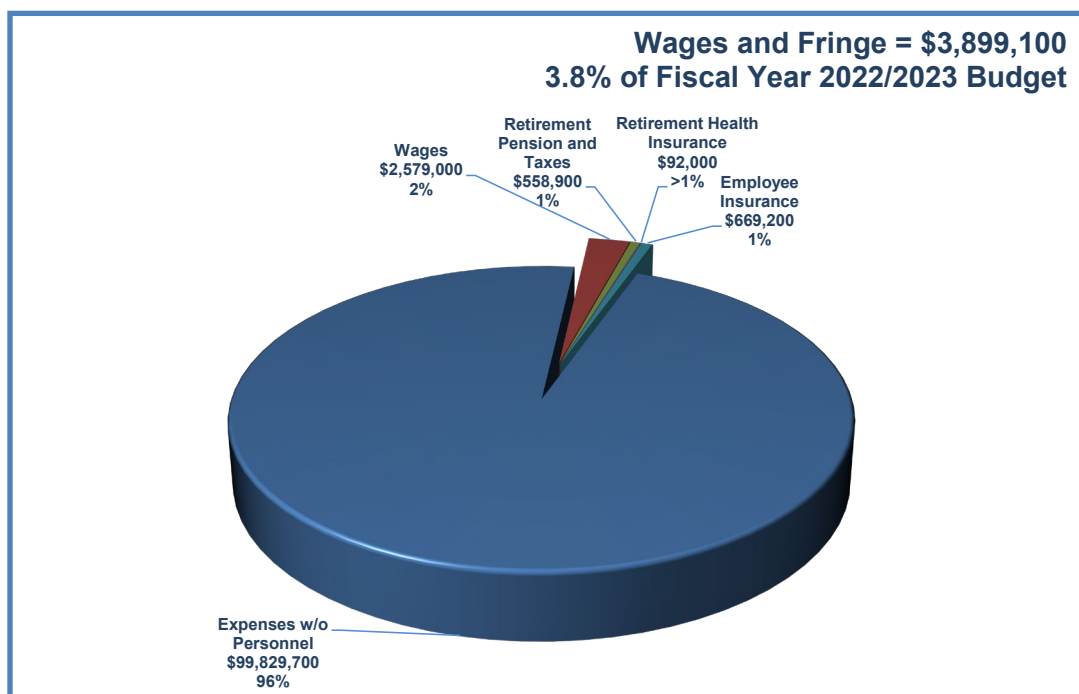


The Commission's salary and fringe benefits total \$3,899,100 and is 3.8% of the Fiscal Year 2022/2023 budget (see Table 8 - *Personnel Budget* and Chart 14 - *Personnel Costs*). This represents a decrease of \$128,550 or -3.2% from the Fiscal Year 2021/2022 budget personnel costs. Of the \$128,550 decrease, \$25,850 is attributed to salaries and wages. The wages total of \$2,579,000 includes approximately \$66,800 for potential merit increases for eligible employees not at the top of their range and approximately \$72,100 for a proposed three percent cost-of-living-adjustment (COLA) for all employees. The budget includes four vacant positions: the Transit Director position, the Program Manager of Transit Contracts position, and two Customer Service Representative positions that are budgeted at fully burdened rates (top of the salary range with associated taxes and maximum insurance costs). Actual costs for the unfilled positions are expected to come in lower but are unknown until the positions are filled. Benefits account for 1.3% of the budget or \$1,320,100. The decrease of \$102,700 is largely due to a reduction in contributions to pension (because of the additional discretionary payments previously made by the Commission and recent investment gains), reduced other post-employment benefits (OPEB) (because of investment gains on the prefunding contributions) and reductions in insurance costs.

Table 8 – Personnel Budget

Personnel Costs	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget	Fiscal Year 2022/2023 Budget
Wages	\$2,174,993	\$2,604,850	\$2,579,000
Retirement Pensions and Taxes	492,075	589,289	558,900
Retirement Health Insurance/OPEB	134,000	136,000	92,000
Employee Insurance	558,191	697,511	669,200
Total Expenditures	\$3,359,259	\$4,027,650	\$3,899,100

Chart 14 – Personnel Costs



Health Insurance and Other Postemployment Benefits (OPEB)

The Commission has two tiers of retiree health insurance. The first tier provides single premium retiree health care coverage for the retiree. This tier was closed by Commission action in 2010 and will be eliminated over time as existing “grandfathered” employees separate from VCTC. Grandfathered employees only receive this benefit if they retire directly from VCTC. If an employee separates from VCTC before retirement, this benefit is forfeited. Currently, there are twelve retirees (one less than last year) in this tier and six employees/potential retirees. The second tier provides retiree health care coverage for the retiree at the minimum required CalPERS contribution. Currently, there is one retiree in this tier and seventeen employees/potential retirees. If an employee separates from VCTC before retirement, the retirement benefit is forfeited.

VCTC contributes 100% of the annual OPEB requirement related to its proportionate share of the post-retirement health care benefit. Retiree healthcare cost of \$92,000 will be used to pay for retiree healthcare costs and partially prefund the Other Post-Employment Benefits (OPEB) Trust. The amount is \$44,000 lower than the previous fiscal year and is based on the current actuary valuation from 2021. The contribution amount is lower this year due to the trust investment gains on the Commissions prefunding of OPEB liabilities. As of the 2021 actuarial valuation, the Unfunded Actuarial Accrued Liability (UAAL) was \$258,000 (\$94,000 lower than two years ago) with a remaining amortization period of five years. For a history of the OPEB cost and UAAL by fiscal year see Table 9 - *OPEB Costs, Unfunded Actuarial Accrued Liability and Funded Status*.

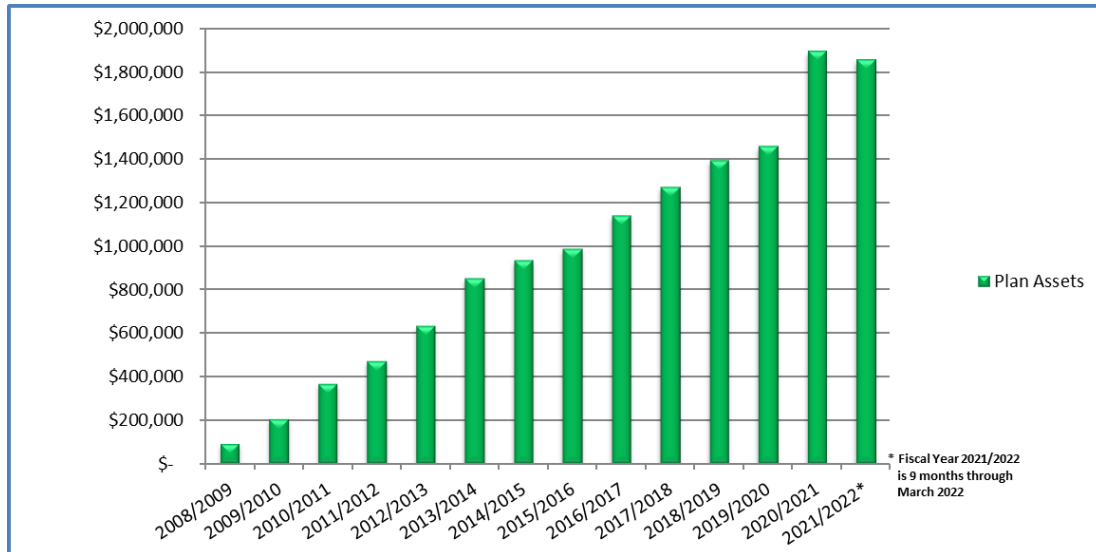
Table 9 – OPEB Costs, Unfunded Actuarial Accrued Liability, and Funded Status

Fiscal Year	OPEB Costs	Unfunded Actuarial Accrued Liability	Funded Status
2022/2023	\$ 92,000	<i>unknown</i>	<i>unknown</i>
2021/2022	\$ 136,000	\$ 258,000	86.7%
2020/2021	\$ 134,000	\$ 258,000	86.7%
2019/2020	\$ 109,000	\$ 352,000	79.9%
2018/2019	\$ 108,000	\$ 352,000	79.9%
2017/2018	\$ 109,000	\$ 365,000	75.8%
2016/2017	\$ 109,000	\$ 365,000	75.8%
2015/2016	\$ 107,000	\$ 561,000	62.0%
2014/2015	\$ 107,000	\$ 561,000	62.0%
2013/2014	\$ 152,000	\$ 720,000	45.9%
2012/2013	\$ 147,000	\$ 720,000	45.9%
2011/2012	\$ 142,000	\$ 1,023,000	24.6%
2010/2011	\$ 138,000	\$ 1,023,000	24.6%
2009/2010	\$ 122,000	\$ 1,016,000	16.4%



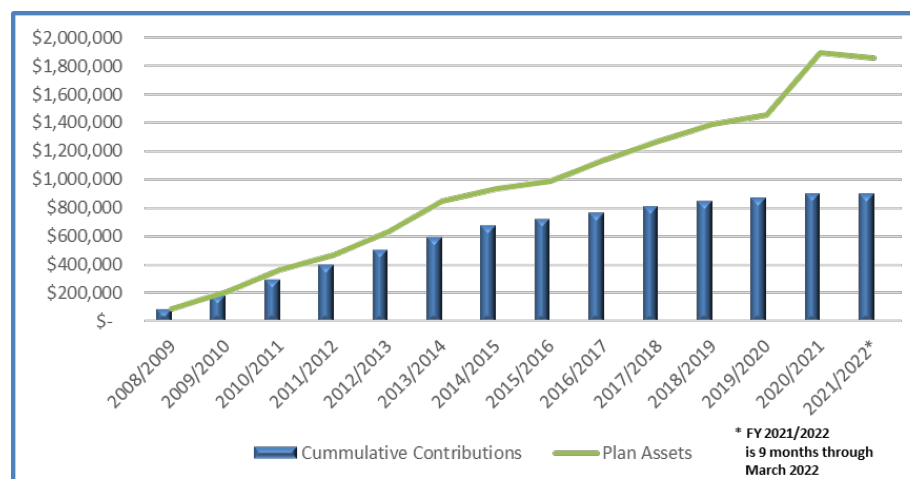
In June 2009, the Commission started prefunding its OPEB trust (with the California Employer's Retiree Benefit Trust (CERBT) which allows the Commission to offset retiree healthcare/OPEB costs through compounded investment earnings and reduce its UAAL. The OPEB Trust fund's balance as of March 2022 was \$1,856,907 and the funded ratio was 95% (see Chart 15 - *OPEB Trust Assets by Fiscal Year*). In March 2022, the Commission proactively changed the investment strategy in its CERBT OPEB trust to a more conservative investment strategy (Strategy 2) to protect cumulated gains and reduce possible future losses.

Chart 15 – OPEB Trust Assets by Fiscal Year



Contributions to the trust are flattening out as more people retire from VCTC and the OPEB costs are used to pay for the retiree benefit (see Chart 16 - *OPEB Trust Earnings and Contributions by Fiscal Year*). As of March 2022, VCTC's net contributions into the trust were approximately \$905,000 and VCTC's OPEB trust net earnings were approximately \$963,000. The average annual internal rate of return since inception is 8.31%.

Chart 16 – OPEB Trust Earnings and Contributions by Fiscal Year



Pension

VCTC belongs to the California Public Employee's Retirement System (CalPERS) and has three pension tiers. The first tier includes "CalPERS Classic" employees hired before May 1, 2015, receiving the 2% at 60-retirement formula with the employee portion paid by the Commission. This tier was closed by Commission action in 2015 and will be eliminated over time as existing "grandfathered" employees separate from VCTC. There are currently six active employees in this tier. The second tier includes the "CalPERS Classic" employees hired after May 1, 2015, receiving the 2% at 60-retirement formula with the employee paying the employee portion. Currently there are four employees in this tier. The third tier includes the "CalPERS PEPPRA" employees receiving the 2% at 62-retirement formula with employee paying the employee portion. Currently there are nine employees within this tier. PEPPRA, or Public Employees' Pension Reform Act, was originally effective January 2013 but was temporarily stayed due to a lawsuit. Then, after the transit lawsuit was deliberated, PEPPRA for transit employees was reinstated. As turnover occurs and vacant positions are filled, the new employees will either fall into tier two or three depending on their CalPERS status. There are four unfilled budgeted positions in this category.

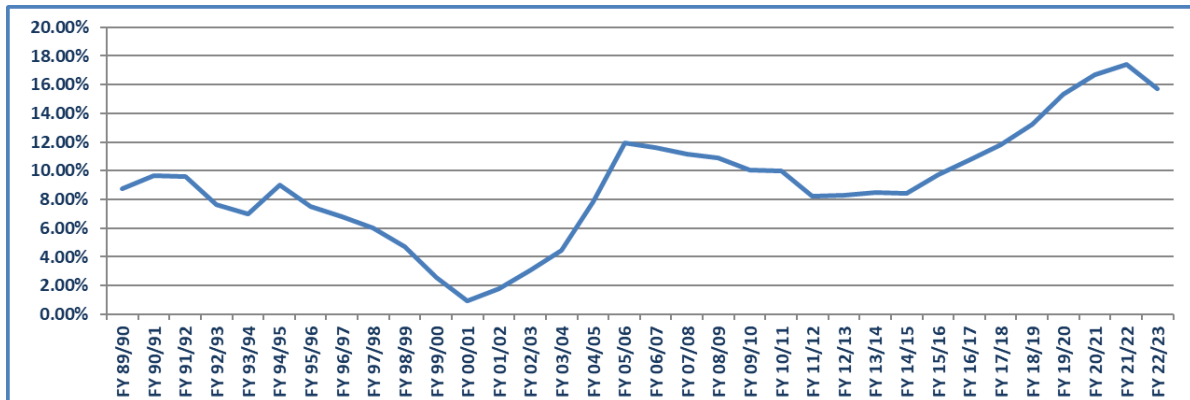
Employer contributions are made up of two costs: the annual estimated costs of benefits earned by employees currently working or "normal cost" and the amortized payment of the unfunded accrued liability (UAL). Employers pay their "normal cost" or current contributions as a percentage of payroll and pay for their unfunded accrued liability (UAL) as a set dollar amount both of which are determined by CalPERS through an actuarial valuation. VCTC contributes 100% of the annual requirement related to its proportionate share of the net pension liability. In Fiscal Year 2022/2023 (based on the valuation for June 30, 2020), the weighted average, blended employer's current contribution is 15.69% of payroll. This blended rate includes the UAL payment of \$152,584 towards VCTC's total UAL of \$2,770,027.

This budget includes a proposed one-time Additional Discretionary Payment (ADP) payment to CalPERS of \$1,000,000 to pay-down VCTC's UAL as part of the Fiscal Year 2022/2023 budget. This payment will lower VCTC's liabilities, reduce long-term costs, and increase the pension funding ratio. It is estimated that VCTC will save over \$700,000 in interest costs and increase its funded status to approximately 86% based on the 2020 actuarial valuation.



VCTC remains among the agencies receiving the lowest increases to pension costs. The increase remains relatively small because VCTC made a fiscally prudent decision to keep the benefit factor at 2% @ 60 for Classic employees. VCTC is also starting to benefit from PEPR. Although the rates have fluctuated over the years (see Chart 17 - *Historical Pension Employer Rates*), VCTC's weighted average, blended employer rate since 1989 (34 years) is 9.031%.

Chart 17 – Historical Pension Employer Rates



The UAAL fluctuates based on investment returns, pension costs and contributions, covered payroll, amortization periods, discount rate, actuarial assumptions, etc. In addition, every few years, CalPERS performs an actuarial assumption study that reviews their economic and demographic assumptions and uses this information to compute the employer's required contributions. These modifications include asset liability management, actuarial assumption changes like mortality rates, discount rate adjustments and changes necessitated by PEPR. Other adjustments occur annually, such as the adjustment for investment returns. Most recently, CalPERS approved lowering the discount rate from 7.0% to 6.8%. The cost increases associated with the lowering of the discount rate will be offset by CalPERS pension Fiscal Year 2020/2021 investment return of 21.3%. This adjustment will be reflected in the Fiscal Year 2023/2024 rates.

Although many of the stabilizing adjustments will increase employer rates initially, the anticipated outcome should be a more stable and sustainable pension plan. Per CalPERS, the estimated CalPERS employer contribution blended rates for the next five years (based on the 2020 valuation) are presented below in Table 10 – *Projected CalPERS Pension Employer Blended Contribution Rates*.

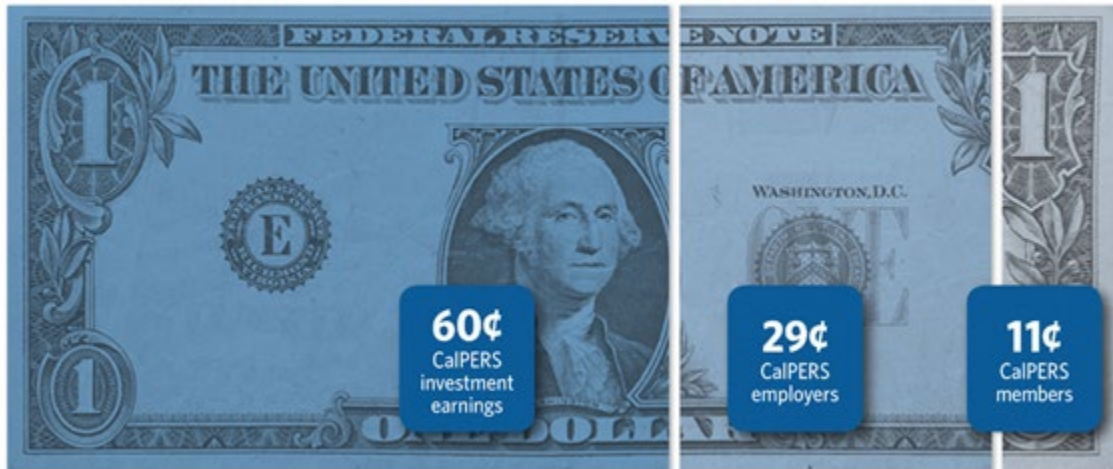
Table 10 – Projected CalPERS Pension Employer Blended Contribution Rates

Fiscal Year	Pension Rate
2023/2024	16.29%
2024/2025	16.90%
2025/2026	17.16%
2026/2027	17.17%
2027/2028	17.10%



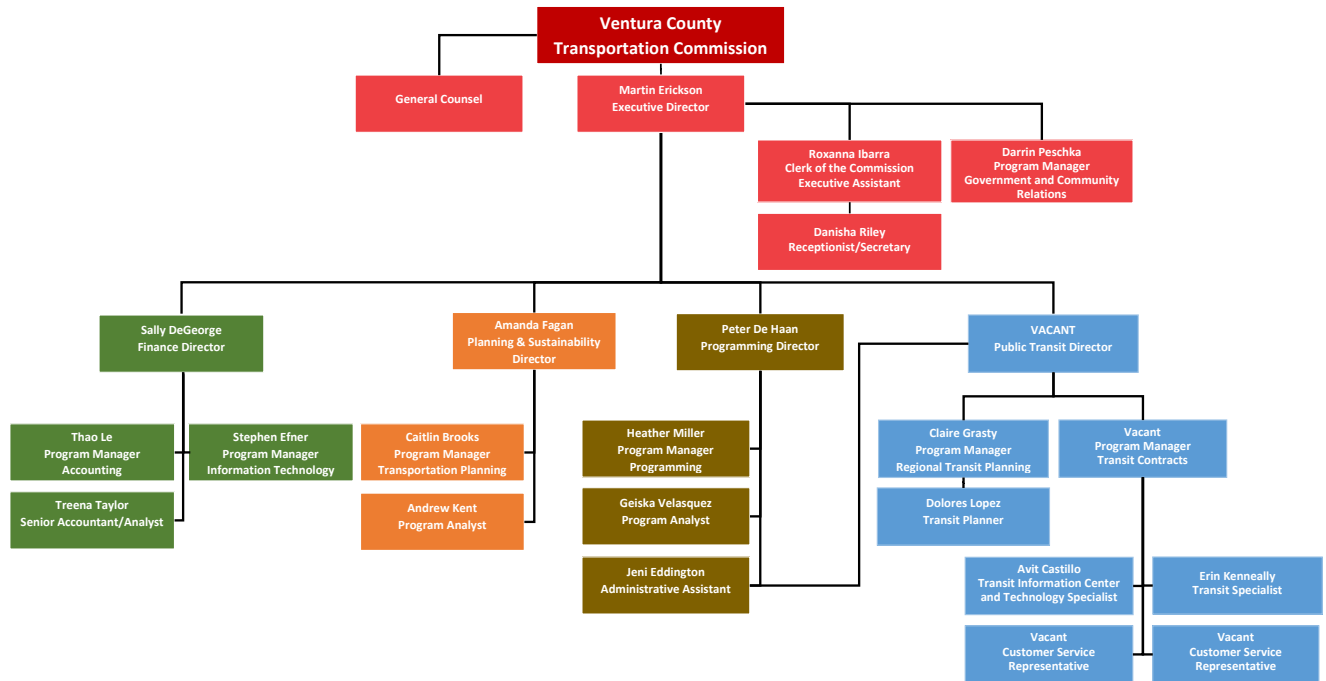
Pension benefits are largely funded (60%) from investment earnings (see Chart 18 - *CalPERS Pension Buck*) with employer and employee contributions filling in the gaps. As of Fiscal Year 2020/2021, CalPERS investment returns were 21.3% for the last year, 10.3% for the last five years, and 8.5% for the last 10 years and 8.4% for the last 30 years. As of June 30, 2020 (the latest actuary valuation), VCTC has pension assets of \$9.8 million with a weighted average, blended funded ratio of 78% (before the Additional Discretionary Payment). When investment returns are lower than anticipated, VCTC's funded ratio will decrease. Conversely, when the returns are higher than anticipated, the funded ratio will increase.

Chart 18 – CalPERS Pension Buck



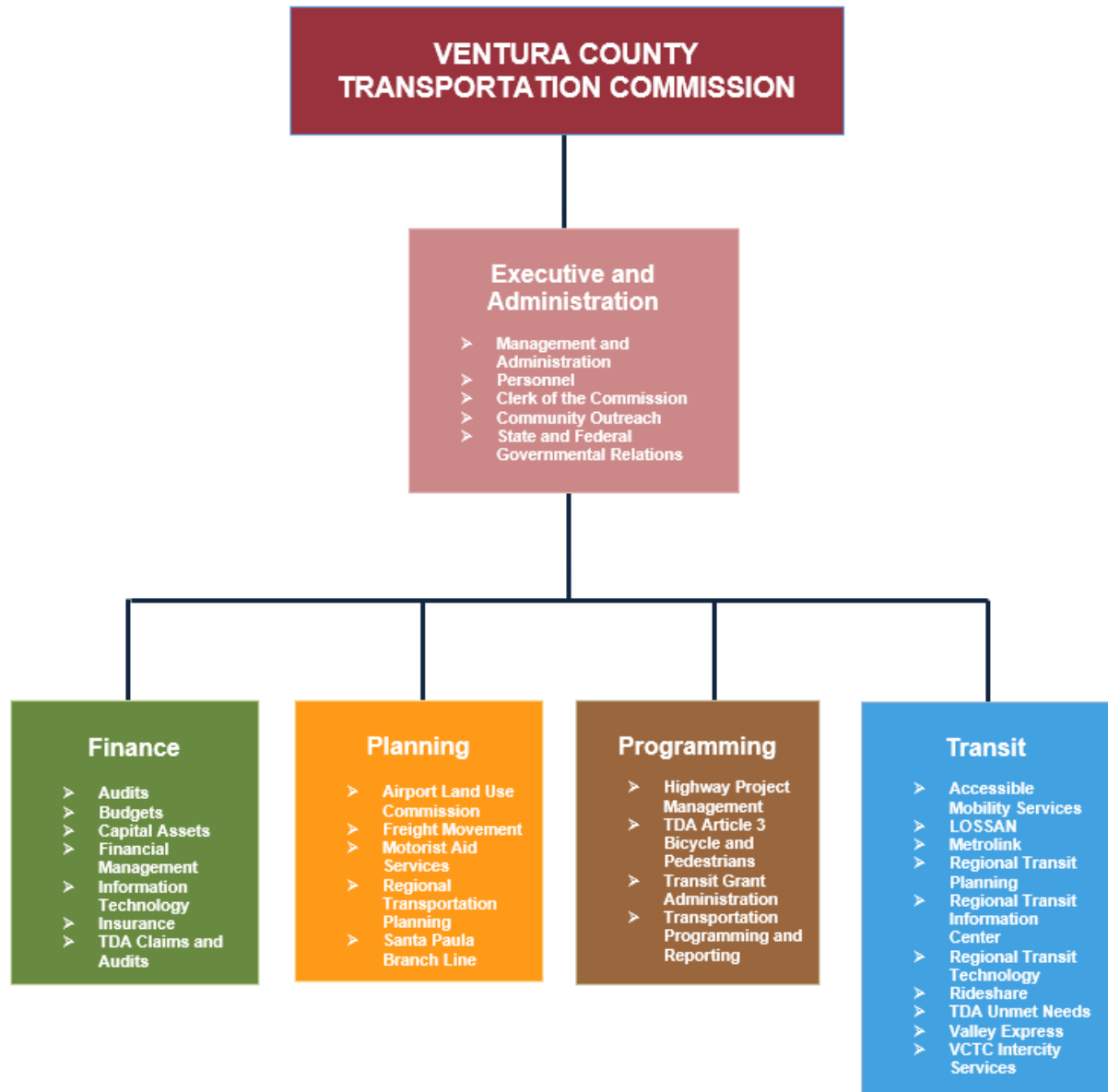
Staff Organizational Chart

Chart 19 – Staff Organization



Functional Organizational Chart

Chart 20 – Functional Organization





INDIRECT COST ALLOCATION PLAN

Indirect costs represent the expenditures that are attributable to the general operation of the organization but are not directly tied to a particular grant, contract, project function or activity. An indirect cost allocation plan (ICAP) is an accounting methodology that calculates and spreads agency-wide costs to projects that benefit from those services. ICAP's are designed to promote fair and equitable sharing of indirect costs and allow the "full" costs of services to be recognized. An indirect cost allocation plan is prepared so that the Ventura County Transportation Commission (VCTC) can charge indirect costs to projects and their associated funding sources. The ICAP rate is proportionately distributed to all budgets as percentage of staff costs.

VCTC's indirect rate is calculated as a fixed rate with a carry-forward adjustment and thus changes each year. The fixed rate used is based on an estimate of the indirect costs for the period covered by the rate. When the actual costs for the fiscal year are determined after the audit is completed, any differences between the application of the fixed rate and actual costs will result in an over or under recovery of costs. The over or under recovery will be carried forward, as an adjustment to the calculation of the indirect cost rate, to the second fiscal year after the fiscal year covered by this plan. When applicable, the adjustment expense is paid out of the unassigned general fund balance and is shown under the Management and Administration budget task when over collected. If the costs were under collected, the adjustment is added to the indirect rate calculation and temporarily increasing the rate. The indirect costs were under-recovered in Fiscal Year 2020/2021 and, therefore, an adjustment of \$54,770 is needed to this year's indirect costs.

VCTC's indirect cost allocation plan rate is approved by its cognizant agency, the Federal Transit Administration (FTA), and reviewed for compliance by VCTC's independent auditors and the California Department of Transportation audits and investigations for State reimbursements. The ICAP complies with the FTA ICAP requirements, which include following the "Super Circular" or Title 2 U.S. Code of Federal Regulations (CFR) Part 200 and 225 as applicable.

The FTA approved VCTC's first ICAP for Fiscal Year 1996/1997, but the ICAP did not include indirect staff time. Beginning in Fiscal Year 2010/2011 VCTC incorporated indirect staff time into the ICAP instead of paying for the staff time directly with local funds. Included in these costs are all or partial hours from the following positions: Receptionist/Secretary, Clerk of the Commission, Program Manager - Information Technology, Finance Director, Program Manager - Accounting, and Senior Accountant.

As an example, an ICAP proportionately distributes the cost of the receptionist and the office lease expense to all budget tasks; therefore, all federal, state, and local funding sources contribute to the ICAP costs.



The Salaries and Benefits line item decreased by \$19,600 due to the costs associated with the Senior Accountant position being lower than originally budgeted and then offset by increases for employee costs including merit and COLA increases. Other adjustments to the indirect budget include the Insurance line item increasing by \$56,800 as projected by Special Districts Risk Management Authority (SDRMA) due to continued claims and losses; Maintenance and Repairs are estimated to decrease by \$3,000 while Membership and Dues to decrease by \$3,800. The Lease line item for office and storage lease is estimated to increase by \$16,600 for annual increase and operating increase while Audit and Actuary services are expected to decrease by \$11,100 as the OPEB valuation will be off cycle. Finally, Legal Services are expected to increase by \$2,000 for the contracted rate increase and Professional-Human Resources decreased by \$10,000.

Table 11 - *Indirect Cost Allocation Plan*, is a list of budgeted costs included in the indirect cost plan for this fiscal year and the previous fiscal year. Also included in Table 11 is the indirect cost allocation rate adjusted for prior year actual to budget reconciliations. Indirect costs rates fluctuate from year to year based on salaries, expenditures, and carry-forward adjustments.

Table 11 – Indirect Cost Allocation Plan

Operating and Professional Costs:	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget	Fiscal Year 2022/2023 Budget	\$ Change	% Of Change
Salaries and Benefits	\$ 764,731	\$ 920,300	\$ 900,700	-19,600	-2.1%
Bank Fees	419	4,500	4,500	0	0.0%
Books and Publications	352	1,500	1,500	0	0.0%
Business Meals	0	500	500	0	0.0%
Communications	16,747	30,000	30,000	0	0.0%
Insurance	318,841	471,200	528,000	56,800	12.1%
Maintenance and Repairs	7,017	18,000	15,000	-3,000	-16.7%
Membership and Dues	6,272	13,800	10,000	-3,800	-27.5%
Mileage	0	1,500	1,500	0	0.0%
Miscellaneous	880	10,000	10,000	0	0.0%
Office	17,024	25,000	25,000	0	0.0%
Postage	882	5,000	5,000	0	0.0%
Printing	2,480	8,000	8,000	0	0.0%
Lease	121,742	189,400	206,000	16,600	8.8%
Training	2,288	7,000	7,000	0	0.0%
Travel and Conferences	0	6,000	6,000	0	0.0%
Audit and Actuary Services	52,680	71,100	60,000	-11,100	-15.6%
Legal Services	28,970	40,000	42,000	2,000	5.0%
Professional and Human Resources	60,961	90,000	80,000	-10,000	-11.1%
Subtotal	\$1,402,286	\$1,912,800	\$1,940,700		
Adjusted Overhead Rate	54.88%	59.89%	66.55%		



BUDGET SUMMARY PROGRAM SECTION

PROGRAM OVERVIEW

The Fiscal Year 2022/2023 budget is a comprehensive budget. It contains eight funds (the General, LTF, STA, SAFE, SPBL, SGR, VCTC Intercity and Valley Express funds) and is divided into six programs that support the public using VCTC's mission and goals.

Each of the six programs consists of individual project or budget tasks. Details of each project budget can be found in the Program Task Budgets section and provide information about budget objectives, accomplishments, description, work elements, product, funding, and expenditures that support VCTC's mission. Administrative support staff costs are allocated to all budget tasks via the indirect cost allocation plan. The total budgeted expenditures for Fiscal Year 2022/2023 are \$103,728,800 and include an estimated \$16.6 million for capital and depreciation expenses/expenditures. The significant nonrecurring capital expenditures within this budget are found within the Metrolink task budget of approximately \$14.6 million. The total budget expenditures increased by 19.1% and are briefly explained in the program summaries with details in individual budget tasks.

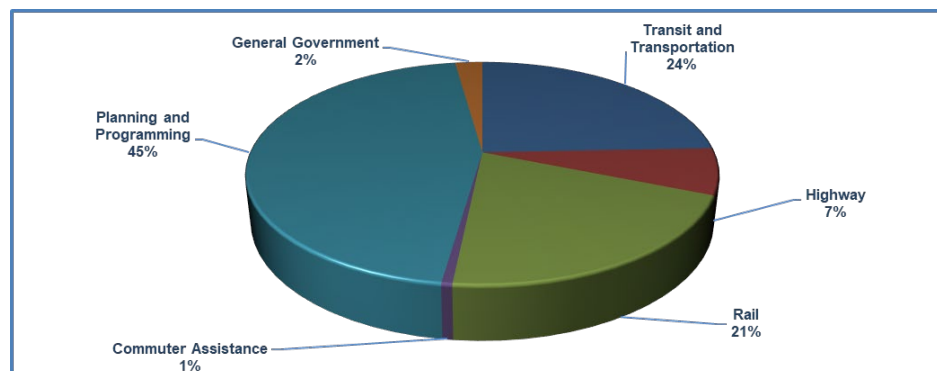
Below is a table and chart, which summarize these six programs: Table 12 - *Budgeted Expenditures Summary by Program*, and Chart 21 - *Budgeted Program Expenditures*.

Table 12 – Budgeted Expenditures Summary by Program

Program Budget Categories	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget	% Of Change
Transit and Transportation	\$22,302,962	\$25,790,570	\$25,272,700	-2.0%
Highway	5,100,373	8,853,623	6,971,600	-21.3%
Rail	5,072,987	16,101,796	21,353,289	32.6%
Commuter Assistance	522,533	692,800	650,900	-6.0%
Planning and Programming	31,740,343	34,332,043	47,165,311	37.4%
General Government	2,421,980	1,347,600	2,315,000	71.8%
Total Program Budget	\$67,161,178	\$87,118,432	\$103,728,800	19.1%

*Some budget tasks were amended after the Commission approved the budget in June 2021 (see budget task section for details).

Chart 21 – Budgeted Program Expenditures



TRANSIT AND TRANSPORTATION PROGRAM

The Transit and Transportation Program contains many tasks central to VCTC's role in providing regional support as the County's Transportation Commission. These tasks help the Commission to prioritize public transportation projects, facilitate State and federal public transit funding and utilize technology to better serve our community's transit and transportation needs. This Program improves mobility (for both regular and paratransit services) by provides transit and technological services where there are gaps in local jurisdiction's boundaries, provides commuter-oriented inter-county options, and provides regional leadership. This program consists of five budget tasks that provide detailed objectives and accomplishments of the activities supporting this program's goals and the agency's mission.

At \$25,272,700, the Transit and Transportation Program is 24% of the budget. Major changes to the Program budget task include a name change for the Senior and Disabled budget that is now titled Accessible Mobility Services to better reflect the tasks and this budget increased \$55,100 largely for additional consultant costs and some staffing costs. The Regional Transit Technology budget decreased by \$141,800 for lower professional services costs due to the completion of the Automatic Vehicle Locator (AVL) and mobile ticketing projects. The Transit Grant Administration budget decreased approximately \$1.7 million with the completion of local pass-through projects offset by new pass-through projects to local agencies. The Transit Grant pass-through funding contains an estimated of \$1.2 million in one-time pass-through CARES funding and \$0.5 million in one-time ARP funding. The Valley Express budget increased by \$232,100 largely due to increased contractor costs. The VCTC Intercity budget increased just over \$1 million due to increased bus contractor and consultant costs (\$0.9 million in ARPA). Capital expenditures funded with FTA, LTF, STA and local funds are found within the Regional Transit Tech (\$145,000), Valley Express (\$4,000) and VCTC Intercity (\$1.8 million) tasks. Administrative support staff costs were allocated to all budget tasks via the indirect cost allocation plan.

Details of each task can be found in the Program Task Budget Section. Below in Table 13 - *Transit and Transportation Program Budget Tasks*, is a listing of the individual tasks within this program.

Table 13 – Transit and Transportation Program Budget Tasks

Budget Tasks	Page #	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget	% Of Change
Accessible Mobility Services	94	\$ 337,122	\$ 457,900	\$ 513,000	12.0%
Regional Transit Technology	96	1,443,003	1,041,300	899,500	-13.6%
Transit Grant Administration	98	9,423,526	10,288,780	8,582,800	-16.6%
Valley Express	100	1,511,657	2,062,300	2,294,400	11.3%
VCTC Intercity Services	102	9,587,654	11,940,290	12,983,000	8.8%
Total Transit and Transportation Budget		<u>\$22,302,962</u>	<u>\$25,790,570</u>	<u>\$25,272,700</u>	-2.0%
Program Costs:					
Personnel		\$ 638,435	\$ 779,100	\$ 764,200	
Indirect		350,373	466,500	508,500	
Project		<u>21,314,154</u>	<u>24,544,970</u>	<u>24,000,000</u>	
Total Transit and Transportation Budget		<u>\$22,302,962</u>	<u>\$25,790,570</u>	<u>\$25,272,700</u>	
Full-Time Employee Equivalent		4.7	5.6	5.7	

*Some budget tasks were amended after the Commission approved the budget in June 2021 (see budget task section for details).



HIGHWAY PROGRAM

The Highway Program includes projects associated with the highways in Ventura County that VCTC implements, co-partners, and oversees. VCTC is taking its responsibility in efficiently moving people and goods to new levels through assuming agency management over highway development. Through the prioritization of federal and state highway improvement funds, VCTC is increasing the safety, efficiency, and mobility of the motoring public while addressing congestion relief on the State highways. This program consists of two budget tasks that provide detailed objectives and accomplishments of the activities supporting this program's goals and the agency's mission.

At \$6,971,600, the Highway Program is 7% of the budget. The Highway Project Management and Monitoring budget decreased \$0.3 million due to the partial completion of the consultant work on the U.S. 101 for preliminary engineering and environmental report documents. The Motorist Aid Services budget was reduced by \$1.5 million largely due to the completion of the second cycle of the Incident Responder Grant and lower consultant services costs. Capital expenditures funded with SAFE funds are found within the Motorist Aid Services task at \$8,000. Administrative support staff costs were allocated to all budget tasks via the indirect cost allocation plan.

Details of each task can be found in the Program Task Budget Section. Below in Table 14 - *Highway Program Budget Tasks*, is a listing of the individual tasks within this program.

Table 14 – Highway Program Budget Tasks

Budget Tasks	Page #	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget	% Of Change
Highway Project Management	106	\$4,380,127	\$ 5,432,657	\$5,077,700	-6.5%
Motorist Aid Services	108	<u>720,246</u>	<u>3,420,966</u>	<u>1,893,900</u>	<u>-44.6%</u>
Total Highway Budget		<u>\$5,100,373</u>	<u>\$8,853,623</u>	<u>\$6,971,600</u>	-21.3%
Program Costs:					
Personnel		\$ 94,738	\$ 156,100	\$ 108,400	
Indirect		51,992	93,600	72,000	
Project		<u>4,953,643</u>	<u>8,603,923</u>	<u>6,791,200</u>	
Total Highway Budget		<u>\$5,100,373</u>	<u>\$8,853,623</u>	<u>\$6,971,600</u>	
Full-Time Employee Equivalent		0.5	0.7	0.5	

*Some budget tasks were amended after the Commission approved the budget in June 2021 (see budget task section for details).



RAIL PROGRAM

The Rail Program represents the projects within Ventura County relating to the Commission's rail programs providing a safe and reliable rail (Metrolink and Amtrak) alternative. This program ensures Ventura residents have a broad spectrum of mobility choices. VCTC works in partnership with sister agencies to provide regional rail services going far beyond those areas served by bus and to increase rail service and ridership where possible. This Program also includes VCTC's efforts to preserve the SPBL right-of-way for future rail service while providing active transportation opportunities through a recreational multi-use path. This program consists of three budget tasks that provide detailed objectives and accomplishments of the activities supporting this program's goals and the agency's mission.

At \$21,353,289, the Rail Program is 21% of the budget and includes three project tasks. Major changes to the Program budget tasks include an increase to the Metrolink Commuter Rail budget of approximately \$5.4 million largely due to the increase in operational and carry-over capital costs as well as the additional funding for the SCORE project. The Santa Paula Branch Line budget decreased approximately \$0.1 million due to the anticipated lower staff, legal and consultant costs now that the new contractor is in operation. Capital expenditures funded with LTF, STA, SGR, and Proposition 1B funds are found within the Metrolink task at \$14.6 million. Administrative support staff costs were allocated to all budget tasks via the indirect cost allocation plan.

Details of each task can be found in the Program Task Budget Section. Below in Table 15 - *Rail Program Budget Tasks*, is a listing of the individual tasks within this program.

Table 15 – Rail Program Budget Tasks

Budget Tasks	Page #	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget	% Of Change
LOSSAN - Coast Rail Coordinating Council	112	\$ 37,883	\$ 55,900	\$ 51,000	-8.8%
Metrolink Commuter Rail	114	4,187,162	15,346,496	20,713,989	35.0%
Santa Paula Branch Line	116	847,942	699,400	588,300	-15.9%
Total Rail Budget		<u>\$5,072,987</u>	<u>\$16,101,796</u>	<u>\$21,353,289</u>	32.6%
Program Costs:					
Personnel		\$ 214,938	\$ 221,900	\$ 209,600	
Indirect		117,958	132,900	139,400	
Project		<u>4,740,091</u>	<u>15,746,996</u>	<u>21,004,289</u>	
Total Rail Budget		<u>\$5,072,987</u>	<u>\$16,101,796</u>	<u>\$21,353,289</u>	
Full-Time Employee Equivalent		1.2	1.1	1.1	

*Some budget tasks were amended after the Commission approved the budget in June 2021 (see budget task section for details).



COMMUTER ASSISTANCE PROGRAM

The Commuter Assistance Program promotes efficiency in mobility by connecting people to different modes of travel such as biking, walking, and carpooling. The Commuter Assistance Program also encourages residents and employers to reduce single vehicle trips and use alternative modes of transportation including ridesharing, public transportation, etc. VCTC takes an active role in increasing commuter's awareness of options to make individual choices in mobility. This program consists of two budget tasks that provide detailed objectives and accomplishments of the activities supporting this program's goals and the agency's mission.

At \$650,900, the Commuter Assistance Program is 1% of the budget. The Rideshare budget decreased approximately \$28,000 for lower consultant costs. The Regional Transit Information Center budget decreased approximately \$14,000 for lower staffing costs. Administrative support staff costs were allocated to all budget tasks via the indirect cost allocation plan.

Details of each task can be found in the Program Task Budget Section. Below in Table 16 - *Commuter Assistance Program Budget Tasks*, is a listing of the individual tasks within this program.

Table 16 – Commuter Assistance Program Budget Tasks

Budget Tasks	Page #	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget	% Of Change
Regional Transit Information Center	120	\$255,372	\$301,700	\$287,700	-4.6%
Rideshare Programs	122	<u>267,161</u>	<u>391,100</u>	<u>363,200</u>	-7.1%
Total Commuter Assistance Budget		<u>\$522,533</u>	<u>\$692,800</u>	<u>\$650,900</u>	-6.0%
Program Costs:					
Personnel		\$194,778	\$204,200	\$192,500	
Indirect		106,894	122,300	128,200	
Project		<u>220,861</u>	<u>366,300</u>	<u>330,200</u>	
Total Commuter Assistance Budget		<u>\$522,533</u>	<u>\$692,800</u>	<u>\$650,900</u>	
Full-Time Employee Equivalent		1.7	1.7	1.5	

*Some budget tasks were amended after the Commission approved the budget in June 2021 (see budget task section for details).



PLANNING AND PROGRAMMING PROGRAM

Many of the agency's core responsibilities are of a planning, programming, and oversight nature. Regional planning provides a pathway to good mobility policies for both public transit and paratransit services. These policies are then fueled by the federal and State funds that programming makes available to many jurisdictions and agencies for implementation. Projects within this program focus on comprehensive, countywide transportation planning, congestion management, modeling, and forecasting, as well as studies to reduce congestion and improve mobility needs within the County. This program contains LTF, STA and SGR revenues that are passed through to local agencies for transit, bicycles and pedestrians, and streets and roads projects. This program consists of five budget tasks that provide detailed objectives and accomplishments of the activities supporting this program's goals and the agency's mission.

At \$47,165,311, the Planning and Programming programs is 45% of the budget. Major changes to the Program budget tasks include the Regional Transit Planning budget decreased \$0.2 million for the near completion of the Coordinated Public Transit-Human Services Plan and Transit Integration and Efficiencies Study (TIES) studies, one year of funding for the College Ride program and the addition of the TDA triennial performance audit. The Regional Transportation Planning budget increased approximately \$0.5 million for the new analytics software and the inclusion of the 101-Conejo wildlife tracking study that partners with the park service offset by the completion of the Freight study. The Comprehensive Transportation Plan and Congestion Management Plan will continue. The Transportation Development Act budget increased approximately \$12.5 million for additional pass-through funding to local agencies. The Transportation Programming and Reporting budget increased \$69,400 for increased staff time. Administrative support staff costs were allocated to all budget tasks via the indirect cost allocation plan.

Details of each task can be found in the Program Task Budget Section. Below in Table 17 - *Planning and Programming Program Budget Tasks*, is a listing of the individual tasks within this program.

Table 17 – Planning and Programming Program Budget Tasks

Budget Tasks	Page #	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget	% of Change
Airport Land Use Commission	126	\$ 5,119	\$ 36,900	\$ 44,900	21.7%
Regional Transit Planning	128	710,092	1,818,600	1,605,600	-11.7%
Regional Transportation Planning	130	788,601	1,354,884	1,832,500	35.3%
TDA Administration	132	29,791,825	30,575,659	43,066,911	40.9%
Transportation Programming & Reporting	134	444,706	546,000	615,400	12.7%
Total Planning & Programming Budget		<u>\$31,740,343</u>	<u>\$34,332,043</u>	<u>\$47,165,311</u>	37.4%
Program Costs:					
Personnel		\$ 1,020,877	\$ 1,205,300	\$ 1,231,000	
Indirect		560,258	722,100	819,200	
Project		<u>30,159,208</u>	<u>32,404,643</u>	<u>45,115,111</u>	
Total Planning & Programming Budget		<u>\$31,740,343</u>	<u>\$34,332,043</u>	<u>\$47,165,311</u>	
Full-Time Employee Equivalent		6.4	6.8	6.8	

*Some budget tasks were amended after the Commission approved the budget in June 2021 (see budget task section for details).



GENERAL GOVERNMENT PROGRAM

The General Government Program consists of administrative and support activities that do not fall under the more defined programs. These activities support the day-to-day operations and activities of the agency and the various programs contained within the other programs. The General Government Program ensures that funds flow smoothly and are accounted for according to the applicable regulations. This Program aims to increase community awareness and support the transit and transportation needs of the County including legislation and transportation funding. These tasks include financial management, legislative activities, intergovernmental relations, and public information. This program consists of three budget tasks that provide detailed objectives and accomplishments of the activities supporting this program's goals and the agency's mission.

At \$2,315,000, the General Government Program is 2% of the budget. Major changes to the Program budget tasks include an increase of \$38,400 to the Community Outreach budget for consultant and staffing costs. The Management and Administration budget increased approximately \$0.9 million for the one-time pension liability payment to CalPERS to reduce pension liability offset by reduced staffing costs and office relocation costs. The State and Federal Governmental Relations budget decreased \$12,200 for reduced staff costs. Administrative support staff costs were allocated to all budget tasks via the indirect cost allocation plan.

Details of each task can be found in the Program Task Budget Section. Below in Table 18 - *General Government Program Budget Tasks*, is a listing of the individual tasks within this program.

Table 18 – General Government Program Budget Tasks

Budget Tasks	Page #	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget	% of Change
Community Outreach	138	\$ 410,471	\$ 449,800	\$ 488,200	8.5%
Management and Administration	140	1,820,963	635,100	1,576,300	148.2%
State and Federal Governmental Relations	142	190,546	262,700	250,500	-4.6%
Total General Government Budget		<u>\$2,421,980</u>	<u>\$1,347,600</u>	<u>\$2,315,000</u>	71.8%
Program Costs:					
Personnel		\$ 430,762	\$ 540,650	\$ 492,900	
Indirect		236,402	323,900	328,200	
Project		1,754,816	483,050	1,493,900	
Total General Government Budget		<u>\$2,421,980</u>	<u>\$1,347,600</u>	<u>\$2,315,000</u>	
Full-Time Employee Equivalent		6.6	7.1	7.4	

*Some budget tasks were amended after the Commission approved the budget in June 2021 (see budget task section for details).





FUND BUDGETS AND BALANCES SECTION

FUND BUDGETS

VCTC's budget is comprised of eight funds: a general fund, five special revenue funds and two enterprise funds. The Governmental Funds consist of the general fund and five special revenue funds: Local Transportation Fund (LTF), State Transit Assistance (STA), State of Good Repair (SGR), Service Authority for Freeway Emergencies (SAFE), and Santa Paula Branch Line (SPBL) funds. The two enterprise funds are the VCTC Intercity and Valley Express funds. All VCTC's funds are budgeted and account for many projects within the twenty budget tasks (see Table 19– *Budget Task by Fund Type*.) The governmental funds are budgeted using the modified accrual basis of accounting and the enterprise funds are budgeted using the accrual basis of accounting. All funds are included in both the budget and Annual Comprehensive Financial Report (ACFR). The major funds include the General Fund, Local Transportation Fund (LTF), State Transit Assistance (STA) fund, Valley Express fund and VCTC Intercity fund. The minor funds include the Service Authority for Freeway Emergencies (SAFE), State of Good Repair (SGR) and the Santa Paula Branch Line (SPBL) funds. VCTC does not have a Debt Service fund as it currently has no debt issuance. VCTC does not have a Capital Projects funds. Capital projects are found within individual budget tasks.

Table 19 – Budget Tasks by Fund Type

General Fund	Special Revenue Funds	Enterprise Funds
Accessible Mobility Services	Service Authority for Freeway Emergencies Fund	Valley Express Fund
Airport Land Use Commission	- Motorist Aid Services	- Valley Express
Motorist Aid Services		
Community Outreach	Local Transportation Fund	VCTC Intercity Fund
Highway Project Management & Monitoring	- TDA Administration	- VCTC Intercity Services
LOSSAN & Coast Rail Council		
Management & Administration	State Transit Assistance Fund	
Metrolink Commuter Rail	- TDA Administration	
Regional Transit Information Center		
Regional Transportation Planning	State of Good Repair Fund	
Regional Transit Planning	- TDA Administration	
Regional Transit Technology		
Rideshare Programs	Santa Paula Branch Line	
Santa Paula Branch Line	- Santa Paula Branch Line	
State & Federal Governmental Relations		
TDA Administration		
Transit Grant Administration		
Transportation Programming & Reporting		

Details of the Fiscal Year 2022/2023 budget by Fund, Program, and Budget Task with summaries of revenues, expenditures and fund balance can be found in Table 20 - *Budget Summary by Fund*.



Table 20 – Budget Summary by Fund

VENTURA COUNTY TRANSPORTATION COMMISSION BUDGET SUMMARY BY FUND FISCAL YEAR 2022/2023									
	GENERAL FUND	LTF	STA	SAFE	SGR	SPBL	VCTC INTERCITY	VALLEY EXPRESS	TOTAL
REVENUES									
Federal Grants	16,252,426	-	-	-	-	-	4,030,689	1,288,926	21,572,041
State Grants	2,397,690	-	-	1,016,900	-	-	-	-	3,414,590
Local Transportation Fund	-	42,300,000	-	-	-	-	-	-	42,300,000
State Transit Assistance	-	-	9,038,926	-	-	-	-	-	9,038,926
State of Good Repair	-	-	-	-	1,488,778	-	-	-	1,488,778
Vehicle Registration Fees	-	-	-	810,000	-	-	-	-	810,000
Local, Investment, and Other Revenues	59,400	30,000	40,000	10,000	10,000	385,000	1,857,517	1,005,474	3,397,391
Total Revenues	18,709,516	42,330,000	9,078,926	1,836,900	1,498,778	385,000	5,888,206	2,294,400	82,021,726
EXPENDITURES									
Transit and Transportation									
Accessible Mobility Services	513,000	-	-	-	-	-	-	-	513,000
Regional Transit Technology	899,500	-	-	-	-	-	-	-	899,500
Transit Grant Administration	8,582,800	-	-	-	-	-	-	-	8,582,800
Valley Express	-	-	-	-	-	-	-	2,294,400	2,294,400
VCTC Intercity Services	-	-	-	-	-	-	12,983,000	-	12,983,000
Total Transit and Transportation Budget	9,995,300	-	-	-	-	-	12,983,000	2,294,400	25,272,700
Highway									
Highway Project Management & Monitoring	5,077,700	-	-	-	-	-	-	-	5,077,700
Motorist Aid Services	53,400	-	-	1,840,500	-	-	-	-	1,893,900
Total Highway Budget	5,131,100	-	-	1,840,500	-	-	-	-	6,971,600



**VENTURA COUNTY TRANSPORTATION COMMISSION
BUDGET SUMMARY
FISCAL YEAR 2022/2023**

	GENERAL FUND	LTF	STA	SAFE	SGR	SPBL	VCTC INTERCITY	VALLEY EXPRESS	TOTAL
Rail									
LOSSAN - Coast Rail Coordinating Council	51,000	-	-	-	-	-	-	-	51,000
Metrolink Commuter Rail	20,713,989	-	-	-	-	-	-	-	20,713,989
Santa Paula Branch Line	86,800	-	-	-	-	501,500	-	-	588,300
Total Rail Budget	20,851,789	-	-	-	-	501,500	-	-	21,353,289
Commuter Assistance									
Regional Transit Information Center	287,700	-	-	-	-	-	-	-	287,700
Rideshare Programs	363,200	-	-	-	-	-	-	-	363,200
Total Commuter Assistance Budget	650,900	-	-	-	-	-	-	-	650,900
Planning and Programming									
Airport Land Use Commission	44,900	-	-	-	-	-	-	-	44,900
Regional Transit Planning	1,605,600	-	-	-	-	-	-	-	1,605,600
Regional Transportation Planning	1,832,500	-	-	-	-	-	-	-	1,832,500
TDA Administration	164,300	42,383,246	445,919	-	73,446	-	-	-	43,066,911
Transportation Programming and Reporting	615,400	-	-	-	-	-	-	-	615,400
Total Planning and Programming Budget	4,262,700	42,383,246	445,919	-	73,446	-	-	-	47,165,311
General Government									
Community Outreach	488,200	-	-	-	-	-	-	-	488,200
Management and Administration	1,576,300	-	-	-	-	-	-	-	1,576,300
State and Federal Governmental Relations	250,500	-	-	-	-	-	-	-	250,500
Total General Government Budget	2,315,000	-	-	-	-	-	-	-	2,315,000



**VENTURA COUNTY TRANSPORTATION COMMISSION
BUDGET SUMMARY
FISCAL YEAR 2022/2023**

	GENERAL FUND	LTF	STA	SAFE	SGR	SPBL	VCTC INTERCITY	VALLEY EXPRESS	TOTAL
Total Expenditures	43,206,789	42,383,246	445,919	1,840,500	73,446	501,500	12,983,000	2,294,400	103,728,800
Revenues Over (Under) Expenditures	(24,497,273)	(53,246)	8,633,007	(3,600)	1,425,332	(116,500)	(7,094,794)	-	(21,707,074)
Other Financing Sources (Uses)									
Transfers In (Out)	23,114,823	(10,913,640)	(9,601,945)	(53,400)	(7,944,132)	116,500	5,281,794	-	-
Fund Balance Beginning of Year	1,493,343	15,047,451	18,334,530	3,887,427	6,782,374	25,367	11,145,650	-	56,716,142
Less Contingency Reserve	(50,000)	(4,030,000)		(1,515,000)	-	-	-	-	(5,595,000)
Less Capital and Accrual Adjustments	-	-	-	-	-	-	(9,332,650)	-	(9,332,650)
Unassigned Fund Balance End of Year	60,893	50,565	17,365,592	2,315,427	263,574	25,367	-	-	20,081,418

LTF, STA, SAFE, SPBL and SGR funds are "transferred" to the general fund to pay for project or staffing expenditures shown within the general fund. STA is also transferred to the VCTC Intercity fund and SPBL fund for project expenses.
The General, LTF, STA, VCTC Intercity and Valley Express are major funds; the SAFE, SGR and SPBL are non-major funds.
The LTF, STA, SAFE, SGR and SPBL funds are special revenue funds; The VCTC Intercity and Valley Express funds are enterprise funds.



General Fund

The general fund of the Commission is used to account for all activities not legally required or designated by the Commission to be accounted for separately. For many public agencies, the general fund is the largest fund; however, the Commission's largest revenue source is the Local Transportation Fund, a special revenue fund. In addition to Commission administration and general operations found in General Government, other general fund activities include tasks found within the transit and transportation program, highways program, rail program and planning and programming program. The General Fund is a major fund.

The sources for the general fund consist of various federal, state, and local reimbursements, investment income and transfers from LTF, STA, SAFE, SPBL and SGR. These resources are used to support and administer activities within all programs and budgets except for the enterprise funds (VCTC Intercity and Valley Express) that are fully contained within those funds (see Chart 22 *General Fund Sources* and Chart 23 *General Fund Uses*).

Chart 22 – General Fund Sources

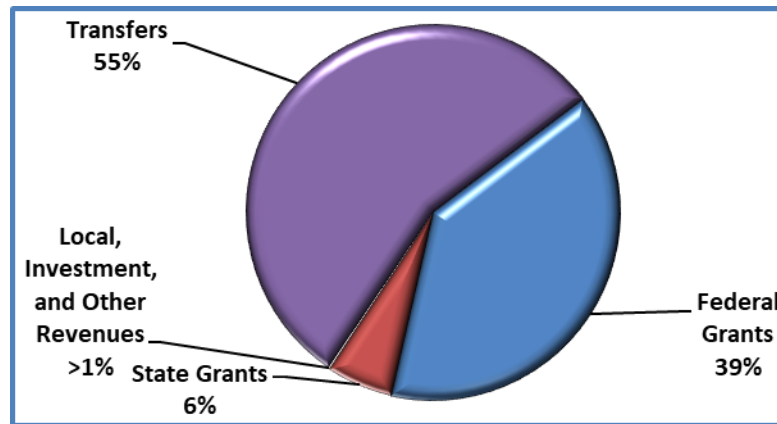
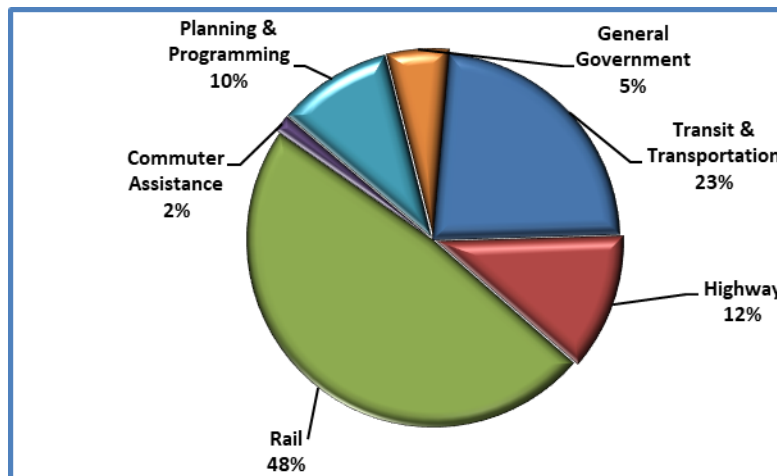


Chart 23 – General Fund Uses



Major changes to the budget from the previous year are included within each budget task detail but a summary of changes within the General Fund activities are:

- The Revenues decreased by 19.1 percent overall in Fiscal Year 2022/2023 as follows:
 - FTA funds decreased approximately \$4.2 million with the exhaustion of CARES and ARP funding and return to regular FTA funding that usually requires a local match offset by the new pass-through funding to local agencies.
 - Federal funds were further reduced by \$0.3 million with STP funds for the Highway Project Managements project as the project continues toward completion.
 - State grant funding within the general fund increased by \$0.1 million over multiple grant types (Prop 1B, REAP and STPG) with the completion of capital and demonstration projects as well as consultant studies.
 - Local funds decreased by \$24,000 for normal fluctuation in local funding.
- The Expenditures increased 11.2% overall in Fiscal Year 2022/2023 as follows:
 - In the Transit and Transportation Program:
 - A \$55,100 increase in the Accessible Mobility Services (formerly Senior and Disabled Transportation Services) budget for increased contract costs.
 - A \$0.1 million decrease in Regional Transit Technology budget for the completion of the new AVL and mobility pass programs.
 - A \$1.7 million decrease in the Transit Grant Administration budget for the completion of federal pass-through sub-recipient projects offset by new federal pass-through projects.
 - In the Highway Program:
 - A \$0.3 million decrease in the Highway Project Management and Monitoring budget is largely due to the partial completion of the U.S. 101 PAED study.
 - In the Rail Program:
 - A \$5.4 million increase in the Metrolink budget for additional operational and carry-over capital costs and the addition of the SCORE project.
 - In the Planning and Programming Program:
 - A \$0.2 million decrease in Regional Transit Planning for the near completion of the Coordinated Plan and TIES studies offset by the TDA triennial performance audit.
 - A \$0.5 million increase in Regional Transportation Planning for the near completion of the Freight study offset by new data analytics software and the inclusion of the 101-Conejo wildlife tracking study in partnership with the park service.
 - A \$69,400 increase for additional staff time on Transportation Programming and Reporting projects.
 - In the General Government Program:
 - A \$0.9 million increase in Management and Administration for a one-time pension liability payment offset by lower staffing and relocation costs.
- Transfers in/out increased by 41.3% or \$6.7 million due to normal project fluctuation.
- The Contingency Reserve for the general fund remains at \$50,000.
- The fund balance is expected to be \$60,893 after the beginning fund balance was adjusted for anticipated changes and carry-over funding expended.



The actual information for Fiscal Year 2020/2021 and the budgeted information for Fiscal Years 2021/2022 and 2022/2023 are also included in Table 21 - *General Fund Fiscal Years 2020/2021 to 2022/2023*.

Table 21 – General Fund Fiscal Years 2020/2021 to 2022/2023

	FY 2020/2021 Actual	FY 2021/2022 Projected Budget	General Fund FY 2022/2023 Budget	\$ Change Budget Years	% Change Budget Years
REVENUES					
Federal Grants	16,845,833	20,734,864	16,252,426	(4,482,438)	-21.6%
State Grants	1,246,436	2,299,487	2,397,690	98,203	4.3%
Local, Investment, and Other Revenues	229,275	83,420	59,400	(24,020)	-28.8%
Total Revenues	18,321,544	23,117,771	18,709,516	(4,408,255)	-19.1%
EXPENDITURES					
Transit and Transportation					
Accessible Mobility Services	337,122	457,900	513,000	55,100	12.0%
Regional Transit Technology	1,443,003	1,041,300	899,500	(141,800)	-13.6%
Transit Grant Administration	9,423,526	10,288,780	8,582,800	(1,705,980)	-16.6%
Total Transit and Transportation Budget	11,203,651	11,787,980	9,995,300	(1,792,680)	-15.2%
Highway					
Highway Project Management & Monitoring	4,380,127	5,432,657	5,077,700	(354,957)	-6.5%
Motorist Aid Services	68,491	66,600	53,400	(13,200)	-19.8%
Total Highway Budget	4,448,618	5,499,257	5,131,100	(368,157)	-6.7%
Rail					
LOSSAN - Coast Rail Coordinating Council	37,883	55,900	51,000	(4,900)	-8.8%
Metrolink Commuter Rail	4,187,162	15,346,496	20,713,989	5,367,493	35.0%
Santa Paula Branch Line	138,763	167,900	86,800	(81,100)	-48.3%
Total Rail Budget	4,363,808	15,570,296	20,851,789	5,281,493	33.9%
Commuter Assistance					
Regional Transit Information Center	255,372	301,700	287,700	(14,000)	-4.6%
Rideshare Programs	267,161	391,100	363,200	(27,900)	-7.1%
Total Commuter Assistance Budget	522,533	692,800	650,900	(41,900)	-6.0%
Planning and Programming					
Airport Land Use Commission	5,119	36,900	44,900	8,000	21.7%
Regional Transit Planning	710,092	1,818,600	1,605,600	(213,000)	-11.7%
Regional Transportation Planning	788,601	1,354,884	1,832,500	477,616	35.3%
Transportation Development Act	132,250	195,000	164,300	(30,700)	-15.7%
Transportation Programming and Reporting	444,706	546,000	615,400	69,400	12.7%
Total Planning and Programming Budget	2,080,768	3,951,384	4,262,700	311,316	7.9%
General Government					
Community Outreach	410,471	449,800	488,200	38,400	8.5%
Management and Administration	1,820,963	635,100	1,576,300	941,200	148.2%
State and Federal Governmental Relations	190,546	262,700	250,500	(12,200)	-4.6%
Total General Government Budget	2,421,980	1,347,600	2,315,000	967,400	71.8%
Total Expenditures	25,041,358	38,849,317	43,206,789	4,357,472	11.2%
Revenues Over/(Under) Expenditures	(6,719,814)	(15,731,546)	(24,497,273)	(8,765,727)	55.7%
Other Financing Sources (Uses)					
Transfers In (Out)	7,734,213	16,359,728	23,114,823	6,755,095	41.3%
Fund Balance Beginning of Year	2,620,336	1,458,695	1,493,343	34,648	2.4%
Less Contingency Reserve	(50,000)	(50,000)	(50,000)	-	0.0%
Less Capital and Accrual Adjustments	-	-	-	-	0.0%
Unassigned Fund Balance End of Year	3,584,735	2,036,877	60,893	(1,975,984)	-97.0%



Special Revenue Funds

The Commission's special revenue funds are restricted legally or by Commission action to use for revenues from the Local Transportation Fund, State Transit Assistance, State of Good Repair, Service Authority for Freeway Emergencies, and the Santa Paula Branch Line funds. Individual special revenue fund budgets are presented in Tables 22-26.

Local Transportation Fund

The Local Transportation Fund (LTF) special revenue fund derives its revenue from one quarter of one cent of the state sales tax that is returned to the source. Through the apportionment process, it provides Countywide funding for public transit and transportation, streets and roads, bicycle and pedestrian projects, planning, and administration.

The County Auditor-Controller estimates that there will be an increase of \$7.1 million in sales tax receipts in Fiscal Year 2022/2023. It is estimated interest revenues will decrease by \$30,000. There is a \$12.9 million increase in pass-through expenditures to local agencies because of increase revenues and carry-in fund balance and a \$4.0 million increase in transfers to the General Fund and the Santa Paula Branch Line Fund for a normal fluctuation of activities. A contingency reserve of approximately 10% of funds passed through to local agencies for Article 4 and 8 activities is set aside to act as a buffer for economic downturns and if revenues received are lower than as budgeted. This allows VCTC to make an adjustment in the following year instead of revising the LTF apportionment in the current year. The fund balance is expected to decrease by \$5 million as the fund balance is apportioned to local agencies. The LTF is considered a major fund.

The actual information for Fiscal Year 2020/2021 and the budgeted information for Fiscal Years 2021/2022 and 2022/2023 are included in Table 22 - *Local Transportation Fund Fiscal Years 2020/2021 to 2022/2023*.

Table 22 – Local Transportation Fund Fiscal Years 2020/2021 to 2022/2023

	Local Transportation Fund				
	FY 2020/2021	FY 2021/2022	FY 2022/2023	\$ Change	% Change
	Actual	Projected Budget	Budget	Budget Years	Budget Years
REVENUES					
Local Transportation Fund	41,042,513	35,200,000	42,300,000	7,100,000	20.2%
Local, Investment, and Other Revenues	31,614	60,000	30,000	(30,000)	-50.0%
Total Revenues	41,074,127	35,260,000	42,330,000	7,070,000	20.1%
EXPENDITURES					
Planning and Programming					
Transportation Development Act	29,202,439	29,478,975	42,383,246	12,904,271	43.8%
Total Planning and Programming Budget	29,202,439	29,478,975	42,383,246	12,904,271	43.8%
Total Expenditures	29,202,439	29,478,975	42,383,246	12,904,271	43.8%
Revenues Over/(Under) Expenditures	11,871,688	5,781,025	(53,246)	(5,834,271)	-100.9%
Other Financing Sources (Uses)					
Transfers In (Out)	(6,344,003)	(6,921,108)	(10,913,640)	(3,992,532)	57.7%
Fund Balance Beginning of Year	9,649,449	9,002,168	15,047,451	6,045,283	67.2%
Less Contingency Reserve		(2,820,000)	(4,030,000)	(1,210,000)	42.9%
Less Capital and Accrual Adjustments			-	-	0.0%
Unassigned Fund Balance End of Year	15,177,134	5,042,085	50,565	(4,991,520)	-99.0%



State Transit Assistance Fund

The State Transit Assistance (STA) special revenue fund derives its revenue from allocations of gas tax revenues designated for bus and rail transit operations and capital requirements. The State allocation is based on estimates of diesel fuel sales tax revenues provided by the Controller of the State, subject to an annual state budget appropriation. Use of the funds are approved by the Commission as part of the annual budget process.

The STA fund is estimated to increase approximately \$2.2 million in STA revenues as allocated by the State. Interest is estimated to decrease by \$40,000. There is a \$0.4 million decrease in expenditures for pass-through funds as carry-over funding was disbursed in the previous year. A \$3 million increase in transfers-out to the General Fund, Santa Paula Branch Line Fund and VCTC Intercity Fund for associated activities due to normal fluctuation in needs in Fiscal Year 2022/2023. The fund balance is expected to increase by \$2.7 million since the beginning fund balance was adjusted for anticipated changes. Although not budgeted, these funds could be used (thus lowering the fund balance) 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 STA fund is considered a major fund.

The actual information for Fiscal Year 2020/2021 and the budgeted information for Fiscal Years 2021/2022 and 2022/2023 are included in Table 23 - *State Transit Assistance Fund Fiscal Years 2020/2021 to 2022/2023*.

Table 23 – State Transit Assistance Fund Fiscal Years 2020/2021 to 2022/2023

	State Transit Assistance Fund				
	FY 2020/2021	FY 2021/2022	FY 2022/2023	\$ Change	% Change
	Actual	Projected Budget	Budget	Budget Years	Budget Years
REVENUES					
State Transit Assistance	6,708,854	6,764,938	9,038,926	2,273,988	33.6%
Local, Investment, and Other Revenues	1,491	80,000	40,000	(40,000)	-50.0%
Total Revenues	6,710,345	6,844,938	9,078,926	2,233,988	32.6%
EXPENDITURES					
Planning and Programming					
Transportation Development Act	367,240	810,191	445,919	(364,272)	-45.0%
Total Planning and Programming Budget	367,240	810,191	445,919	(364,272)	-45.0%
Total Expenditures	367,240	810,191	445,919	(364,272)	-45.0%
Revenues Over/(Under) Expenditures	6,343,105	6,034,747	8,633,007	2,598,260	43.1%
Other Financing Sources (Uses)					
Transfers In (Out)	(1,969,008)	(6,552,438)	(9,601,945)	(3,049,507)	46.5%
Fund Balance Beginning of Year	13,224,224	15,215,593	18,334,530	3,118,937	20.5%
Less Contingency Reserve	-	-	-	-	0.0%
Less Capital and Accrual Adjustments	-	-	-	-	0.0%
Unassigned Fund Balance End of Year	17,598,321	14,697,902	17,365,592	2,667,690	18.2%



Service Authority for Freeway Emergencies Fund

The Service Authority for Freeway Emergencies (SAFE) special revenue fund derives its revenue from the \$1 per vehicle registration fee levied by the State on all registered vehicles within the County. It funds the motorist aid assistance with the emergency call boxes located strategically on the highways throughout the County. Use of the funds are approved by the Commission as part of the annual budget process.

In Fiscal Year 2022/2023, revenues are expected to decrease approximately \$0.2 million overall largely due to lower State grant funding needs. Expenditures are approximately \$1.5 million lower with the second cycle of the incident responder grant completed and adjustments made for lower consultant costs. Transfers out to the general fund cover staff time associated with SAFE funded projects decreased by \$13,200. A contingency reserve of \$1.5 million is set aside for capital purposes to assure funds are available when needed. The fund balance is expected to increase approximately \$0.5 million after the beginning fund balance was adjusted for anticipated changes for increased one-time expenditures. The SAFE fund is considered a non-major fund.

The actual information for Fiscal Year 2020/2021 and the budgeted information for Fiscal Years 2021/2022 and 2022/2023 are included in Table 24 - *Service Authority for Freeway Emergencies Fund Fiscal Years 2020/2021 to 2022/2023*.

**Table 24 – Service Authority for Freeway Emergencies Fund
Fiscal Years 2020/2021 to 2022/2023**

	Service Authority for Freeway Emergencies				
	FY 2020/2021 Actual	FY 2021/2022 Projected Budget	FY 2022/2023 Budget	\$ Change Budget Years	% Change Budget Years
REVENUES					
Vehicle Registration Fees	829,696	810,000	810,000	-	0.0%
State Grants	257,434	1,214,441	1,016,900	(197,541)	-16.3%
Local, Investment, and Other Revenues	2,771	36,000	10,000	(26,000)	-72.2%
Total Revenues	1,089,901	2,060,441	1,836,900	(223,541)	-10.8%
EXPENDITURES					
Highway					
Motorist Aid Services	651,755	3,354,366	1,840,500	(1,513,866)	-45.1%
Total Highway Budget	651,755	3,354,366	1,840,500	(1,513,866)	-45.1%
Total Expenditures	651,755	3,354,366	1,840,500	(1,513,866)	-45.1%
Revenues Over/(Under) Expenditures	438,146	(1,293,925)	(3,600)	1,290,325	-99.7%
Other Financing Sources (Uses)					
Transfers In (Out)	(68,491)	(66,600)	(53,400)	13,200	-19.8%
Fund Balance Beginning of Year	4,625,197	4,679,797	3,887,427	(792,370)	-16.9%
Less Contingency Reserve	(1,515,000)	(1,515,000)	(1,515,000)	-	0.0%
Less Capital and Accrual Adjustments	-	-	-	-	0.0%
Unassigned Fund Balance End of Year	3,479,852	1,804,272	2,315,427	511,155	28.3%



State of Good Repair Fund

The State of Good Repair (SGR) special revenue fund derives its revenue from allocations provided from SB 1 (The Road Repair and Accountability Act of 2017), which apportions funding by formula directly to California's transit operators and regional transportation agencies. Funds are eligible for any transit related capital maintenance, rehabilitation, and capital project purposes meeting Caltrans' eligibility requirements. Use of the funds are approved by the Commission as part of the annual budget process.

The State of Good Repair funds are expected to increase by \$41,900. Interest revenues will decrease by \$20,000 due to lower balances. It is expected that approximately \$73,000 will be passed through to local agencies while \$7.9 million will be transferred out to the General Fund for Metrolink activities which includes funding from prior years. The fund balance is expected to increase by approximately \$134,000 for adjustments to prior revenues. The SGR fund is considered a non-major fund.

The actual information for Fiscal Year 2020/2021 and the budgeted information for Fiscal Years 2021/2022 and 2022/2023 are included in Table 25 - *State of Good Repair Fund Fiscal Years 2020/2021 to 2022/2023*.

Table 25 – State of Good Repair Fund Fiscal Years 2020/2021 to 2022/2023

	State of Good Repair Fund				
	FY 2020/2021	FY 2021/2022	FY 2022/2023	\$ Change	% Change
	Actual	Projected Budget	Budget	Budget Years	Budget Years
REVENUES					
State of Good Repair	1,404,763	1,446,865	1,488,778	41,913	2.9%
Local, Investment, and Other Revenues	1,660	30,000	10,000	(20,000)	-66.7%
Total Revenues	1,406,423	1,476,865	1,498,778	21,913	1.5%
EXPENDITURES					
Planning and Programming					
Transportation Development Act	89,896	91,493	73,446	(18,047)	-19.7%
Total Planning and Programming Budget	89,896	91,493	73,446	(18,047)	-19.7%
Total Expenditures	89,896	91,493	73,446	(18,047)	-19.7%
Revenues Over/(Under) Expenditures	1,316,527	1,385,372	1,425,332	39,960	2.9%
Other Financing Sources (Uses)					
Transfers In (Out)	(31,149)	(6,285,557)	(7,944,132)	(1,658,575)	26.4%
Fund Balance Beginning of Year	3,898,381	5,029,634	6,782,374	1,752,740	34.8%
Less Contingency Reserve	-	-	-	-	0.0%
Less Capital and Accrual Adjustments	-	-	-	-	0.0%
Unassigned Fund Balance End of Year	5,183,759	129,449	263,574	134,125	103.6%

Santa Paula Branch Line Fund

The Santa Paula Branch Line (SPBL) special revenue fund accounts for state and local resources provided to cover the costs associated with the Santa Paula Branch Line in the Santa Clara River Valley. The branch line includes several bicycle and pedestrian trails as well as preserves the right-of-way for future projects. Use of the funds are approved by the Commission as part of the annual budget process.

At this time, it is expected that local revenues will increase approximately \$32,700 in Fiscal Year 2022/2023 offset by the removal of State signal money that will now flow directly to the contractor, a reduction of \$20,000. It is expected that expenditures will decrease \$30,000 for lower legal, consultant and staff time. Transfers-out to the general fund cover staff time associated with SPBL funded projects and are netted with the Transfers-in which consist of STA and LTF funds to pay for staff and operations. The net change is a decrease of \$42,700. The fund balance at \$25,367 will be available for future expenditures. The SPBL fund is considered a non-major fund.

The actual information for Fiscal Year 2020/2021 and the budgeted information for Fiscal Years 2021/2022 and 2022/2023 are included in Table 26 - *Santa Paula Branch Line Fund Fiscal Years 2020/2021 to 2022/2023*.

Table 26 – Santa Paula Branch Line Fund Fiscal Years 2020/2021 to 2022/2023

	Santa Paula Branch Line Fund				
	FY 2020/2021	FY 2021/2022	FY 2022/2023	\$ Change	% Change
	Actual	Projected Budget	Budget	Budget Years	Budget Years
REVENUES					
State Grants	43,750	20,000	-	(20,000)	-100.0%
Local, Investment, and Other Revenues	338,179	352,300	385,000	32,700	9.3%
Total Revenues	381,929	372,300	385,000	12,700	3.4%
EXPENDITURES					
Rail					
Santa Paula Branch Line	709,179	531,500	501,500	(30,000)	-5.6%
Total Rail Budget	709,179	531,500	501,500	(30,000)	-5.6%
Total Expenditures	709,179	531,500	501,500	(30,000)	-5.6%
Revenues Over/(Under) Expenditures	(327,250)	(159,200)	(116,500)	42,700	-26.8%
Other Financing Sources (Uses)					
Transfers In (Out)	327,247	159,200	116,500	(42,700)	-26.8%
Fund Balance Beginning of Year	25,370	25,370	25,367	(3)	0.0%
Less Contingency Reserve	-	-	-	-	0.0%
Less Capital and Accrual Adjustments	-	-	-	-	0.0%
Unassigned Fund Balance End of Year	25,367	25,370	25,367	(3)	0.0%

Enterprise Funds

The Commission has two enterprise funds: VCTC Intercity and Valley Express. These funds reflect the business-type operations of two transit systems within the County of Ventura. Individual enterprise fund budgets are presented in Tables 27-28.

VCTC Intercity Fund

The VCTC Intercity bus service connects cities within Ventura County as well as reaching outside the County to neighboring Santa Barbara County. Revenues are generated from federal, state, and local resources. Use of the funds are approved by the Commission as part of the annual budget process.

Revenues decreased 13.7% largely due to the prior year's use of CARES and ARP federal funds that are no longer available (a \$1.3 million decrease in federal funds) while local funding increased by \$0.3 million. The increase in expenses of \$1 million is largely due to increased contractor and consultant costs. Transfers in from STA increased by \$2.0 million because of lower federal revenue availability. The presented fund balance is \$9.3 million for undepreciated capital assets, pension liabilities and OPEB liabilities and are not available for current expenses. Therefore, the unassigned or spendable fund balance is expected to be \$0. The VCTC Intercity fund is considered a major fund.

The actual information for Fiscal Year 2020/2021 and the budgeted information for Fiscal Years 2021/2022 and 2022/2023 are included in Table 27 - VCTC Intercity Fund Fiscal Years 2020/2021 to 2022/2023.

Table 27 – VCTC Intercity Fund Fiscal Years 2020/2021 to 2022/2023

	VCTC Intercity Fund				
	FY 2020/2021	FY 2021/2022	FY 2022/2023	\$ Change	% Change
	Actual	Projected Budget	Budget	Budget Years	Budget Years
REVENUES					
Federal Grants	6,039,138	5,293,055	4,030,689	(1,262,366)	-23.8%
State Grants	550,351	-	-	-	0.0%
Local, Investment, and Other Revenues	980,231	1,527,860	1,857,517	329,657	21.6%
Total Revenues	7,569,720	6,820,915	5,888,206	(932,709)	-13.7%
EXPENSES					
Transit and Transportation					
VCTC Intercity	9,587,654	11,940,290	12,983,000	1,042,710	8.7%
Total Transit and Transportation Budget	9,587,654	11,940,290	12,983,000	1,042,710	8.7%
Total Expenditures	9,587,654	11,940,290	12,983,000	1,042,710	8.7%
Revenues Over/(Under) Expenditures	(2,017,934)	(5,119,375)	(7,094,794)	(1,975,419)	38.6%
Other Financing Sources (Uses)					
Transfers In (Out)	351,191	3,306,775	5,281,794	1,975,019	59.7%
Fund Balance Beginning of Year	12,973,264	11,027,536	11,145,650	118,114	1.1%
Less Contingency Reserve	-	-	-	-	0.0%
Less Capital and Accrual Adjustments	-	(9,214,936)	(9,332,650)	(117,714)	1.3%
Unassigned Fund Balance End of Year	11,306,521	-	-	-	0.0%



Valley Express Fund

The Valley Express service is managed and operated for the benefit of the Heritage Valley and provides fixed and Dial-A-Ride services within the cities of Fillmore and Santa Paula as well as the County of Ventura. Revenues are generated from federal, state, and local resources. Use of the funds are approved by the Commission as part of the annual budget process.

Revenues increased by 11.3% overall, or \$232,100 as increased federal funds were offset by decreased local funding. The expenditures increased by \$232,100 for additional contract services in the upcoming fiscal year. This fund is designed to have a zero-fund balance. The Valley Express fund is considered a major fund.

The actual information for Fiscal Year 2020/2021 and the budgeted information for Fiscal Years 2021/2022 and 2022/2023 are included in Table 28 - *Valley Express Fund Fiscal Years 2020/2021 to 2022/2023*.

Table 28 – Valley Express Fund Fiscal Years 2020/2021 to 2022/2023

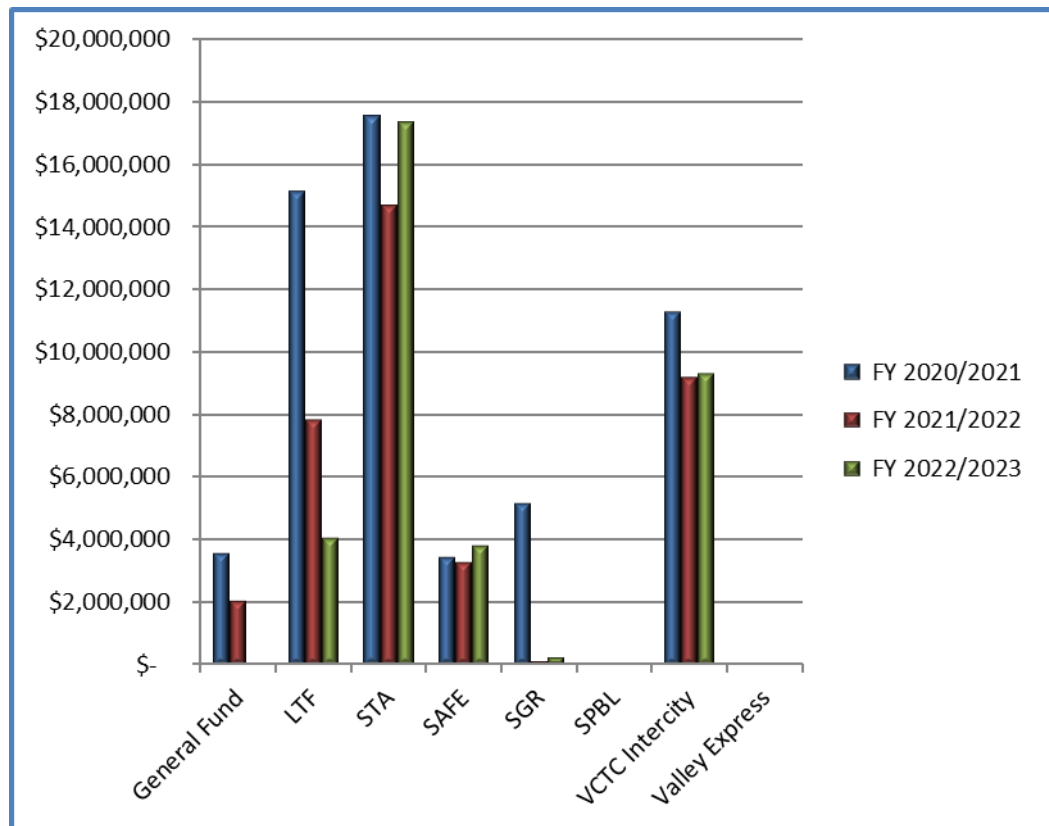
	Valley Express Fund				
	FY 2020/2021	FY 2021/2022	FY 2022/2023	\$ Change	% Change
	Actual	Projected Budget	Budget	Budget Years	Budget Years
REVENUES					
Federal Grants	1,510,365	982,100	1,288,926	306,826	31.2%
Local, Investment, and Other Revenues	1,292	1,080,200	1,005,474	(74,726)	-6.9%
Total Revenues	1,511,657	2,062,300	2,294,400	232,100	11.3%
EXPENSES					
Transit and Transportation					
Valley Express	1,511,657	2,062,300	2,294,400	232,100	11.3%
Total Transit and Transportation Budget	1,511,657	2,062,300	2,294,400	232,100	11.3%
Total Expenditures	1,511,657	2,062,300	2,294,400	232,100	11.3%
Revenues Over/(Under) Expenditures	-	-	-	-	0.0%
Other Financing Sources (Uses)					
Transfers In (Out)	-	-	-	-	0.0%
Fund Balance Beginning of Year	-	-	-	-	0.0%
Less Contingency Reserve	-	-	-	-	0.0%
Less Capital and Accrual Adjustments	-	-	-	-	0.0%
Unassigned Fund Balance End of Year	-	-	-	-	0.0%



FUND BALANCES

The Commission's budgeted revenues for Fiscal Year 2022/2023 are expected to be \$82 million with expected expenditures to be \$103.7 million. These activities will result in an anticipated net decrease of \$21.7 million. The beginning fund balance of \$56.7 million is reduced for a reserve of approximately \$5.6 million and a fund balance adjustment for accruals (largely pension and OPEB) and capital (anticipated depreciation) of \$9.3 million with the available total fund balance at June 30, 2023 anticipated to be \$20 million. Fund Balance changes from the prior year to the current year are discussed above. Below in Chart 24 - *Comparison of Fund Balances by Fund*, are the actual Fiscal Year 2020/2021 and projected Fiscal Years 2021/2022 and 2022/2023 fund balances for all VCTC's funds for a three-year period. Details of the projected Fiscal Year 2022/2023 fund balances are reflected in Table 20 - *Budget Summary by Fund*.

Chart 24 – Comparison of Fund Balances by Fund





VENTURA COUNTY TRANSPORTATION COMMISSION

PROGRAM TASK BUDGETS



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TRANSIT AND TRANSPORTATION PROGRAM TASK BUDGETS



BUDGET TASK: ACCESSIBLE MOBILITY SERVICES**DIRECTOR:** Vacant**BUDGET MANAGER:** Vacant

OBJECTIVES: Historically this Budget Task, previously named Senior and Disabled Transportation, had the primary objective to provide Americans with Disabilities Act (ADA) Paratransit certification services to residents of Ventura County who are unable to use a fixed route bus due to disability. This is done on a countywide basis to ensure standardized certification policies and economy of scale. Over time and in combination with recent planning efforts, the renamed Accessible Mobility Services Budget Tasks objectives are expanded to include coordination and implementation of countywide public transportation programs for seniors and people with disabilities.

ACCOMPLISHMENTS: Provided oversight to the contractor-based Americans with Disabilities Act (ADA) certification program. Adjusted administration of interviews and evaluations considering social distancing and other COVID-related response procedures and ensured compliance with Transit Operators' ADA certification obligations. Aided VCTC Regional Transit Planning staff with the Coordinated Public Transit Human Services Transportation Plan update. Participated in ex-officio role with the East County Transit Alliance (ECTA) Management and Operations Committees. Participated in the development of the Transit Integration and Efficiency Study (TIES) as it relates to review of programs and potential strategies to address service needs for seniors and people with disabilities.

DESCRIPTION: The Federal government requires that a local process be in place to determine eligibility for complementary paratransit service provided under the Americans with Disabilities Act (ADA) to all areas within three-quarters of a mile of local fixed-route bus service. Provision of this service is the responsibility of the local transit operators; however, from the start of ADA, the Ventura County transit operators have looked to VCTC to provide certification on a countywide basis, thus providing economies of scale and a consistent process.

In addition to countywide ADA certification services, the Accessible Mobility Services Budget Task now provides countywide coordination of transportation services for people with disabilities and seniors. This includes both participation with planning efforts and serving on advisory committees, as well as representing VCTC with peer agencies, such as Area Agency on Aging. But also, this Budget Task will serve as the mechanism by which VCTC provides program oversight and implementation duties of those countywide initiatives, where necessary and feasible. Historically this has been reflected in VCTC's central role with the ADA certification program, for example. However, VCTC anticipates taking on similar coordinating or management roles, such as, the reinstatement of a countywide Mileage Reimbursement Program, and the pursuit of additional funding, like the California Public Utilities Commission (CPUC) Transportation Network Company (TNC) Access for All wheelchair accessibility program, which is funded by a \$.10 per trip fee on TNC operators such as Uber and Lyft. The newly renamed Accessible Mobility Services budget task, leverages VCTC's central position and regional focus to provide impactful and accessible transportation services for seniors and people with disabilities.



BUDGET TASK: ACCESSIBLE MOBILITY SERVICES (continued)**DIRECTOR:** Vacant**BUDGET MANAGER:** Vacant**WORK ELEMENTS:**

1. Manage contract to certify ADA applicants and oversee contractor performance.
2. Manage appeal process for ADA certifications.
3. Ensure compliance with Federal Transit Administration ADA eligibility services regulations.
4. Provide program data for planning purposes including update of the Coordinated Public Transit Human Services Transportation Plan.
5. Provide information and assistance to inquiries regarding the ADA certification program.
6. Coordinate implementation of countywide transportation initiatives for target rider groups, including seniors and people with disabilities.
7. Develop and provide contract management for countywide Mileage Reimbursement Program.
8. Develop and manage updates to the countywide Access Mobility Guide for social service agencies and community-based organizations.

PRODUCT: Coordination and management of countywide transportation programs for seniors and people with disabilities.

FUNDING:

Funding Source	Funding Dollars
LTF Fund Transfer	\$513,000
Total Funding	\$513,000

EXPENDITURE COMPARISONS:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget	Fiscal Year 2022/2023 Budget
Salaries	\$ 15,915	\$ 23,500	\$ 27,800
Fringe and Tax	7,838	11,800	12,100
Indirect Cost Allocation	13,036	21,100	26,500
Business Meals	0	100	100
Mileage	0	500	500
Office Support	349	200	200
Printing	0	4,000	4,200
Travel and Conferences	0	1,500	1,600
Consultant Services	299,984	385,200	\$430,000
Legal Services	0	10,000	10,000
Total Expenditures	\$337,122	\$457,900	\$513,000



BUDGET TASK: REGIONAL TRANSIT TECHNOLOGY**DIRECTOR:** Vacant**BUDGET MANAGER:** Vacant

OBJECTIVES: Planning and management of the VCTC regional transit technology program, which includes the countywide intelligent transportation systems (ITS), such as contactless fare collection, automatic passenger counters, computer automated dispatch/automatic vehicle location services, next-stop voice annunciators, and real-time passenger information (RTPI) systems.

ACCOMPLISHMENTS: On July 1, 2021, VCTC launched the countywide VCbuspass system—a contactless fare collection system that offers both reloadable smartcards and mobile tickets for any fixed route and general public dial-a-ride (on-demand) bus. Procured and developed over the prior Fiscal Year, the new fare collection system program is integrated with and leverages VCTC's other countywide technology program, GoVCBus. Combined, these two programs provide passengers ticketing, real-time schedule information, rider alerts, push notifications, onboard audio announcements, trip planning and options for “unbanked and underbanked” individuals access to discounted fare products. In addition, staff is working on methods to engage colleges, social service agencies and specialized transportation providers to participate in the VCbuspass program. Additional options for the program include expansion to fleets such as paratransit services which would further unify fare technology across the County, improving access to persons with disabilities unable to use fixed route buses. The VCbuspass program has an upgrade path to accept Credit Cards and Debit Cards, in addition to specific passes. In preparation, program staff participated in the California Integrated Travel Plan (Cal-ITP) working group. The Cal-ITP working group provided guidance to the State regarding its development of statewide services and technology contracts for California's transit agencies. This includes such technology as utilizing debit cards and credit cards as fare media, and scalable computer-automated dispatching and real-time arrival information services for small agencies.

In combination with the real-time passenger information (RTPI) system, these technologies can create a more seamless and integrated transit network for the region's travelers, that reduces touchpoints onboard the bus, speeds up operations, and breaks down the complexity and challenges with navigating the network of Ventura County transit operators. To further this end, VCbuspass staff have convened a working group amongst County transit providers, in order to address the need for standardized fare policies and procedures, with a goal for uniform public-facing information related to paying fares and trip planning.

DESCRIPTION: This program assists the general public, transit riders, and operators through the provision of technologies that improve coordination and ease of use for passengers navigating between and boarding the various transit operators in Ventura County. This is facilitated with real-time information, improved accessibility features, efficiencies with operations and regionally accepted contactless fare media. Expenditures for Fiscal Year 2022/2023 transitioned from the implementation and deployment activities to the warranty/maintenance period for the VCbuspass and contactless fare media systems. Recurring duties include management of fare media, installation, maintenance and oversight of the real-time bus stop arrival signs, back-end system and onboard fleet equipment, and associated software packages. In addition, program staff administers training of transit operator staff as well as the coordination and maintenance of a countywide general transit feed syntax (GTFS aka “Google transit”) database.



BUDGET TASK: REGIONAL TRANSIT TECHNOLOGY (continued)**DIRECTOR:** Vacant**BUDGET MANAGER:** Vacant**WORK ELEMENTS:**

1. Coordinate system installation, training and maintenance activities with transit operators and vendors for countywide ITS technologies, equipment, and services.
2. Perform daily system health checks and oversee generation of statistical reporting for proper accounting and planning.
3. Provide account management duties at VCTC's central point-of-sale office and conduct reconciliation of revenues for point-of-sales network, and reimbursement to the operators.
4. Plan, coordinate and deploy policy initiatives for a seamless and intuitive countywide fare structure and oversee compliance with Title VI fare equity activities.
5. Oversee management and updates to RTP1 and GTFS database.

PRODUCT: Implementation of regional transit technologies, including countywide real-time passenger information system, computer automated dispatch/automatic vehicle location system, automatic passenger counters, automatic voice annunciators, and regional contactless fare collection systems.

FUNDING:

Funding Source	Funding Dollars
FTA	\$626,960
LTF Fund Transfer	272,540
Total Funding	\$899,500

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$ 121,177	\$ 115,300	\$115,800
Fringe and Tax	91,415	84,900	75,600
Indirect Cost Allocation	116,670	119,900	127,300
Business Meals	39	100	100
Communications	170	1,000	6,000
Mileage	567	2,500	2,500
Notices	115	200	500
Office Support	14	2,000	2,000
Postage	0	1,600	1,800
Printing	0	9,000	9,000
Training	0	1,000	1,300
Travel and Conferences	390	2,800	2,800
Bank Credit Card Processing Fees	1,304	60,000	30,000
Consultant Services	0	10,000	60,000
Legal Services	10,408	11,000	14,000
Professional Services	1,094,230	500,000	305,800
Equipment / Equipment Maintenance	6,504	120,000	145,000
Total Expenditures	\$1,443,003	\$1,041,300	\$899,500

* This budget task was amended after the Commission approved the budget in June 2021.



BUDGET TASK: TRANSIT GRANT ADMINISTRATION**DIRECTOR:** Peter De Haan**BUDGET MANAGER:** Peter De Haan

OBJECTIVES: Provide funds made available by the Federal Transit Administration (FTA) to Ventura County transit operators and local agencies and ensure that the FTA's requirements are met.

ACCOMPLISHMENTS: In its role as the Designated Recipient, VCTC administers annual grants provided by the FTA for funding transit planning, operations, and capital improvements. Funds are provided to VCTC bus transit and planning, and on a pass-through basis to county transit agencies, except for Metrolink, Gold Coast Transit and Simi Valley Transit, which are direct grant recipients of FTA funds. VCTC is subject to FTA review of its federal compliance, and during the upcoming year will be undergoing an FTA Triennial Review.

DESCRIPTION: As a condition for VCTC and its subrecipients to receive FTA funds, VCTC must prepare grant applications; approve an annual Program of Projects (POP); monitor project status and submit quarterly reports to FTA; review and approve payment of invoices and obtain FTA reimbursement; and ensure compliance with all FTA requirements. VCTC subrecipients currently include: Thousand Oaks Transit, Moorpark City Transit, Camarillo Area Transit, Area Agency on Aging, County Human Services Agency, City of Ojai, HELP of Ojai, the Arc of Ventura County, California Vanpool Authority, Interface Family Services / 211, and Pathpoint Ventura County.

This budget item includes grant funds passed through to subrecipients, with the required match being the subrecipients' responsibility and thus not part of VCTC's budget. Over the past two years, the Pass-Through budget was increased significantly due to the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the American Recovery Plan (ARP) Act which provided funds to mitigate the impacts of COVID-19, including the loss of local revenues. Based on the latest projected cash flow, the revised budget shows all of the ARP funds and virtually all of the CARES funds as being already expended, leaving only a small amount of CARES remaining. The funds are also reduced due to completion of other subrecipient projects. The final version of the budget adds new FTA funds anticipated for inclusion in the Fiscal Year 2022/2023 Program of Projects, and also somewhat reduces the prior year carryover based on updated cash flow.

This task makes no change to the Fiscal Year 2021/2022 approved staffing level, although it should be recognized that the budget includes a portion of the Analyst position that was added to ensure adequate monitoring of FTA compliance of VCTC and subrecipients.

WORK ELEMENTS:

1. Prepare and submit FTA grant applications and Caltrans requests for FTA fund transfer, as required to obtain funds for projects approved by VCTC in the annual Program of Projects.



BUDGET TASK: TRANSIT GRANT ADMINISTRATION (continued)**DIRECTOR:** Peter De Haan**BUDGET MANAGER:** Peter De Haan**WORK ELEMENTS (continued):**

2. Track the status of all VCTC and subrecipient projects, collect required data, prepare quarterly reports. Ensure compliance with all FTA requirements including civil rights, drug and alcohol testing, auditing and record-keeping, competitive contracting, Buy America, Disadvantaged Business Enterprise (DBE), lobbying, capital maintenance, useful life and disposal, public comment, fare discount for seniors and persons with disabilities, and Americans with Disabilities Act (ADA).
3. Review subrecipient invoices for FTA funds and submit to the FTA for reimbursement.
4. Provide required periodic grant project status reports to the FTA and state funding entities.
5. Prepare for and participate in FTA Fiscal Year 2022/2023 Triennial Review.

PRODUCT: Maintain timely flow of funds to all projects designated by VCTC to receive funds from the FTA, achieving full compliance with the FTA's requirements.

FUNDING:

Funding Source	Funding Dollars
FTA 5307, 5310, CMAQ	\$3,750,906
FTA 5307, 5310, CMAQ Transfers, Carry-over	4,490,759
FTA CARES	246,541
LTF Fund Transfer	94,594
Total Funding	\$8,582,800

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$ 65,099	\$ 121,300	\$ 128,700
Fringe and Tax	38,233	79,200	74,100
Indirect Cost Allocation	56,708	120,100	135,000
Business Meals	0	100	100
Mileage	0	600	700
Notices	392	1,600	700
Training	150	0	0
Travel and Conferences	0	700	700
Consultant Services	19,320	10,880	10,000
Legal Services	1,274	3,200	3,000
Equipment	0	120,100	0
Pass-Through Grants	9,242,350	9,831,000	8,229,800
Total Expenditures	\$9,423,526	\$10,288,780	\$8,582,800

* This budget task was amended after the Commission approved the budget in June 2021.



BUDGET TASK: VALLEY EXPRESS**DIRECTOR:** Vacant**BUDGET MANAGER:** Vacant

OBJECTIVES: Provide safe, efficient, and well-coordinated transit service within the cities of Santa Paula and Fillmore and surrounding County unincorporated area, administered through a Cooperative agreement with the Cities and the County.

ACCOMPLISHMENTS: VCTC oversaw the administration of the Valley Express bus service on behalf of the Cities of Santa Paula and Fillmore and the County of Ventura. VCTC administers the program pursuant to the Cooperative agreement entered into May 2014, which expires March 2023.

Over the past two years the Valley Express service, like all transit systems, saw its ridership decline and adjusted its operations in response to COVID-19. Valley Express ridership declined by approximately 48%. Certain routes were suspended as schools went “virtual”. New services/promotions were offered such as free door-to-door service to vaccine appointments. As a precautionary measure, fare collection was suspended until July 1, 2021. This past year to-date, ridership has rebounded by approximately 47%. With the launch of the contactless fare collection system, the Valley Express joined VCTC and participated in a “half fare” promotion, to incentivize and ease a return of daily riders. With the return to in-person schooling this past Fall, Valley Express resumed its popular “tripper routes”.

Since its inception, VCTC staff have provided administration of the Policy Committee, contractor oversight, marketing program development, ridership analysis, service quality monitoring and general outreach activities to promote transit usage. Recent staff administrative duties have also included the development of a Request for Proposals for a short-term services contract as well as updating the accompanying Cooperative Agreement between the Cities, County and VCTC. These efforts are designed in coordination with the ongoing discussion and study related to further transit service integration and consolidation.

DESCRIPTION: The Valley Express service provides General Public Dial-a-Ride, Fixed Route, and Americans with Disabilities Act (ADA) Paratransit/Senior transit services. VCTC administers the program pursuant to a cooperative agreement entered into May 2014. The cost of the transit service is driven primarily by contract service provider rates and level of service provided. It is anticipated that contractor rates may increase as a new service provider is selected. Recurring costs include a fixed administrative fee of \$100,000 (for VCTC salaries, fringe, and indirect costs), contract operator expense, printing, marketing, legal and professional services. This task is funded from Federal Transit Administration (FTA) revenues, passenger fares and the participating local jurisdictions. In the past, the City of Santa Paula has provided a portion of its contribution with local Measure “T” tax revenues. However, State farebox recovery ratio penalties were waived in Fiscal Year 2021/2022 and these revenues were not needed.



BUDGET TASK: VALLEY EXPRESS (continued)**DIRECTOR:** Vacant**BUDGET MANAGER:** Vacant**WORK ELEMENTS:**

1. Update the Cooperative Agreement for the Valley Express service.
2. Provide the Valley Express service through a contract operator and oversee contractor performance, service quality, and compliance.
3. Organize and administer regular committee meetings with representatives.
4. Oversee the planning and development of schedule adjustments of the service.
5. Implement support activities such as marketing and outreach.
6. Administer contracts related to service, consultants and as needed.
7. Prepare service statistics and provide information to Cities, County, State, and FTA.
8. Provide development of service information for online and real-time arrival systems.
9. Oversee fleet asset management including compliance with State Zero Emissions Regulations.

PRODUCT: Operation and administration of the Valley Express bus service as identified in the Cooperative Agreement between the Cities, the County and VCTC.

FUNDING:

Funding Source	Funding Dollars
FTA	\$1,288,926
Local Contribution – Bus Operations*	676,034
Local Contribution – Route Guarantee*	190,740
Local Fee – Contract Administration*	100,000
Local Fee – Farebox	38,700
Total Funding	\$2,294,400

*Local LTF contributions, route guarantee, and fee provided by cities of Santa Paula and Fillmore and County of Ventura.

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget	Fiscal Year 2022/2023 Budget
Salaries	\$ 36,728	\$ 41,800	\$ 40,100
Fringe and Tax	19,776	20,800	19,900
Indirect Cost Allocation	31,009	37,400	40,000
Mileage	117	1,700	1,700
Office Support	0	500	500
Postage	12	200	200
Printing	0	26,000	10,000
Bank Fees	16	800	1,000
Legal Services	283	12,000	12,000
Professional Services	41,285	68,000	75,000
Bus Purchase/ Farebox Capital Equipment	1,759	4,000	4,000
Communications Wi-Fi	7,426	9,000	9,000
Contract Services	1,318,335	1,765,100	2,006,000
Outreach	54,911	75,000	75,000
Total Expenditures	\$1,511,657	\$2,062,300	\$2,294,400



BUDGET TASK: VCTC INTERCITY SERVICES**DIRECTOR:** Vacant**BUDGET MANAGER:** Vacant

OBJECTIVES: Provide safe, comfortable, efficient, and well-coordinated intercity fixed route transit service, connecting with local transit services on VCTC Intercity transit corridors.

ACCOMPLISHMENTS: The immediate after-effects of the pandemic were devastating to public transit nationwide. For the Intercity service this meant a decrease of about 57% of VCTC's daily riders. As a response, in Fiscal Year 2020/2021, services were scaled back to contain costs, adjust for demand, and manage driver availability. This past year, VCTC reinstituted 90% of its service and saw ridership grow by 35% system-wide, fiscal year to-date. On July 1, 2021, VCTC Intercity resumed collecting fare revenues. This coincided with VCTC's launch of the countywide *VCbuspass* system. To encourage transit usage, VCTC launched a "half-off" fare promotion for Intercity riders. VCTC continued its pandemic response activities related to deep cleaning, improved air quality and passenger safety policies. Of special note, ridership on the California State University Channel Islands (CSUCI) line has increased 544%.

In addition to response and rebuilding efforts, this past year marked the Coastal Express line's 20-year anniversary. The successful commuter bus line between Ventura County and Santa Barbara County is jointly funded by VCTC and the Santa Barbara County Associations of Governments (SBCAG) sales tax Measure A. VCTC and SBCAG staff have been working together in preparation for the deployment of zero-emission, battery-electric motor coaches, funded by a State grant for additional peak-hour service. With respect to the entire VCTC-owned fleet, VCTC is in the process of developing its zero-emission bus rollout plan.

With reopening of the economy and incremental progress of emergency public health orders, VCTC looks forward to another year of continued, albeit gradual growth.

DESCRIPTION: VCTC Intercity transit service provides high-quality bus service between the cities of Ventura County, to and from rail and local bus transit, with service extending to Santa Barbara County. The system provides vital regional service for all citizens, including for those with and without access to a vehicle. The fleet is equipped with complimentary Wi-Fi, reclining seats, and made up of commuter-style coaches. In addition to Santa Barbara County, VCTC plans to reintroduce service to Los Angeles County, pending demand and funding availability.

Over the past three years, Federal stimulus funds from the CARES and ARP acts were applied to reduce use of local and State revenues, as well as offset losses in fare revenues. Fiscal Year 2022/2023 service is funded with recurring State Transit Assistance (STA), Federal Transit Administration (FTA) formula revenues, including those staggered revenues received as part of VCTC's ARP and passenger revenues. Fare revenues are estimated to increase accordingly following the end of the "half-fare" promotion. In addition, dedicated revenues, called "Route Guarantees", are provided by VCTC's regional partners, Santa Barbara County Association of Governments, CSU Channel Islands and Moorpark College.

The VCTC Intercity transit service is operated as a separate enterprise fund which uses the accrual basis of accounting; therefore, expenses like depreciation are paid for out of the VCTC Intercity fund balance (which is separate from VCTC's general fund balance) and are included within the budget.



BUDGET TASK: VCTC INTERCITY SERVICES (continued)**DIRECTOR:** Vacant**BUDGET MANAGER:** Vacant**WORK ELEMENTS:**

1. Oversee contract compliance, budget performance, rolling stock and regulatory compliance, including developing the Zero Emission Bus Rollout Plan.
2. Plan and implement regular service changes and adjustments to timetables.
3. Administer Cooperative funding agreements and prepare related budgets.
4. Manage development and reporting of service indicators and system information.
5. Promote the system, conduct outreach, ridership surveys, and solicit rider input.
6. Oversee demonstration route(s) and pursue grants opportunities, as applicable.

PRODUCT: High-quality fixed route operations and implementation of stated work tasks.**FUNDING:**

Funding Source	Funding Dollars
FTA	\$ 4,030,689
STA Fund Transfer	5,281,794
Local Contribution – Route Guarantee*	1,427,517
Local Contribution – CSUCI Administration	35,000
Local Fee – Farebox	395,000
VCTC Intercity Fund Balance	1,813,000
Total Funding	\$12,983,000

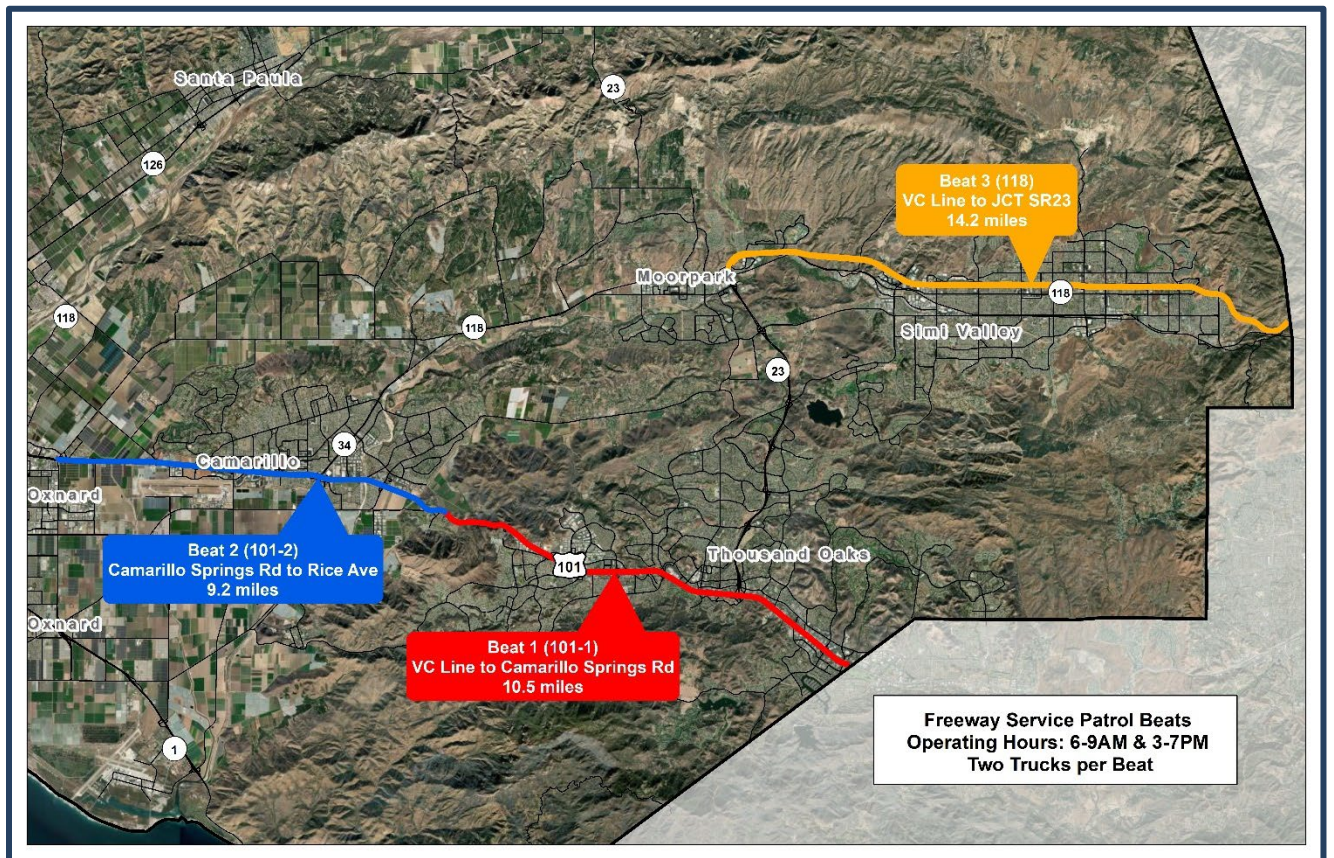
*Local Contribution provided by Moorpark College, CSUCI and SBCAG

EXPENDITURE COMPARISON:

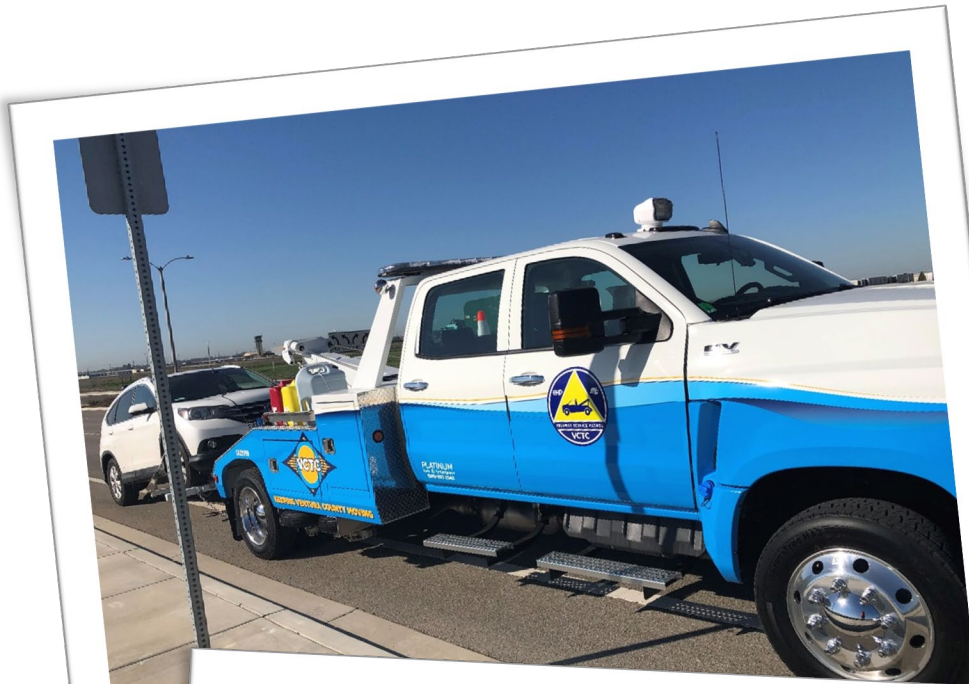
	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$ 150,197	\$ 175,700	\$ 168,100
Fringe and Tax	92,057	104,800	102,000
Indirect Cost Allocation	132,949	168,000	179,700
Business Meals	0	100	200
Mileage	0	2,000	2,000
Office Support	0	1,500	1,500
Printing	0	25,000	30,000
Training	163	2,000	2,000
Travel and Conferences	0	6,000	6,300
Bank Fees	16	4,300	4,400
Consultant Services	0	50,000	330,000
Legal Services	1,274	35,000	37,000
Bus and Equipment	56,060	53,790	50,000
Communications Wi-Fi	16,420	26,000	28,000
Contract Services	7,131,735	9,308,500	10,118,800
Outreach	116,266	115,000	110,000
Software	24,780	50,000	0
Depreciation	1,865,737	1,812,600	1,813,000
Total Expenditures	\$9,587,654	\$11,940,290	\$12,983,000

* This budget task was amended after the Commission approved the budget in June 2021.





HIGHWAY PROGRAM TASK BUDGETS



BUDGET TASK: HIGHWAY PROJECT MANAGEMENT AND MONITORING

DIRECTOR: Peter De Haan

BUDGET MANAGER: Peter De Haan

OBJECTIVES: Delivery of the projects to improve the Route 101 Freeway and construct a grade separation where Rice Avenue crosses Fifth Street and the Union Pacific Railroad.

ACCOMPLISHMENTS: With the Project Study Report (PSR) completed for Route 101, the Commission laid the groundwork to move forward with environmental work for that project. Beginning in May of 2015, the Commission approved programming federal Surface Transportation Program (STP) funds for the environmental phase. In December 2016, the Commission approved a cooperative agreement with Caltrans detailing VCTC's role as project lead in the Route 101 Project Approval and Environmental Document (PAED) phase. Lastly, in June of 2017, VCTC and Caltrans agreed to a partnership in managing the PAED, with Caltrans providing the engineering project management and VCTC providing the contract administration. The consultant procurement resulted in VCTC awarding the consultant contract in May 2018.

The PAED work for the Route 101 project is underway with the Project Development Team (PDT), comprised of staff from the 101 corridor jurisdictions, Caltrans, VCTC and the consultants, meeting monthly. Foundational work was completed in early 2019 and included data collection, surveying/mapping, and utility locations in the 27-mile corridor. The scoping meetings were held in the summer of 2019. The consultant has continued to work on the preliminary engineering of alternatives and technical studies. The draft environmental document is currently anticipated for a Fall 2022 release to the public.

In 2018, the City of Oxnard completed the environmental clearance for the Rice Avenue Grade Separation, and VCTC worked with Caltrans to obtain full funding from Senate Bill (SB) 1 funds. During 2019 a significant cost increase was identified and VCTC again worked with Caltrans to obtain California Transportation Commission (CTC) approval of the required funds from SB 1. The Final Design is nearly complete, and the Right-of-Way acquisition is underway, under the guidance of a PDT consisting of VCTC, City of Oxnard, the County, Caltrans, and the consultants.

DESCRIPTION: In Fiscal Year 2022/2023 staff will be working with Caltrans and the project consultant to continue the work on the PAED phase for Route 101, and the Right-of-Way acquisition for the Rice Avenue Grade Separation.

The work on the US 101 has taken longer than planned due to unanticipated Caltrans review requirements. As a result, a significant amount of funding has been carried over to Fiscal Year 2022/2023. However, the consultant has largely completed a significant portion of the project costs, including conceptual engineering, and technical environmental reports. Once the PAED phase is completed, the project will be ready to move to final engineering. The phasing of the engineering and eventual project delivery will be determined during the PAED process.



BUDGET TASK: HIGHWAY PROJECT MANAGEMENT AND MONITORING (continued)**DIRECTOR:** Peter De Haan**BUDGET MANAGER:** Peter De Haan

DESCRIPTION (continued): Caltrans has the lead for the Rice Avenue Grade Separation right-of-way acquisition. The offers are being made, and the project should move to construction sometime in late 2023 or early 2024, depending on whether any condemnation will be required. The SB 1 funds for the project are provided directly to Oxnard and therefore do not appear in the VCTC budget.

WORK ELEMENTS:

1. Continue Project Approval/Environmental Documents for the Route 101 project, with periodic updates to the Commission.
2. Continue coordination with City of Oxnard and Ventura County Public Works Agency in their management of the Rice Avenue Grade Separation project delivery.

PRODUCT: Route 101 environmental document preparation, Rice Avenue Grade Separation pre-construction work.

FUNDING:

Funding Source	Funding Dollars
STP	\$1,389,500
STP Carry-over	3,672,000
PPM Carry-over	16,200
Total Funding	\$5,077,700

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$ 32,330	\$ 72,500	\$ 50,200
Fringe and Tax	18,186	42,000	26,100
Indirect Cost Allocation	27,723	68,600	50,700
Mileage	0	700	700
Office Support	0	500	500
Travel and Conferences	0	1,000	1,000
Consultant Services	4,301,640	5,240,857	4,942,000
Legal Services	248	6,500	6,500
Total Expenditures	\$4,380,127	\$5,432,657	\$5,077,700

* This budget task was amended after the Commission approved the budget in June 2021.



BUDGET TASK: MOTORIST AID SERVICES**DIRECTOR:** Amanda Fagan**BUDGET MANAGER:** Amanda Fagan

OBJECTIVES: Maintain and operate countywide motorist aid services for Ventura County, including Callbox Program, Freeway Service Patrol, and Incident Responder Grant Program.

ACCOMPLISHMENTS: In 1985, California Senate Bill 1190 enabled counties to establish a Service Authority for Freeway Emergencies (SAFE) and to generate revenue for the purpose of purchasing, installing, operating, and maintaining an emergency motorist aid system, including roadside callboxes. The Ventura County Transportation Commission (VCTC) is the SAFE for Ventura County, with funds generated through a \$1 annual fee on vehicles registered in Ventura County.

As personal cellular phones proliferated, callbox volumes decreased over time, yet continue to average approximately 100 calls per month. In Calendar Year 2021, the call boxes were used 1,179 times to call for aid. In Fiscal Year 2020/2021, VCTC engaged new three-year contracts for management and maintenance of the 429 callboxes. In Fiscal Year 2021/2022, the callboxes were upgraded to 4G/LTE technology in advance of the February 2022 sunset of 3G service.

In Fiscal Year 2019/2020, with changes to SAFE legislation and a growing fund balance, the SAFE Board approved two additions to the Ventura County SAFE: (1) Freeway Service Patrol (FSP), and (2) Incident Responder Grant Program (IRGP). In Fiscal Year 2020/2021, VCTC solicited proposals and awarded contracts for three FSP segments, with service initiated in March 2021. During Fiscal Year 2021/2022, VCTC awarded six (6) Round 2 Incident Responder Grants for a total of \$1,000,000.

SpeedInfo Speed Sensors are installed along Highways 101, 126, 118, 33, and 23, providing speed data using solar powered, wireless speed sensors where Caltrans loop detectors are not available. Caltrans District 7 Traffic Management Center converts this data into travel time for publication to the County's Changeable Message Signs and real-time traffic maps presented on websites for Caltrans, L.A. Metro, Southern California 511, and the VCTC GoVentura website. Considering emergent technology and processes for collecting and analyzing speed and other traffic data and in coordination with the update to the Ventura County Comprehensive Transportation Plan and Congestion Management Program, VCTC will evaluate alternative approaches to speed data collection and dissemination.

DESCRIPTION: Maintain the callbox network on County highways. Maintain positive working relationships with program partners Caltrans and California Highway Patrol (CHP). Manage contractor roles in program implementation. Interact with adjacent county callbox and FSP programs and other SAFEs throughout the state. Continue to develop strategies to reduce costs and improve service to the motoring public. Monitor expenditures from Rounds 1 and 2 IRGP awards. Implement and monitor FSP program operations and effectiveness.

For Fiscal Year 2022/2023, the Motorist Aid Services budget is \$1,527,066 less than the previous fiscal year. No funds are included for the Incident Responder Grant Program, given completion of Round 2 awards within the preceding Fiscal Year. A fourth FSP beat is proposed for U.S. 101 from Rice Avenue to State Route 33, with estimated initiation in January 2023, and the budget includes funding for six (6) months of service.



BUDGET TASK: MOTORIST AID SERVICES (continued)**DIRECTOR:** Amanda Fagan**BUDGET MANAGER:** Amanda Fagan**WORK ELEMENTS:**

1. Coordinate and oversee work performed by consultants and other agencies for Motorist Aid Services, including contracts, purchase orders, and invoices.
2. Manage operations and maintenance of the Callbox Program, including timely repair or replacement of knocked-down callboxes, insurance collection, and construction-related temporary callbox removal and/or installation.
3. Contract with California Highway Patrol for dispatch services (Callboxes and FSP).
4. Initiate, award, and monitor Incident Responder Grant Program grants.
5. Oversee Freeway Service Patrol implementation and monitor program effectiveness.
6. Ensure VCTC speed data inclusion in regional traveler information, maintain speed database, and evaluate alternatives for speed data collection and dissemination.
7. Convert data into Geographic Information System (GIS) layers to display graphically.

PRODUCT: Products include repair, installation and/or removal of callboxes, implementation, and oversight of FSP and Incident Responder Grant Program, and improved traveler information and detailed congestion data through use and dissemination of speed data.

FUNDING:

Funding Source	Funding Dollars
SAFE Revenues and Fund Transfer	\$ 877,000
FSP - State Highway Account (SHA)	441,400
FSP - Senate Bill 1 (SB 1)	575,500
Total Funding	\$1,893,900

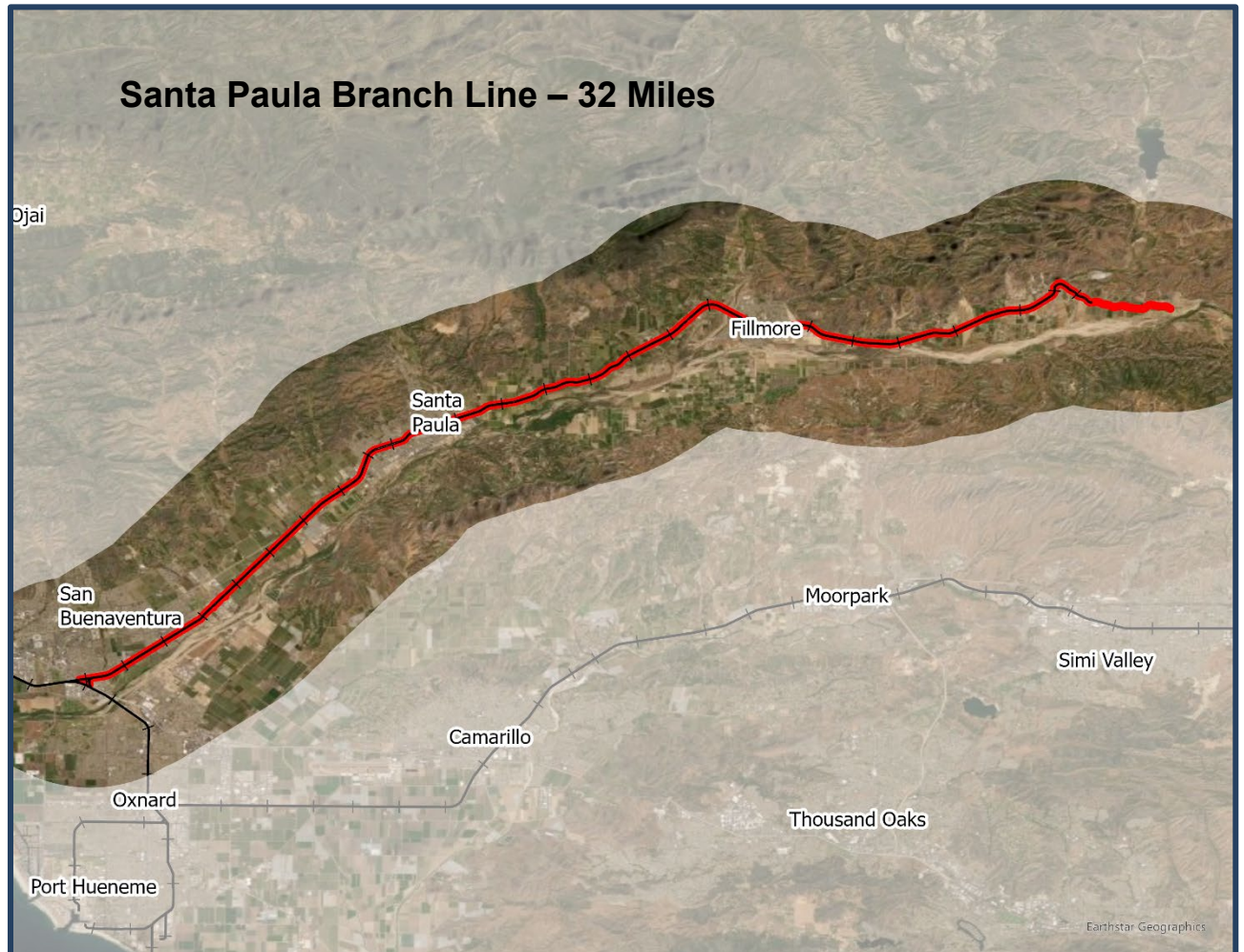
EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$ 30,513	\$ 28,800	\$ 23,500
Fringe and Tax	13,709	12,800	8,600
Indirect Cost Allocation	24,268	25,000	21,300
Mileage	30	500	500
Office Support	52	500	500
Training	0	500	500
Travel and Conferences	0	1,500	1,500
Consultant Services	371,180	765,400	450,000
Legal Services	1,558	5,000	5,000
CHP	0	45,000	45,000
Communications Callbox	41,364	55,100	60,000
DMV Processing Fees	3,847	4,200	4,500
FSP Contract Services	222,740	1,466,666	1,260,000
FSP Equipment and Software	7,192	8,000	8,000
FSP Printing	4,545	2,000	5,000
Incident Responder Grant Program	-752	1,000,000	0
Total Expenditures	\$720,246	\$3,420,966	\$1,893,900

* This budget task was amended after the Commission approved the budget in June 2021.



Santa Paula Branch Line – 32 Miles



RAIL PROGRAM TASK BUDGETS



BUDGET TASK: LOSSAN - COAST RAIL COORDINATING COUNCIL**DIRECTOR:** Vacant**BUDGET MANAGER:** Claire Grasty

OBJECTIVES: Provide safe and cost-effective intercity passenger rail service in Ventura County by working with the State Division of Rail, Amtrak and the six county (Los Angeles, Orange, San Diego, San Luis Obispo, Santa Barbara, and Ventura) "LOSSAN" Rail Joint Powers Authority (JPA) to improve intercity Pacific Surfliner train service and working with the other coastal California counties/agencies on the Coast Rail Coordinating Council (CRCC) to support long distance passenger rail services.

ACCOMPLISHMENTS: While service was reduced in response to the COVID-19 pandemic, LOSSAN was able to increase service along the corridor, including adding a fourth-round trip between Los Angeles and Goleta, benefitting passengers in Ventura County. The Corridor Optimization Study, which looks at improving service along the LOSSAN corridor and identifies the necessary infrastructure improvements, was completed. Similarly, the Santa Barbara County Association of Governments' (SBCAG) Network Integration Plan that examines service improvements between Moorpark and San Luis Obispo was also completed.

Design on the pedestrian underpass planned for the Camarillo station is underway. Additionally, an ADA station survey was conducted for the station and the upcoming year will include a plan for required future improvements. This past year also included significant grant efforts in conjunction with LOSSAN to apply for funding for double tracking between the Oxnard and Camarillo stations.

The Coast Rail Coordinating Council (CRCC) member agencies [San Luis Obispo Council of Governments (SLOCOG), SBCAG, Santa Cruz County Regional Transportation Commission, Transportation Agency for Monterey County, and VCTC] have continued to work to increase advocacy and raise awareness of the importance of the rail corridor between Los Angeles and the San Francisco Bay Area. The Coast Rail Corridor Study, led by SLOCOG, that helps to further the goals of CRCC, was completed and approved.

DESCRIPTION: With the LOSSAN JPA, VCTC staff, together with the Commissioners appointed to serve on the LOSSAN Board, will actively participate and engage with other member agencies and LOSSAN management to assure cost-effective operations and quality service on behalf of rail passengers in the region. VCTC does not contribute revenues for Surfliner operations or capital improvements. This task is to fund staff and administrative costs to monitor LOSSAN activities and support VCTC's primary and alternate members to the LOSSAN JPA.

Efforts to better integrate the Surfliner with other corridor services, including Metrolink and local transit will continue through the Transit Transfer Program, scheduling coordination, network integration planning and other measures. Member agencies continue to provide policy direction for LOSSAN staff to coordinate capital planning projects along the corridor with LOSSAN as lead managing agency. A major capital project planned for the future is constructing double tracking between the Oxnard and Camarillo stations.

As VCTC is a member of the Coast Rail Coordinating Council (CRCC), two Commissioners serve as primary member and alternate on the CRCC Policy Committee, which meets on a



BUDGET TASK: LOSSAN - COAST RAIL COORDINATING COUNCIL (continued)**DIRECTOR:** Vacant**BUDGET MANAGER:** Claire Grasty

DESCRIPTION (Continued): quarterly basis. VCTC staff attends the Working Group meetings, which meets the months that Policy Committees are not held.

WORK ELEMENTS:

1. Provide staff support and represent VCTC interests at LOSSAN, CRCC, and at other rail meetings as needed.
2. Continue participation in LOSSAN and work with Caltrans Division of Rail and Mass Transportation to ensure the intercity and long-distance passenger rail program is providing a benefit to Ventura County.
3. Work with the LOSSAN partners to identify potential funding opportunities for capital rail projects along the LOSSAN corridor within Ventura County.
4. Work with the other counties (Santa Barbara, San Luis Obispo, Monterey, San Benito, Santa Cruz, San Mateo, and Santa Clara), the Bay Area Metropolitan Transportation Commission, and the State Division of Rail to ensure the intercity and long-distance passenger rail program is coordinated in the coastal counties to the north.
5. Work with Santa Barbara County, Metrolink and appropriate State agencies in support of coordinating improved service between Ventura and Santa Barbara County along the LOSSAN corridor.
6. Represent Ventura County rail interests at the local, regional, State and Federal levels.
7. Work with LOSSAN as they look to modernize and expand their system.

PRODUCT: Quarterly updates on rail operations and issues.

FUNDING:

Funding Source	Funding Dollars
STA Fund Transfer	\$51,000
Total Funding	\$51,000

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget	Fiscal Year 2022/2023 Budget
Salaries	\$15,084	\$18,400	\$16,400
Fringe and Tax	7,099	9,200	9,000
Indirect Cost Allocation	12,174	16,500	16,800
Business Meals	0	200	200
Membership and Dues	2,500	2,500	2,500
Mileage	0	600	600
Office Support	0	500	500
Travel and Conferences	0	2,000	2,000
Legal Services	71	1,000	1,000
Community Outreach	955	5,000	2,000
Total Expenditures	\$37,883	\$55,900	\$51,000



BUDGET TASK: METROLINK COMMUTER RAIL**DIRECTOR:** Vacant**BUDGET MANAGER:** Claire Grasty

OBJECTIVES: Provide safe and reliable commuter rail transportation in Ventura County as part of the five County (Los Angeles, Orange, Riverside, San Bernardino, and Ventura) Southern California Regional Rail Authority (SCRRA or Metrolink); and maintain and improve the VCTC's line segment from the Moorpark Station to the Santa Susanna Tunnel 28.

ACCOMPLISHMENTS: VCTC partnered with Metrolink and LA Metro to begin Saturday service along the Ventura County Line for the first time. Progress has been made on the Simi Valley Double Track project, which is part of the Southern California Optimized Rail Expansion (SCORE) program and includes the Simi Valley Double Track project.

Service	Fiscal Year 2019/2020	Fiscal Year 2020/2021
Avg. Weekday Boardings (VC Line)	3,484	420
Avg. Weekday Boardings (VC Portion)	572	115

DESCRIPTION: Metrolink has restored two-thirds of service that was cut and expects to restore full service in the coming year. Weekend service on the VC Line will increase in April 2023, which is funded by the Low Carbon Transit Operations Program. Operating costs are increasing 7% in the coming year. To support this increase, VCTC will be using \$2.2 million Coronavirus Aid, Relief and Economic Security (CARES) funds this year from the over \$30 million dollars allocated to them in Fiscal Year 2020/2021.

In Fiscal Year 2022/2023, VCTC will program a total of \$35,436,683 to the Metrolink program, including \$11,186,424 Federal Transit Administration (FTA) funds generated by running Metrolink service through Ventura County for both operations and capital expenses that do directly to SCRRA and are not passed-through the VCTC budget. Through the VCTC budget, \$20,713,989 will be allocated for both operations and capital expenses as well as VCTC expenses and staff costs.

Capital expenditures continue to be a significant cost and VCTC is contributing \$12,028,405 to Metrolink this fiscal year with \$1,415,332 State of Good Repair (SGR) funds through the VCTC budget and \$6,703,622 FTA funds sent directly to Metrolink. It also includes one-time expenses of \$2,000,000 STA funds for the SCORE program, approved by the Commission in January 2018 and \$1,909,451 LTF funds to help support the Arroyo Simi bridge rehabilitation grant match. The VCTC capital rehabilitation line-item totals \$13,923,183 and includes the Fiscal Year 2022/2023 SGR funds as well as \$8,598,400 of prior year capital funds that have yet to be drawn down. Capital funds will support infrastructure improvements to help maintain system performance and avoid impacts to travel times as well as funding for operations. Significant capital repairs are necessary to maintain service levels and safety compliance, including repairing the Arroyo Simi bridge.

WORK ELEMENTS:

1. Represent the interests of VCTC on the SCRRA Member Agency Advisory Committee (MAAC) and at other rail meetings.
2. Work with Metrolink on the continuation of the new seasonal Saturday service.
3. Work with Metrolink staff to improve and coordinate outreach.



BUDGET TASK: METROLINK COMMUTER RAIL (continued)**DIRECTOR:** Vacant**BUDGET MANAGER:** Claire Grasty**WORK ELEMENTS (continued):**

4. Monitor and provide staff support for VCTC's portion of the Main Line operation costs, maintenance-of-way, and capital activities. Rehabilitation improvements within Ventura County are anticipated during the year including tie replacement, bridge and culvert repairs, and regular ongoing track and signal maintenance.
5. Maintain vegetation control and encroachments along track right-of-way between Moorpark and the Los Angeles County Line.

PRODUCT: Quarterly updates on passenger rail services, Ventura County Portion of Metrolink Budget, and continued maintenance of the VCTC portion of the Coast Main Line.

FUNDING:

Funding Source	Funding Dollars
LTF Fund Transfer	\$ 6,813,906
LTF Fund Transfer Carry-over	785,700
STA Fund Transfer	2,818,751
STA Fund Transfer Carry-over	1,283,900
SGR Fund Transfer	1,415,332
SGR Fund Transfer Carry-over	6,528,800
Proposition 1B Carry-over	708,200
LCTOP Funds	350,000
Local Fees	9,400
Total Funding	\$20,713,989

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$ 69,118	\$ 59,700	\$ 85,300
Fringe and Tax	34,043	29,600	46,800
Indirect Cost Allocation	56,615	53,500	87,900
Business Meals	0	400	400
Mileage	97	1,000	1,000
Office Support	14	500	500
Travel and Conferences	0	4,000	4,000
Legal Services	8,391	10,000	15,000
Bridges and Culverts	743,329	772,900	708,200
Capital Rehabilitation	158,198	8,585,557	13,923,183
Community Outreach	3,996	5,000	4,000
Right of Way Vegetation Control	39,470	160,000	100,000
SCRRRA Operations/Maintenance-of-Way	3,048,999	5,484,339	5,387,706
Saturday Service	24,892	180,000	350,000
Total Expenditures	\$4,187,162	\$15,346,496	\$20,713,989
Total including funds disbursed directly to SCRRRA	\$11,186,424	\$26,630,680	\$35,436,683

* This budget task was amended after the Commission approved the budget in June 2021.



BUDGET TASK: SANTA PAULA BRANCH LINE**DIRECTOR:** Amanda Fagan**BUDGET MANAGER:** Amanda Fagan**OBJECTIVES:** Manage the Santa Paula Branch Line (SPBL) corridor.

ACCOMPLISHMENTS: The Ventura County Transportation Commission purchased the 32-miles long Santa Paula Branch Line in 1995 with funding from a Federal Transportation Enhancement Activities (TEA) grant and local sources. With the purchase of the Branch Line came leases for cultivation, utilities, crossings, and pipelines, which provide a portion of the revenue needed to support the line. In 2001, VCTC entered into a 20-year lease agreement with the Fillmore and Western Railway Company for maintenance and operation of the SPBL railroad. With these agreements comes the continual need to actively manage the SPBL.

During Fiscal Year 2021/2022, staff managed the day-to-day business of owning the SPBL, issuing right-of-entry permits, license agreements, weed abatement, trash removal, and interfacing with other jurisdictions on property management issues. Staff also worked to address encroachments into the railroad right-of-way by adjacent property owners and negotiated with landowners to execute new or updated leases and to remove encroachments into the operating right-of-way. With consultant support, VCTC met the Federal Railroad Administration (FRA) requirement to have all bridges inspected annually under VCTC's Bridge Management Plan and evaluate load carrying capacity as needed. Staff also provided administrative oversight for private development projects adjacent to the SPBL corridor in Santa Paula and Fillmore, with staff and legal costs fully compensated by the developers.

With the June 30, 2021 expiration of the lease agreement with Fillmore and Western, VCTC issued a Request for Proposals for Rail Operator Service in October 2020. After proposal review and negotiations, VCTC executed a Railroad Lease and Operations Agreement in December 2021 with Sierra Northern Railway (SNR) for a 35-year term. Under the Agreement, Sierra Northern Railway is responsible to operate and maintain the full SPBL right-of-way. For the first five years of the Agreement, Sierra Northern is entitled to reimbursement of up to \$450,000 in expenses related to deferred and regular maintenance of the rail infrastructure and right-of-way.

DESCRIPTION: The Fiscal Year 2022/2023 Santa Paula Branch Line Task Budget provides for coordination and oversight of the Railroad Lease and Operations Agreement, which includes railroad and signals operations and maintenance, weed abatement, debris cleanup, trespass removal, and bridge inspections. The budget also includes VCTC staff costs for lease and asset management, such as issuing new and updated leases and licenses. With a long-term operator in place, Staff may also focus on efforts to implement the SPBL Recreational Trail Master Plan and work with City and County partners to complete the trail.

The Fiscal Year 2022/2023 SPBL Budget is \$111,100 below the previous fiscal year, due to reduced VCTC contribution to the operations and maintenance costs for the Branch Line resulting from the executed Railroad Lease and Operations Agreement. The Signals Repair and Replacement and Non-Rail Maintenance expense categories have been absorbed into the Track Maintenance category in accordance with the Agreement.



BUDGET TASK: SANTA PAULA BRANCH LINE (continued)**DIRECTOR:** Amanda Fagan**BUDGET MANAGER:** Amanda Fagan**WORK ELEMENTS:**

1. Coordination and oversight of the Railroad Lease and Operations Agreement.
2. Continue to facilitate transition to new Railroad Operator.
3. Railroad operations and right-of-way maintenance, including response to neighbor complaints, weed abatement activities, tree, and brush trimming and removal, and annual rail bridge inspections.
4. Ensure compliance with policies of the VCTC and requirements of the California Public Utilities Commission (CPUC), Federal Railroad Administration (FRA), and Surface Transportation Board (STB).
5. Prepare and administer leases, licenses, and right-of-entry permits for use of SPBL corridor property. Evaluate leases and establish a new rate schedule where applicable.
6. Implement VCTC Trespass Policy requirements.
7. Coordinate with Railroad Operator to identify and address areas of encroachment onto the railroad right-of-way through noticing and leasing.

PRODUCT: Continued safe and cost-effective management of the SPBL corridor.**FUNDING:**

Funding Source	Funding Dollars
LTF Fund Transfer	\$ 86,800
STA Fund Transfer	116,500
Local Fee – Leases	355,000
Local Fee – Permits, Film and Rail Car Storage	30,000
Total Funding	\$588,300

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$ 62,716	\$ 73,300	\$ 38,300
Fringe and Tax	26,878	31,700	13,800
Indirect Cost Allocation	49,169	62,900	34,700
Mileage	217	500	500
Notices	2,026	500	500
Office Support	214	500	500
Consultant Services	84,099	65,000	30,000
Legal Services	68,416	50,000	20,000
Non-Rail Maintenance	104,207	50,000	0
Signal Repair and Replacement	0	40,000	0
Track Maintenance	450,000	325,000	450,000
Total Expenditures	\$847,942	\$699,400	\$588,300

* This budget task was amended after the Commission approved the budget in June 2021.





COMMUTER ASSISTANCE PROGRAM TASK BUDGETS



BUDGET TASK: REGIONAL TRANSIT INFORMATION CENTER**DIRECTOR:** Vacant**BUDGET MANAGER:** Vacant

OBJECTIVES: Provide comprehensive and convenient customer service to the public by assisting in all areas of transportation information services for Ventura County services, including but not limited to Fixed Route, Rail, Americans with Disability Act (ADA)/Senior Demand Response, Rideshare, and program-based services run by local social service agencies.

ACCOMPLISHMENTS: The Regional Transit Information Center (RTIC) has served as a central repository for all public transportation information within the County for new and regular riders during the COVID-19 pandemic and evolving response by transit agencies. As riders experienced service changes, policy updates and other adjustments throughout the years, the call center remained open and available to the public to answer questions about trip planning across the county and further. VCTC staffed its toll-free information line for all Ventura County transit services, which include VCTC Intercity, Metrolink, LOSSAN, local bus, Amtrak and paratransit, as well as general information regarding other programs such as Rideshare's Ride Match and Guaranteed Ride Home and Motorist Aid's Freeway Service Patrol.

As with past years, staff provided customer service and support for the Commission's formal comment process related to ADA, Title VI, unmet needs and transit operations. Additionally, the RTIC acted as liaison to social service agencies, which utilize transit services, such as the County of Ventura Human Services Agency. During a typical year, staff may conduct outreach to agencies or community groups such as senior centers; however onsite outreach has been suspended and will be re-introduced when feasible.

DESCRIPTION: The Regional Transit Information Center (RTIC) is the "front line" for transit information for VCTC's set of services as well as provides information for all of Ventura County's transit operators as a centralized office, for both large and small operators. The Center is staffed daily, Monday-Friday, 8am-5pm. VCTC staff duties include but are not limited to providing customer service in the areas of countywide bus transit information, including trip planning, pass information, and general user guidance; Ridesharing programs, including Guaranteed Ride Home and Ride Match; disseminating information through outreach and liaison to rider/community groups and social service agencies. Printed schedules for all Ventura County transit systems, Metrolink and Amtrak, as well as senior and ADA paratransit and dial-a-ride services are available at the Center. The Regional Transit Information Center manages the rider feedback database, including tracking of any complaints (formal ADA, Title VI, or transit service related) that are filed regarding VCTC and/or its transit services.

This program task is funded by both Federal Transit Administration (FTA) and Local Transportation Funds (LTF) "taken off the top".



BUDGET TASK: REGIONAL TRANSIT INFORMATION CENTER (continued)**DIRECTOR:** Vacant**BUDGET MANAGER:** Vacant**WORK ELEMENTS:**

1. Staff countywide "800-number" call-center to provide regional, rail and local transportation information.
2. Provide end-to-end itineraries and information regarding agency-sponsored and eligibility-based transportation services.
3. Assist transit planning staff with maintenance of regional transit and health and human services countywide transportation directory.
4. Assist with Rideshare Program including Guaranteed Ride Home and Ride Match.
5. Process regional pass sales and order fulfillment by phone, email, mail, and online.
6. Provide countywide information to sales outlet network, Job Career Centers, schools, private and public agencies, and employer transportation coordinators.
7. Coordinate and address the formal comment program to assure a prompt response, follow-up and/or resolution.
8. Process formal complaints related to ADA or Title VI.
9. Assist transit operators with support on countywide bus promotions, including the "reopening" of transit services.

PRODUCT: A well-informed community of rideshare, specialized transportation and public transit users and social service agencies.

FUNDING:

Funding Source	Funding Dollars
FTA	\$218,160
LTF Fund Transfer	54,540
LTF Fund Transfer Carry-over	15,000
Total Funding	\$287,700

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget	Fiscal Year 2022/2023 Budget
Salaries	\$ 88,296	\$ 89,000	\$ 85,200
Fringe and Tax	75,216	76,300	65,100
Indirect Cost Allocation	89,736	99,000	100,100
Communications	2,124	2,100	4,200
Mileage	0	400	500
Office Support	0	200	200
Training	0	1,700	2,200
Travel and Conferences	0	1,000	1,200
Temporary/Extra Help	0	12,000	14,000
Software (CRM)	0	20,000	15,000
Total Expenditures	\$255,372	\$301,700	\$287,700



BUDGET TASK: RIDESHARE PROGRAMS**DIRECTOR:** Vacant**BUDGET MANAGER:** Claire Grasty

OBJECTIVES: Reduce congestion, increase mobility, and improve air quality through programs targeted at reducing single occupant vehicle trips as required by the Congestion Management Program.

ACCOMPLISHMENTS: VCTC participates in the regional ridematching database, collaborating with Los Angeles Metro (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and the San Bernardino County Transportation Authority (SBCTA) for the provision of ridematching services to Southern California commuters. This partnership provides the Commission with a significant cost reduction in software costs as VCTC's portion is four percent of the regional total. SBCTA manages the contract.

VCTC continues to work with a contractor specializing in managing the rideshare database for the Southern California collective, including to support the Ventura County Air Pollution Control District's Rule 211. Commute patterns changed drastically due to the COVID-19 pandemic. The contractor provided monthly reports to VCTC that detailed commute pattern changes for those using the RideMatch system to help show how trips have changed over the course of the last two years and help staff to understand trends that are expected to continue long-term.

This past year, staff revamped the Guaranteed Ride Home (GRH) program to make it more streamlined and easier to use for participants. The program is now much more in line with the other GRH programs in the region.

The popular Bike to Work and Rideshare Weeks resumed this year after being canceled due to the pandemic but the programs were modified to meet the community's current travel patterns and habits and were quite successful as a result. This included encouraging people to use alternative modes of travel for any type of trip and not just commute trips. Staff has been continuously improving VCTC's telework resources over the last two years and intends to continue to do so in the future.

DESCRIPTION: VCTC will continue to provide assistance to employers and commuters in Ventura County promoting alternatives to Single Occupant Vehicle (SOV) travel. In addition to traditional Rideshare Week and Bike to Work Week efforts, outreach will include a much broader and ongoing effort to educate the public on the benefits of rideshare and alternative transportation modes. As the options for "mobility" increase to include Transportation Network Companies (TNC's), scooters, and other options, integrating rideshare activities with transit and these new options will be an increasingly important activity to reduce automobile usage and thereby reduce congestion and air pollution.

WORK ELEMENTS:

1. Contract with Metro, OCTA, RCTC and SBCTA for delivery of rideshare matching database management services.
2. Have RideGuides and RideSmart Tips produced for the purpose of providing commuters rideshare opportunities. Respond to inquiries from Ventura County



BUDGET TASK: RIDESHARE PROGRAMS (continued)**DIRECTOR:** Vacant**BUDGET MANAGER:** Claire Grasty**WORK ELEMENTS: (continued)**

- commuters generated by phone calls, direct referrals, www.RideMatch.info, and the 511 online interface.
3. Develop outreach opportunities to provide information on commuter assistance programs to regulated and non-regulated employer worksites in Ventura County to assist in the development and implementation of trip reduction programs as well as working with other County Transportation Commissions on outreach for the www.RideMatch.info and 511 websites.
 4. Monitor and support the California Vanpool Authority (CalVans) Vanpool Program by active participation as a member of the CalVans Technical Advisory Committee.
 5. Develop and communicate resources for alternatives to single occupancy vehicles, including biking and teleworking.

PRODUCT: Assist commuters by providing information on ridesharing opportunities, the Guaranteed Ride Home program, biking, and teleworking. Assist employers by providing Rule 211 survey assistance and information on Transportation Demand Management (TDM) opportunities.

FUNDING:

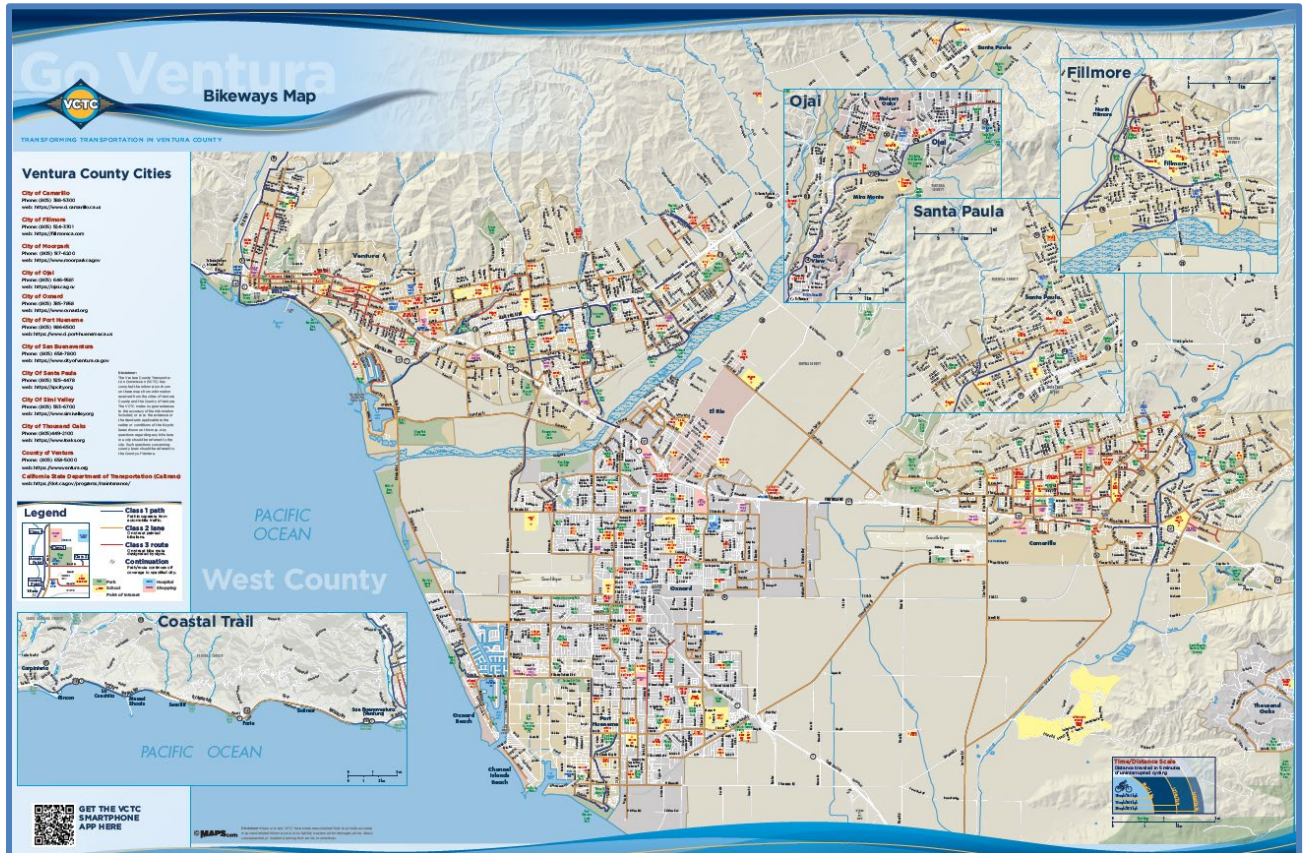
Funding Source	Funding Dollars
CMAQ	\$300,200
CMAQ Carry-over	60,000
LTF Fund Transfer	3,000
Total Funding	\$363,200

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$ 21,574	\$ 26,000	\$ 27,200
Fringe and Tax	9,692	12,900	15,000
Indirect Cost Allocation	17,158	23,300	28,100
Membership and Dues	575	600	600
Mileage	0	300	300
Office Support	0	500	500
Travel and Conferences	25	2,000	2,000
Consultant Services	0	166,000	130,000
Database Administration	72,221	0	0
Legal Services	956	1,500	1,500
Guaranteed Rides (Taxi or Rental Car)	0	5,000	5,000
Outreach	144,960	153,000	153,000
Total Expenditures	\$267,161	\$391,100	\$363,200

* This budget task was amended after the Commission approved the budget in June 2021.





PLANNING AND PROGRAMMING PROGRAM TASK BUDGETS



BUDGET TASK: AIRPORT LAND USE COMMISSION**DIRECTOR:** Amanda Fagan**BUDGET MANAGER:** Caitlin Brooks

OBJECTIVES: As the Ventura County Airport Land Use Commission (ALUC), ensure that new development surrounding the County's airports is consistent with the adopted Ventura County Airport Comprehensive Land Use Plan (ACLUP), thereby preserving continued operations and protecting the safety and welfare of surrounding residents.

ACCOMPLISHMENTS: Throughout Fiscal Year 2021/2022, ALUC staff has continued to respond to developers and local jurisdiction staff for guidance on ACLUP policies and development criteria. Staff works in consultation with the Ventura County Department of Airports and local city/County staff to resolve potential airport land use conflicts prior to the permit process, relieving the need for project review by the Commission where appropriate. ALUC staff reviewed and facilitated Commission review of a proposed General Plan Amendment and Zoning Ordinance within the Oxnard airport influence area, conducted staff review and comment on a Draft Environmental Impact Review recirculation a Specific Plan in Oxnard, and coordinated with the Department of Airports regarding a proposed update to the Camarillo Airport Master Plan.

Caltrans Division of Aeronautics recommends comprehensive review and update of an Airport Land Use Compatibility Plan (ALUCP) at least every five years. The current Ventura County ACLUP was completed in 2000 and is due for review and update. Caltrans requires inclusion of the ALUCP update in the County of Ventura Department of Airports Capital Improvement Plan (CIP). The July 2019 CIP includes \$360,000 in State Grant funds and \$40,000 local match to update the ACLUP. To date, no grant funds have been released by the Caltrans Division of Aeronautics specific to an update to the ALUCP.

DESCRIPTION: ALUC staff will continue to review proposed development located within the defined study areas for the four airports located in Ventura County: Camarillo Airport, Oxnard Airport, Santa Paula Airport, and Naval Base Ventura County-Point Mugu. If potential conflicts cannot be avoided during the initial review process, ALUC staff will prepare a recommendation for a public hearing and discussion by the ALUC.

The Fiscal Year 2022/2023 workplan and budget includes funding to coordinate with the County of Ventura Department of Airports, Naval Base Ventura County, and the Santa Paula Airport to develop a Request for Proposals (RFP) and Scope of Work (SOW) for an update to the ACLUP, and to identify grant, partner agency, or other funding sources to update the Plan. Staff anticipates then initiating the ACLUP update in Fiscal Year 2023/2024, subject to Commission approval and funding availability.

The Fiscal Year 2022/2023 budget is \$8,000 more than the budget for the preceding year due to increased staff time and associated costs to coordinate and to prepare the ACLUP update RFP, SOW, and related grant application(s).



BUDGET TASK: AIRPORT LAND USE COMMISSION (continued)**DIRECTOR:** Amanda Fagan**BUDGET MANAGER:** Caitlin Brooks**WORK ELEMENTS:**

1. Review proposed developments located in the traffic pattern zone for airports within Ventura County for consistency with the Airport Comprehensive Land Use Plan for Ventura County.
2. Post Legal Notices and hold public hearings for consistency findings that are heard and adopted.
3. Notify proposing developers of outcome of consistency hearing.
4. Notify the City, County, and/or local school district with project approval authority of consistency hearing outcomes.
5. Develop Scope of Work and Request for Proposals to update the ACLUP and conduct associated environmental review.
6. Identify funding sources to prepare an update to the ACLUP.
7. Review any proposed airports and expansions, such as medical center heliport expansions.

PRODUCT: Advisory recommendations on the consistency of development surrounding Ventura County's airports. Scope of Work and Request for Proposals to update ACLUP.

FUNDING:

Funding Source	Funding Dollars
LTF Fund Transfer	\$31,400
LTF Fund Carry-over	13,500
Total Funding	\$44,900

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget	Fiscal Year 2022/2023 Budget
Salaries	\$2,314	\$ 7,900	\$11,600
Fringe and Tax	991	3,600	4,600
Indirect Cost Allocation	1,814	6,900	10,700
Mileage	0	500	500
Notices	0	1,000	1,000
Travel and Conferences	0	1,000	500
Consultant Services	0	10,000	10,000
Legal Services	0	5,000	5,000
Outreach	0	1,000	1,000
Total Expenditures	\$5,119	\$36,900	\$44,900



BUDGET TASK: REGIONAL TRANSIT PLANNING**DIRECTOR:** Vacant**BUDGET MANAGER:** Claire Grasty

OBJECTIVES: Support transit planning and improvement of transit and paratransit services throughout Ventura County and support the providers of those services. Assist in the implementation of VCTC, regional and federal transit plans and initiatives.

ACCOMPLISHMENTS: Began the Transit Integration and Efficiency Study (TIES) and the Coordinated Public Transit-Human Services Plan (Coordinated Plan). Implemented some priority items from the recently completed Transportation Emergency Preparedness Plan (TEPP) to better prepare transit agencies and coordinate with emergency service agencies to assist in emergencies. Completed the first countywide transit system map. Managed the VCTC Unmet Transit Needs Process and prepared recommendations for the Commission.

DESCRIPTION: This is an ongoing task, which includes improving coordination of transit in Ventura County, monitoring performance, and implementing and managing regional programs. This task includes working with regional, state and federal transportation agencies, including Commission funding partners.

Major projects for the year are the completion of the TIES and the Coordinated Plan and beginning the Short-Range Transit Plan (SRTP). Additionally, the Transit Asset Management (TAM) Plan will be updated.

In the coming year, VCTC will continue the College Ride Program and work with the colleges and operators to make this program sustainable in the long term.

Other tasks in this budget include consultant support and continuing to work with all transit stakeholders including supporting operators' initiatives to improve transit services. Activities in this task include development of transit plans and studies, which are part of the on-going VCTC planning activities; process and analysis of Transportation Development Act (TDA) Unmet Transit Needs (UTN) findings; and additional outreach and promotion of transit services.

WORK ELEMENTS:

1. Coordinate transit planning with adjoining counties, transit operators, and County stakeholders, including facilitating improved coordination of services, as well as helping to promote transit and coordinated mobility services.
2. Staff TRANSCOM including preparation of agendas and management of meetings.
3. Provide input to State and regional agencies regarding plans, programs, regulations, and funding for transit and act as a conduit for information to the transit operators.
4. Complete the TIES.
5. Complete the Coordinated Plan.
6. Complete the SRTP, including examining fare activities, transfers between operators, a regional transit pass program and fleet composition in light of the California Air Resources Board (CARB) requirements.



BUDGET TASK: REGIONAL TRANSIT PLANNING (continued)**DIRECTOR:** Vacant**BUDGET MANAGER:** Claire Grasty**WORK ELEMENTS (continued):**

7. Manage and complete the annual UTN process.
8. Prepare VCTC grant applications as funding opportunities arise.
9. Work with Ventura County colleges and transit operators to continue the College Ride Program in the near term and fund it sustainably in the longer term.
10. Implement TEPP recommendations.

PRODUCT: Increase outreach and promotion of transit services in Ventura County. Disseminate information to operators. Continue efforts toward regional coordination, including the TIES, Coordinated Plan and SRTP. Manage/deliver the TDA UTN process. Staff TRANSCOM and participate in the planning and programming activities of transit operators.

FUNDING:

Funding Source	Funding Dollars
FTA CARES Act	\$ 200,000
FTA CARES Act Carry-over	145,000
FTA 5307, 5310, CMAQ	399,200
FTA Carry-over	73,000
LTF Fund Transfer	320,200
LTF Fund Transfer Carry-over	18,200
STA Fund Transfer Carry-over	50,000
LCTOP	400,000
Total Funding	\$1,605,600

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$210,386	\$ 251,100	\$ 253,900
Fringe and Tax	108,381	129,400	138,100
Indirect Cost Allocation	174,939	227,900	260,900
Business Meals	0	200	200
Membership and Dues	740	500	500
Mileage	0	2,000	2,000
Office Support	2,156	1,000	1,000
Training	1,104	2,000	2,000
Travel and Conferences	484	6,000	6,000
Consultant Services	144,946	594,500	481,000
Legal Services	5,735	4,000	5,000
College Ride Pilot Program	11,502	550,000	400,000
Outreach	41,170	40,000	45,000
Unmet Needs	8,549	10,000	10,000
Total Expenditures	\$710,092	\$1,818,600	\$1,605,600

* This budget task was amended after the Commission approved the budget in June 2021.



BUDGET TASK: REGIONAL TRANSPORTATION PLANNING

DIRECTOR: Amanda Fagan

BUDGET MANAGER: Caitlin Brooks

OBJECTIVES: Participate in state, regional and local planning efforts that further the mission of the VCTC.

ACCOMPLISHMENTS: This task consolidates many of the day-to-day, local, regional, and state level planning activities for which VCTC is responsible. During Fiscal Year 2021/2022, staff reviewed and commented on local development projects of significance and provided input on local planning efforts. At the regional level, staff continued working with the Southern California Association of Governments (SCAG) to monitor implementation of Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

VCTC completed and adopted the Ventura County Freight Corridors Study (FCS) in November 2021. VCTC also updated, printed, and published the countywide Bike Map and a new Beginner & Family Friendly Bike Routes Map. VCTC managed a Caltrans Sustainable Transportation Planning – Sustainable Communities grant and led a consultant team to update the 2013 Ventura County Comprehensive Transportation Plan (CTP) and 2009 Congestion Management Program (CMP). To create a connected, resilient, and equitable transportation future for all in Ventura County, the CTP Update will continue into Fiscal Year 2022/2023, with anticipated adoption in February 2023.

Through a partnership with Ventura Council of Governments (VCOG), funded through a Regional Early Action Planning (REAP) grant from SCAG and the California Department of Housing and Community Development, VCTC and VCOG jointly developed a Vehicle Miles Travelled (VMT) Adaptive Mitigation Program (AMP), which will support local agencies to implement Senate Bill (SB) 743.

Staff continued to utilize the Ventura County Traffic Model (VCTM) to support updates to the CTP and U.S. 101 High Occupancy Vehicle (HOV) Project Approval and Environmental Documentation (PAED), and to support member agency General Plan Updates. VCTC also made VCTM outputs available to local agencies and the public in graphic form online through the GoVentura website.

DESCRIPTION: This task provides regional perspective through review and comment on plans and projects, participation in committees, and development of new plans and products to address the regional transportation planning needs across the County. The Fiscal Year 2022/2023 Regional Transportation Planning work plan includes: (1) Complete the CTP Update; (2) Transition to implement the VMT/AMP; (3) Develop a transportation sustainability framework; (4) Include transportation concepts and data within the County-led Farmworker Housing Survey; (5) Develop a transportation data and analytics pilot program; (6) Coordination with partner agencies and pursuit of grant opportunities to implement strategies of 101 Communities Connected Multimodal Corridor Study, Freight Corridors Study, and the Bicycle Wayfinding Study; and the RTP/SCS; (7) Facilitate the U.S. 101 Conejo Pass Wildlife Tracking Study in partnership with the National Park Service. The Fiscal Year 2022/2023 budget is \$477,616 more than the previous fiscal year due to shifted workload from other programs, \$300,000 for a new software license for upgraded transportation data and analytics, and \$326,900 for the U.S. 101 Conejo Pass Wildlife Tracking Study, offset by reduced carry-over for the CTP/CMP.



BUDGET TASK: REGIONAL TRANSPORTATION PLANNING (continued)**DIRECTOR:** Amanda Fagan**BUDGET MANAGER:** Caitlin Brooks**WORK ELEMENTS:**

1. Review and comment on plans and projects of regional significance, such as General Plans, and participate in regional planning efforts by SCAG, VCOG and other entities.
2. Update the CTP/CMP, including public engagement and contract oversight.
3. Develop a transportation data and analytics pilot program.
4. Pursue grant funding to implement CTP/CMP and other plans and studies strategies.
5. Implement a VMT Adaptive Mitigation Program with VCOG.
6. Coordinate with partner agencies and pursue grant opportunities to implement strategies of the Freight Corridors Study and 101 Communities Connected.
7. Participate in Farmworker Housing Survey to foster inclusion of transportation data.
8. Manage the U.S. 101 Conejo Pass Wildlife Tracking Study and Sustainable Communities Grant in partnership with the National Park Service.

PRODUCT: Plans and projects that reflect the transportation planning goals of VCTC.**FUNDING:**

Funding Source	Funding Dollars
LTF Fund Transfer	\$ 985,610
LTF Fund Transfer Carry-over	250,000
PPM	40,000
REAP-SCAG/VCOG Carry-over	30,000
Sustainable Communities Grant (CTP) Carry-over	150,000
Sustainable Communities Grant (Wildlife Tracking)	326,890
Local Contribution – APCD	50,000
Total Funding	\$1,832,500

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$279,092	\$ 297,600	\$ 317,800
Fringe and Tax Allocation	125,389	136,900	125,100
Indirect Cost Allocation	221,979	260,300	294,700
Membership and Dues	9,270	15,000	15,000
Mileage	0	1,000	1,000
Notices	0	500	500
Office Support	14	3,000	1,000
Printing	0	5,000	5,000
Training	2,421	2,500	2,500
Travel and Conferences	0	3,500	3,500
Consultant Services	145,834	617,484	425,000
Sustainable Communities (Wildlife Study)	0	0	326,900
Legal Services	1,487	7,000	7,000
Software Licenses	3,115	5,100	307,500
Total Expenditures	\$788,601	\$1,354,884	\$1,832,500

* This budget task was amended after the Commission approved the budget in June 2021.



BUDGET TASK: TDA ADMINISTRATION**DIRECTOR:** Sally DeGeorge**BUDGET MANAGER:** Sally DeGeorge

OBJECTIVES: Administer the Transportation Development Act (TDA) Local Transportation Funds (LTF), State Transit Assistance (STA) and State of Good Repair (SGR) funds in a cost-effective and timely manner while complying with State regulations.

ACCOMPLISHMENTS: VCTC continued to process LTF, STA, and SGR claims, allocate funds in compliance with State laws and regulations and monitor receipts. Annual fiscal and compliance audits of claimants for LTF, STA, SGR, Proposition 1B and Low Carbon Transit Operations Program (LCTOP) were completed and submitted as required to the State Controller's Office and State Department of Transportation.

DESCRIPTION: As the Regional Transportation Planning Agency (TPA) for Ventura County, VCTC is responsible for the administration of the LTF, STA and SGR funds. In Fiscal Year 2022/2023, the LTF revenues are estimated to be \$7.1 million higher than the Fiscal Year 2021/2022. It is estimated that the carry-in balance will be \$11 million due to the higher than initially projected receipts for Fiscal Year 2021/2022. It is estimated there will be just under \$40.3 million to apportion to Articles 4 and 8.

VCTC combined the bi-annual Congestion Mitigation and Air Quality Improvement (CMAQ) process with the allocation of the Article 3 Bicycle and Pedestrian funds to promote larger and transformative projects. In Fiscal Year 2022/2023 the estimated Article 3 bicycle and pedestrian funds are just under \$2.1 million comprised of \$961,115 for the current year apportionment which includes both bicycle maintenance and project funding and \$1,126,886 prior year project funding. The next combined call for projects is set for Spring 2022.

Based on the State's January estimate, this budget contains new funding of \$445,919 in STA PUC Section 99314 funds and \$73,446 SGR funds passed through to eligible recipients: City of Camarillo, City of Moorpark, City of Simi Valley, City of Thousand Oaks, and Gold Coast Transit District. Only the funds received will be allocated to the local agencies.

Southern California Regional Rail Authority is also a recipient of STA and SGR funds, but those funds are not reflected in this budget, but are reflected within the Metrolink budget.



BUDGET TASK: TDA ADMINISTRATION (continued)**DIRECTOR:** Sally DeGeorge**BUDGET MANAGER:** Sally DeGeorge**WORK ELEMENTS:**

1. Administer and monitor LTF, STA and SGR programs to ensure regulatory compliance with the Transportation Development Act regulations.
2. Assist city and County staffs in preparing the LTF, STA and SGR claims for transit, bicycle/pedestrian, and local street purposes; evaluate and process claims from local agencies; submit allocation instructions to the County Auditor-Controller to disburse the money and monitor the LTF, STA, and SGR accounts in trust at the County.
3. Work with the County Auditor-Controller to prepare the revenue receipt estimates and monitor receipts.
4. Complete the annual fiscal and compliance audits of LTF, STA, SGR, Proposition 1B (Prop 1B) and Local Carbon Transit Operations Program (LCTOP) funds; submit completed audits to the State as required; review audits; and follow-up on compliance with claimants.
5. Prepare and submit the annually required State Controller reports.

PRODUCT: A cost-efficient and effective administration of the TDA program.**FUNDING:**

Funding Source	Funding Dollars
LTF Revenues and Fund Transfer	\$41,420,660
LTF Revenues Carry-over	1,126,886
STA Revenues - Section 99314	445,919
SGR Revenues - Section 99314	73,446
Total Funding	\$43,066,911

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$ 9,194	\$ 32,800	\$ 16,600
Fringe and Tax	5,172	17,400	7,900
Indirect Cost Allocation	7,884	30,200	16,300
Mileage	0	500	500
Office Support	0	1,000	1,000
Audits	110,000	111,100	120,000
Legal Services	0	2,000	2,000
County Auditor Administration	14,500	14,500	14,500
Pass-Through State Transit Assistance	367,240	810,191	445,919
Pass-Through State of Good Repair	89,896	91,493	73,446
Article 3 - Bicycles and Pedestrians	0	1,297,061	2,088,001
Article 4 - Transit	0	18,805,076	26,892,155
Article 8 - Transit, Streets and Roads	29,187,939	9,362,338	13,388,590
Total Expenditures	\$29,791,825	\$30,575,659	\$43,066,911

* This budget task was amended after the Commission approved the budget in June 2021.



BUDGET TASK: TRANSPORTATION PROGRAMMING AND REPORTING

DIRECTOR: Peter De Haan

BUDGET MANAGER: Heather Miller

OBJECTIVES: Facilitate the development, funding, and timely delivery of high priority transportation projects and programs.

ACCOMPLISHMENTS: VCTC continues to identify, pursue, and secure new state and federal funding for high priority transportation projects. As part of this work, VCTC developed and updated the 2023 Transportation Improvement Program that allows the Commission to obtain funding for priority projects through the five-year State Transportation Improvement Program (STIP) and the Federal Transportation Improvement Program (FTIP). Staff supports local agencies in updating the FTIP by providing technical assistance and in facilitating timely delivery of projects particularly those funded with state or federal funds.

Staff continues to work with the California Transportation Commission (CTC), Caltrans, and Southern California Association of Governments (SCAG) to provide input into the development of funding guidelines and new Caltrans programs, projects, and requirements, particularly as it relates to new funds introduced by the Infrastructure Investment and Jobs Act (IIJA). Staff serves as a clearinghouse notifying local agencies of upcoming calls-for-projects, such as the Cycle 6 Active Transportation Program (ATP) and Caltrans Planning Grants and administers the selection of projects for Congestion Mitigation & Air Quality (CMAQ), Low Carbon Transit Operations program (LCTOP) and State of Good Repair (SGR) funds. VCTC worked with local agencies to facilitate allocation/obligation of funds for regional projects and submitting the required reports to meet the accountability requirements of these state and federal programs.

DESCRIPTION: Federal and state laws give VCTC responsibility for programming specific categories of transportation funding within Ventura County, including the Surface Transportation Program (STP), the CMAQ program, Federal Transit Administration (FTA) programs, the Active Transportation Program, and LCTOP and SGR programs. VCTC prioritizes and nominates projects for these funding programs as well as submits projects to the CTC for inclusion in the STIP. VCTC updates the FTIP submittal to SCAG which includes Air Quality Calculations and Performance Measures for projects.

Over the last few years, significant changes have occurred in Transportation Project Financing. Funding programs have become more complex and now include performance targets to meet safety, congestion, innovation, economic development, and climate and land use goals. Additionally, the recent passage of the Infrastructure Investment and Jobs Act (IIJA), which provides new federal investment in infrastructure including roads, bridges, and mass transit, increases funding opportunities for local transportation projects. Consequently, there is likely to be a significant increase in staff work over the next few years to ensure Ventura County maintains its competitive position for new grant funds. This task makes no change to the Fiscal Year 2021/2022 approved staffing level; however, it should be noted that the budget includes a portion of an Analyst position to ensure adequate monitoring of FTA compliance of VCTC and subrecipients.



BUDGET TASK: TRANSPORTATION PROGRAMMING AND REPORTING (continued)**DIRECTOR:** Peter De Haan**BUDGET MANAGER:** Heather Miller**WORK ELEMENTS:**

1. Monitor State and Federal funding opportunities and pursue and secure new funds for priority transportation projects.
2. Facilitate collaboration between Caltrans and local agencies on the development of plans and projects on the State Highway System.
3. Identify projects for CMAQ, LCTOP, SGR, FTA and other funding sources and prepare recommendations for approval by VCTC and committees.
4. Staff the Transportation Technical Advisory Committee (TTAC) and attend CTC meetings, Regional Transportation Planning Agency (RTPA) meetings, Southern California Programming Roundtable meetings, SCAG ATP Subcommittee and Go-Human Steering Committee meetings, and TRANSCOM meetings.
5. Serve as an information clearinghouse for local agencies on various grant programs and support local agencies in updating the FTIP, resolving issues, and facilitating timely delivery of projects particularly those funded with state or federal funds.
6. Participation in the development of guidelines for state funded programs.

PRODUCT: Develop regional funding strategies; select projects for funding to provide the greatest regional benefit including CMAQ, TDA Article 3, LCTOP, SGR and ATP; update local agency projects in the FTIP; develop the Fiscal Year 2022/2023 Program of Projects (POP) for federal transit funds; assist local agencies on grant opportunities; submit project progress reports for funded projects.

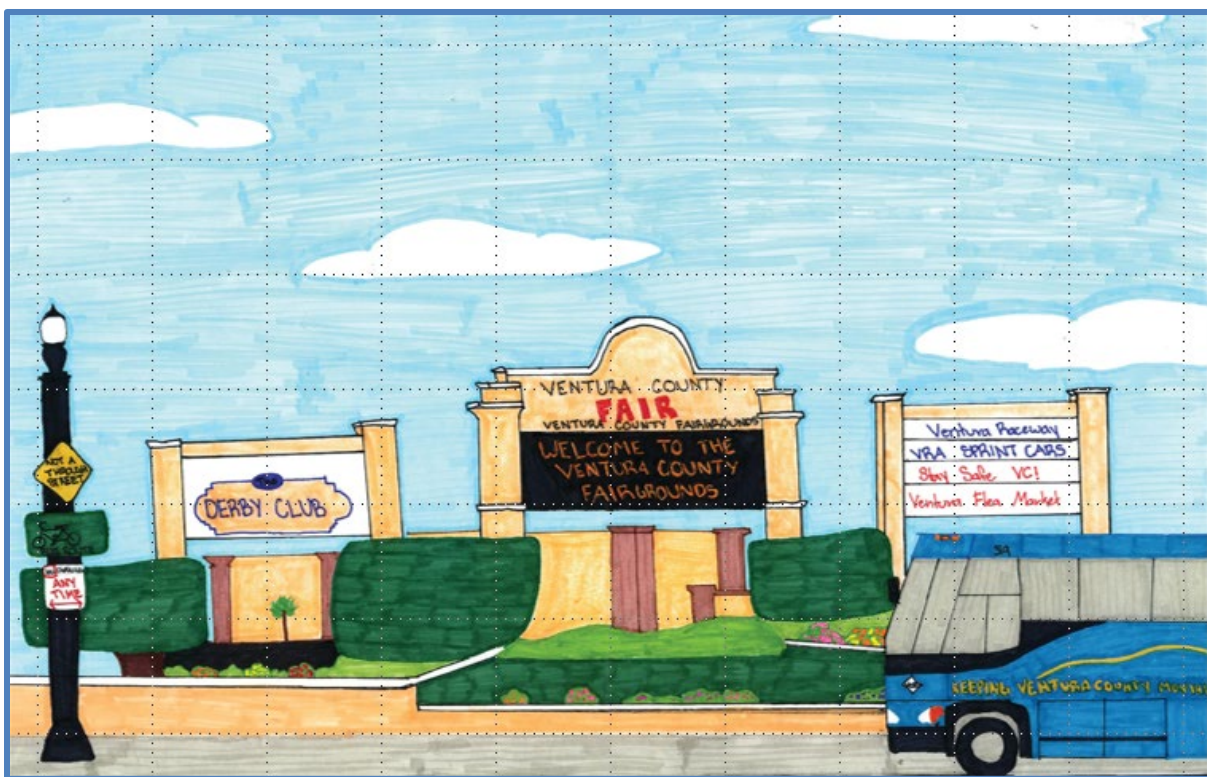
FUNDING:

Funding Source	Funding Dollars
FTA 5307, 5310	\$202,000
LTF Fund Transfer	37,000
CRRSA PPM	198,000
PPM	178,400
Total Funding	\$615,400

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget	Fiscal Year 2022/2023 Budget
Salaries	\$176,374	\$210,400	\$235,600
Fringe and Tax	103,584	118,200	119,800
Indirect Cost Allocation	153,641	196,800	236,600
Business Meals	0	300	300
Mileage	177	1,600	1,600
Notices	0	1,000	1,000
Travel and Conferences	139	4,700	4,700
Consultant Services	10,350	8,000	10,500
Legal Services	441	5,000	5,300
Total Expenditures	\$444,706	\$546,000	\$615,400





GENERAL GOVERNMENT PROGRAM TASK BUDGETS



BUDGET TASK: COMMUNITY OUTREACH**DIRECTOR:** Martin Erickson**BUDGET MANAGER:** Darrin Peschka**OBJECTIVES:** Increase public awareness of and support for VCTC and its programs.**ACCOMPLISHMENTS:** Continuing to grow the VCTC brand and increasing public awareness of VCTC's role as a regional transportation planning agency and provider of transportation projects and services were primary goals for Fiscal Year 2021/2022.

Digital outreach continued to be a priority in the past fiscal year. VCTC used its website and social media platforms to share messages and videos in English and Spanish about the COVID-19 pandemic and impact on transit, changes to bus schedules, and general information about VCTC transit and transportation programs. Last year also saw the launch of VCTC Newsroom, a page on the VCTC website, www.goventura.org, that is dedicated to sharing positive, staff-written stories about programs and achievements. As in years past, VCTC also conducted outreach using traditional media strategies, including distribution of press releases that led to several stories in local print publications and radio outlets.

Meaningful community involvement enhanced VCTC's digital efforts. For the third year in a row, VCTC partnered with the local Boys & Girls Clubs for an art contest. The partnership provided positive engagement with youth, reinforced connections with the clubs and encouraged youths to consider using public transit in their daily lives. Social media posts about the contest reached thousands of people, and the artwork decorated VCTC buses. Other partnerships include the Ventura County Leadership Academy, the Ventura County Economic Development Association, Ventura County Civic Alliance, and California Lutheran University. This task also provides outreach support for other VCTC initiatives, including Our Future 101, the Comprehensive Transportation Plan (CTP) update and the Transit Integration and Efficiency Study (TIES).

Participation in community events is a mainstay of VCTC outreach. In Fiscal Year 2021/2022, many in-person activities were still postponed because of the COVID-19 pandemic, yet VCTC still found ways to participate virtually and in-person when possible. The calendar included a Mobility 21 regional conference for transportation leaders, the Ventura County Housing Conference, the Ventura County Civic Alliance State of the Region Report launch, the Ventura County Leadership Academy, and Bike and Rideshare weeks. VCTC will continue to sponsor these and other events in Fiscal Year 2022/2023. Last, but not least, as part of VCTC's commitment to giving back to the community, staff organized a food collection event during the holiday season and donated the cans of food to a local food bank.

DESCRIPTION: The community outreach and education plan will focus on defining VCTC as a brand and a service to the community, as well as encouraging youth involvement in transportation issues. The task is overseen by the Program Manager of Government and Community Relations and a portion of the salary for that position is funded from this task. The Executive Director plays an active role of connecting with stakeholders, so this task funds a portion of the Executive Director's salary. The Program Manager for Information Technology supports digital communication efforts and website management, so this task also funds a portion of that salary. The addition of the Information Technology Program Manager hours for Fiscal Year 2022/2023 is reflected in the increased personnel costs.



BUDGET TASK: COMMUNITY OUTREACH (continued)**DIRECTOR:** Martin Erickson**BUDGET MANAGER:** Darrin Peschka**WORK ELEMENTS:**

1. Active VCTC personal engagement in public forums, meetings, workshops and community events.
2. Provide public outreach through elevated digital presence via the VCTC website and social media platforms.
3. Continue to promote youth involvement in transportation issues and development of youth-focused collateral materials.
4. Continue to promote all forms of mobility options including bus and rail transit, carpooling, and active transportation, such as walking and biking.

PRODUCT: Increase public awareness of VCTC and its programs and services.**FUNDING:**

Funding Source	Funding Dollars
FTA	\$478,200
LTF Fund Transfer	10,000
Total Funding	\$488,200

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$ 98,618	\$108,900	\$118,100
Fringe and Tax	53,102	42,700	45,900
Indirect Cost Allocation	83,264	90,800	109,200
Membership	0	550	500
Mileage	0	450	500
Office Support	0	500	1,000
Training	0	2,000	0
Travel	0	500	0
Consultant Services	144,077	136,500	140,000
Legal Services	212	3,000	3,000
Collateral Materials	0	10,000	10,000
Community Events	9,932	26,500	30,000
Youth Programs	21,266	27,400	30,000
Total Expenditures	\$410,471	\$449,800	\$488,200

* This budget task was amended after the Commission approved the budget in June 2021.



BUDGET TASK: MANAGEMENT AND ADMINISTRATION**DIRECTOR:** Martin Erickson**BUDGET MANAGER:** Martin Erickson

OBJECTIVES: To manage the day-to-day business and operations of the Ventura County Transportation Commission.

ACCOMPLISHMENTS: This task continues to accomplish the day-to-day activities of managing all aspects of the Commission that include management oversight of all tasks included in this budget.

DESCRIPTION: The primary purpose of this task is to manage the day-to-day operations of VCTC. Included in these activities are Human Resources management and managing the activities of a contracted part-time human resources professional to ensure VCTC complies with human resources rules and regulations. This budget also includes the management oversight of the agency's revenues and expenditures, accounting controls as well as ultimate responsibility for the annual VCTC budget. The Executive Director manages all VCTC employees, evaluates senior staff, and has regular interaction with General Counsel on legal matters. This task also supports the time necessary for development of the Commission's monthly agenda and review of agendas for technical advisory committees. A key function of the Executive Director is regular interaction with policy makers, senior appointed staff from local, State and Federal agencies, business and community stakeholders, and external partners. Finally, there are a variety of lesser, but nonetheless time consuming, general internal operational elements that require the attention of VCTC management.

The budget contains a one-time additional discretionary payment of \$1,000,000 to CalPERS to reduce VCTC's pension Unfunded Actuarial Accrued Liability (UAAL). These funds will be paid for out of the Local Transportation Fund (LTF) carry-in funding from the prior year that is included in the LTF apportionment.

WORK ELEMENTS:

1. Manage agency personnel and general human resources activities.
2. Manage and monitor annual budget activities.
3. Manage and oversee financial activities of the Commission including revenues and expenditures, serve as control element in accounting practices, and facilitate multiple annual audits.
4. Develop the monthly Commission agendas.
5. Prepare agendas and provide recommended policy guidance to VCTC staffed technical advisory committees.
6. Ensure regular and constant communication and accessibility to Commissioners.
7. Maintain frequent and regular external relations with elected and appointed officials at all levels of governments, the media and business and community stakeholders.



BUDGET TASK: MANAGEMENT AND ADMINISTRATION (continued)**DIRECTOR:** Martin Erickson**BUDGET MANAGER:** Martin Erickson**PRODUCT:** Efficient, accountable, transparent, accessible, and responsive "Good Government" Commission operations.**FUNDING:**

Funding Source	Funding Dollars
LTF Fund Transfer	\$1,576,300
Total Funding	\$1,576,300

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$ 146,528	\$199,800	\$ 175,600
Fringe and Tax	68,955	91,700	70,700
Indirect Cost Allocation	118,258	174,700	164,000
Business Meals	595	1,000	1,000
Membership and Dues	2,250	3,000	3,000
Mileage	193	1,000	1,000
Travel and Conferences	25	3,800	10,000
Consultant Services	0	50,000	50,000
Legal Services	850	19,100	20,000
Commissioner Expenses	16,072	27,000	30,000
Education Reimbursement	4,979	10,000	15,000
Employee Recognition	32	1,000	1,000
Hardware/Software & Network Infrastructure	29,901	30,000	35,000
Office Support	0	3,000	0
Office Relocation, Furniture & Equipment	432,325	20,000	0
Pension UAAL payment	1,000,000	0	1,000,000
Total Expenditures	\$1,820,963	\$635,100	\$1,576,300

* This budget task was amended after the Commission approved the budget in June 2021.



BUDGET TASK: STATE AND FEDERAL GOVERNMENTAL RELATIONS**DIRECTOR:** Martin Erickson**BUDGET MANAGER:** Darrin Peschka

OBJECTIVES: Foster VCTC's involvement in a broad range of state and federal governmental settings to encourage policies that support VCTC programs.

ACCOMPLISHMENTS: VCTC has continued to develop cooperative working relationships to carry out the annual Legislative Program and support transportation funding in Ventura County. The past year has been active for transportation legislation, with the Legislature extending regulatory relief bills to assist transit agencies, which have been severely impacted by declines in ridership resulting from the coronavirus pandemic. On the federal level, Congress passed the Infrastructure Investment and Jobs Act (IIJA), legislation that includes a five-year extension of the Fixing America's Surface Transportation (FAST) Act and new spending.

DESCRIPTION: VCTC's legislative priorities have been set out in its two-year Legislative Program, which the Commission adopted in January 2021. During the coming year, the work to advance VCTC's program will encompass monitoring of transportation legislation and regulations under development that could affect Ventura County; briefing legislative and congressional members and staff as appropriate; and participation in various advocacy groups including Mobility 21, California Association of Councils of Governments (CalCOG), the California Transit Association (CTA), the American Public Transportation Association (APTA), and the Southern California Transportation Legislative Roundtable. In the coming months, the Legislature's priorities are likely to include how to allocate the substantial surplus that is anticipated in the state budget, COVID-19 response, and climate change and resiliency. Moving forward, the Legislature could also return to previous discussions on issues such as permanent reform of the Transportation Development Act.

In Washington, D.C., the focus will be on the rollout and implementation of the Infrastructure Investment and Jobs Act, a \$1.2 trillion bill passed and signed 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 previous FAST Act levels. The bill is expected to bring historic levels of investment in infrastructure projects across the country, including in California, which is expected to receive approximately \$40 billion from the IIJA. VCTC will work closely with regional and state agencies to help shape guidelines for implementation of the IIJA across different policy areas and provide input on how funding in California is appropriated over the coming years.

The personnel costs in the proposed budget reflect changes in the Executive Director position at VCTC. The Executive Director plays a key role in establishing and advocating for VCTC's legislative priorities, so this budget funds a portion of the Executive Director's salary. The budget also provides for the continuation of the state advocacy contract. Although COVID-19 continued to send meetings and conferences online for much of the previous year, the Business Meals and Travel and Conferences items are included, in anticipation of such events being held in person more often this year.



BUDGET TASK: STATE AND FEDERAL GOVERNMENTAL RELATIONS (continued)**DIRECTOR:** Martin Erickson**BUDGET MANAGER:** Darrin Peschka**WORK ELEMENTS:**

1. Participate in APTA, CalCOG, the California Transit Association, Mobility 21, and the Southern California Legislative Roundtable.
2. Prepare monthly legislative updates and matrices.
3. Advocate VCTC's positions to appropriate parties through written materials, briefings, and other available means.
4. Develop legislative support for transportation project funding within Ventura County, when consistent with VCTC's approved priorities.

PRODUCT: Advocacy, information sharing, and serving as a resource to legislators, to Congress and to VCTC staff.

FUNDING:

Funding Source	Funding Dollars
LTF Fund Transfer	\$250,500
Total Funding	\$250,500

EXPENDITURE COMPARISON:

	Fiscal Year 2020/2021 Actual	Fiscal Year 2021/2022 Budget*	Fiscal Year 2022/2023 Budget
Salaries	\$ 41,949	\$ 69,800	\$ 60,400
Fringe and Tax	21,610	27,750	22,200
Indirect Cost Allocation	34,881	58,400	55,000
Business Meals	18	500	500
Membership and Dues	37,095	40,500	40,500
Mileage	0	900	900
Travel and Conferences	936	8,150	13,500
Consultant Services	54,022	55,000	55,000
Legal Services	35	1,700	2,500
Total Expenditures	\$190,546	\$262,700	\$250,500

* This budget task was amended after the Commission approved the budget in June 2021.





VENTURA COUNTY TRANSPORTATION COMMISSION

SUPPLEMENTAL INFORMATION



APPENDIX A – ACRONYMS

101 CC	Highway 101 Communities Corridor study
AAA	Area Agency on Aging
AB	Assembly Bill
ACLUP	Airport Land Use Compatibility Plan
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADP	Additional Discretionary Payment
AICUZ	Air Installations Compatible Use Zones
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMP	Adaptive Mitigation Program
AMTRAK	American Track (National Railroad Passenger Corporation)
APC	Automated Passenger Counter
APCD	Air Pollution Control District
APG	Adaption Planning Grant
APTA	American Public Transportation Association
ARP	American Rescue Plan
ARRA	American Recovery and Reinvestment Act
ASP	Application Service Provider
ATP	Active Transportation Program
AVL	Automatic Vehicle Locator
AVR	Average Vehicle Ridership
BNSF	Burlington Northern Santa Fe
Board	Board of Commissioners
CAD	Computer Automated Dispatch
BOE	Board of Equalization
CalAct	California Association for Coordinated Transportation
CalCOG	California Association of Councils of Governments
Cal-ITP	California Integrated Travel Plan
CalPERS	California Public Employer's Retirement System
Caltrans	California Department of Transportation
CalVans	California Vanpool Authority
CARB	California Air Resources Board
CARES Act	Coronavirus Aid, Relief and Economic Securities Act
CAT	Camarillo Area Transit
CEO	Chief Executive Officer
CEPA	California Environmental Protection Agency
CEPAC	Coastal Express Policy Advisory Committee
CEQA	California Environmental Quality Act
CERBT	California Employer's Retiree Benefit Trust
CFO	Chief Financial Officer
CFR	Code of Federal Regulations
CHP	California Highway Patrol



CIP	Capital Improvement Plan
CLUP	Comprehensive Land Use Plan (for airports)
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Plan
CMS	Changeable Message Signs
COLA	Cost of Living Adjustment
Commission	Ventura County Transportation Commission
County	County of Ventura
CPA	Certified Public Accountant
CPUC	California Public Utilities Commission
CRCC	Coast Rail Coordinating Council
CRM	Customer Relationship Management
CRRSA	Coronavirus Response and Relief Supplemental Appropriations Act
CSMP	Corridor System Management Plan
CSR	Customer Service Representatives
CSUCI	California State University, Channel Islands
CTA	California Transit Association
CTA	County Transportation Authority
CTAC	Citizens Transportation Advisory Committee
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTS	Commuter Transportation Services
CTSA	Consolidated Transportation Service Agency
DAR	Dial-A-Ride
DBE	Disadvantaged Business Enterprise
DJIA	Dow Jones Industrial Average
DMT	Division of Mass Transit
DMV	Department of Motor Vehicles
DOD	Department of Defense
DOF	Department of Finance
DOT	Department of Transportation
ECHO	Electronic Clearing House Operation
EEM	Environmental Enhancement and Mitigation
EIR	Environmental Impact Report
ETC	Employee Transportation Coordinator
FAA	Federal Aviation Administration
FAST Act	Fixing America's Surface Transportation Act
FCS	Freight Corridor Study
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMO	Financial Management Oversight
FRA	Federal Railroad Administration
FSP	Freeway Service Patrol
FSPA	Freeway Service Patrol Act



FSR	Financial Status Report
FTA	Federal Transit Administration (formerly UMTA)
FTE	Full Time Equivalent
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GAAP	Generally Accepted Accounting Principles
GAAS	Generally Accepted Auditing Standards
GAGAS	Generally Accepted Government Auditing Standards
GAO	Government Accountability Office
GASB	Governmental Accounting Standards Board
GCTD	Gold Coast Transit District
GFOA	Government Finance Officers Association
GIS	Geographic Information System
GPS	Global Positioning System
GRH	Guaranteed Ride Home
GTFS	General Transit Feed Syntax
HCD	Housing and Community Development
HTF	Highway Trust Fund
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HVPAC	Heritage Valley Policy Advisory Committee
HVTS	Heritage Valley Transit Study
ICAP	Indirect Cost Allocation Plan
IJA	Infrastructure Investment and Jobs Act
IIP	Interregional Improvement Program
IRGP	Incident Responder Grant Program
ISTEA	Intermodal Surface Transportation Efficiency Act
IT	Information Technology
ITA	Interagency Transfer Agreement
ITS	Intelligent Transportation System
JARC	Jobs Access and Reverse Commute
JLUS	Joint Land Use Study
JPA	Joint Powers Authority
LA- METRO	Los Angeles County Metropolitan Transportation Authority
LACMTA	Los Angeles County Metropolitan Transportation Authority
LAFCO	Local Agency Formation Commission
LCTOP	Low Carbon Transit Operations Program
LLC	Limited Liability Company
LOS	Levels of Service (for traffic)
LOSSAN	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency
LEED	Leadership in Energy and Environmental Design
LTF	Local Transportation Fund
MAAC	Member Agency Advisory Committee
MAAS	Mobility as a Service
MAP-21	Moving Ahead for Progress in the 21 st Century



MCGMAP	Multi-County Goods Movement Action Plan
METRO	Los Angeles County Metropolitan Transportation Authority
Metrolink	Operating name for SCRRA (see SCRRA)
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MPAC	Managers Policy Advisory Committee
MPO	Metropolitan Planning Organization
MT	Mass Transit
MTA	Metropolitan Transit Authority
MTC	Metropolitan Transportation Commission
MTD	Metropolitan Transit District
NAS	Naval Air Station
NBVC	Naval Base Ventura County
NEPA	National Environmental Policy Act
NF	New Freedom
NTD	National Transit Database
OBVSS	On-board Video Surveillance System
OCTA	Orange County Transportation Authority
OEA	Office of Economic Adjustment
OES	Office of Emergency Services
OMB	Office of Management and Budget
OPEB	Other Post-Employment Benefits
OWP	Overall Work Program
PAC	Policy Advisory Committee
PAED	Project Approval and Environmental Document
PDS	Project Design Support
PDT	Project Development Team
PEPRA	Public Employees' Pension Retirement Act
PERS	Public Employer's Retirement System
PMO	Project Management Oversight
POP	Program of Projects
POS	Point of Sale
PPM	Planning, Programming and Monitoring
PSR	Project Study Report
PTA	Public Transit Account
PTC	Positive Train Control
PTMISEA	Public Transportation, Modernization, Improvement, and Service Enhancement Account
PUC	Public Utilities Commission
PWA	Public Works Agency
RCTC	Riverside County Transportation Commission
REAP	Regional Early Action Planning Grant Program
RFGS	Rail Fixed Guideway System
RFP	Request for Proposal
RFQ	Request for Qualification



RHNA	Regional Housing Needs Assessment
RIP	Regional Improvement Program
ROE	Right of Entry
ROW	Right of Way
RSTP	Regional Surface Transportation Program
RTA	Regional Transit Authority
RTIC	Regional Transit Information Center
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTPI	Real-time Passenger Information
QR	Quick Response (codes)
SAFE	Service Authority for Freeway Emergencies
SanBAG	San Bernardino Associated Governments
SB	Senate Bill
SBCAG	Santa Barbara County Association of Governments
SBCTA	Santa Barbara County Transportation Authority
SCAG	Southern California Association of Governments
SCCP	Solutions for Congested Corridor Program
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SCS	Sustainable Community Strategy
SDRMA	Special District Risk Management Authority
SGR	State of Good Repair
SHA	State Highway Account
SHOP	Safety Highway Operations Program
SHOPP	State Highway Operation and Protection Program
SOV	Single Occupant Vehicle
SOW	Scope of Work
SPBL	Santa Paula Branch Line
SPBLAC	Santa Paula Branch Line Advisory Committee
SR	State Route
SRTP	Short Range Transit Plan
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
State	State of California
STB	Surface Transportation Board
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STPG	Sustainable Transportation Planning Grant
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TCEP	Trade Corridor Enhancement Program
TCIF	Trade Corridor Improvement Fund



TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancements
TEA	Transportation Enhancement Activities Program
TEA-21	Transportation Equity Act for the 21st Century
TEAM	Transportation Electronic Awards and Management
TED	Technology, Entertainment and Design
TEPP	Transportation Emergency Preparedness Plan
TIC	Transit Information Center
TIES	Transit Integration and Efficiency Study
TIGGER	Transit Investments for Greenhouse Gas and Energy Reduction
TIP	Transportation Improvement Program
TIRCP	Transit and Intercity Rail Capital Program
TMC	Traffic Management Center
TNC	Transportation Network Companies
TOT	Thousand Oaks Transit
TPA	Transportation Planning Agency
TRANSCOM	Transit Operators Advisory Committee
TRB	Transportation Research Board
TTAC	Transportation Technical Advisory Committee
TTY	Text Telephone
TVM	Ticket Vending Machine
UAAL	Unfunded Actuarial Accrued Liability
UP	Union Pacific
US	United States
UTN	Unmet Transit Need
UZA	Urbanized Area
VC	Ventura County
VCAAA	Ventura County Area Agency on Aging
VCAPCD	Ventura County Air Pollution Control District
VCEDA	Ventura County Economic Development Association
VCAG	Ventura County Association of Governments
VCOG	Ventura Council of Governments
VCTC	Ventura County Transportation Commission
VCTM	Ventura County Traffic Model
VISTA	Ventura Intercity Service Transit Authority
VMT	Vehicle Miles Traveled
VOAD	Voluntary Organizations Active in Disaster
VOC	Volatile Organic Compounds
VRF	Vehicle Registration Fees
YTD	Year to Date



APPENDIX B – GLOSSARY OF TERMS

The following explanations of terms are presented to aid in understanding the narrative discussions and illustrations included in this budget document and the terminology generally used in governmental accounting, auditing, financial reporting, and budgeting.

Accountability – The state of being obliged to explain one's actions, to justify what one does. Accountability requires a government to answer to its citizens to justify the raising of public resources and the purpose for which they are used.

Accounting System – The methods and records established to identify, assemble, analyze, classify, record, and report a government's transactions and to maintain accountability for the related assets and liabilities.

Accrual Basis Accounting – The method of accounting that recognizes the financial effect of transactions, events and interfund activities when they occur, regardless of the timing of cash flow.

Appropriation – A legal authorization granted by the governing body to expend monies and incur obligations for a specific purpose.

Assets – The resources with present service capacity that the government presently controls.

Assigned Fund Balance – The assigned fund balance includes amounts that are intended by the government to be used for specific purposes but are neither committed nor unassigned. These amounts have limitations resulting from intended use.

Audit – A systematic collection of the sufficient, competent evidential matter needed to attest to the fairness of management's assertions in the financial statements or to evaluate whether management has efficiently and effectively carried out its responsibilities. The auditor obtains this evidential matter through inspection, observation, inquiries and confirmations with third parties.

Balanced Budget – A budget that identifies revenues, other financing sources and available fund balances that funds operating, and capital expenditures and other financing uses.

Basis of Accounting – A term used to refer to when revenues, expenditures, expenses, and transfers- and the related assets and liabilities – are recognized in the accounts and reported in the financial statements. It relates to the timing of the measurement made, regardless of the nature of the measurement, on either the cash (when the transaction is received or paid) or the accrual method (when the event occurred).

Bond – A written promise to pay a specified sum of money (called the face value or principal amount) at a specified date or dates in the future (maturity date), together with periodic interest at a specified rate. Bonds are primarily used to finance capital projects.

Budget – A plan of financial activity for a specified period of time indicating all planned revenues and expenditures for the budget period. Annual budgets are usually required by law and are essential to sound financial management. The VCTC prepares an annual budget for its fiscal year.



Budgetary Control – The control or management of a government or enterprise in accordance with an approved budget to keep expenditures within the limitations of available appropriations and available revenues.

Budget Document – The instrument used by the budget-making authority to present a comprehensive financial program to the appropriating governing body.

Capital Expenditure or Outlay – Expenditures resulting in the acquisition of or addition to the government's capital asset.

Capital Project Fund – A governmental fund type created to account for financial resources to be used for the acquisition or construction of a major capital project.

Commercial Paper – An unsecured short-term promissory note issued primarily by corporations with maturities ranging from two to 270 days. The credit risk of almost all commercial paper is rated by a rating service.

Committed Fund Balance – The committed fund balance includes amounts that can be used for specific purposes determined by formal action of the government's highest level of decision-making authority. These amounts have self-imposed limitations on use.

Comprehensive Annual Financial Report – A financial report that encompasses all funds of the government. In the financial section of the financial report are the basic financial statements and required supplementary information as well as combining and individual fund financial statements, as necessary. The financial report also contains an introductory information and statistical section.

Current Financial Resources Measurement Focus – A measurement focus that reports on the near-term or current inflows, outflows and balances of spendable financial resources. This focus is unique to accounting and financial reporting for state and local governments and is used for reporting the financial position and results of operations of governmental funds.

Debt – An obligation resulting from the borrowing of money or from the purchase of goods and services. Debts of governments include bonds, time warrants, and notes.

Debt Coverage Ratio – This ratio is a comparative statistic illustrating the relationship between the pledged revenues to related debt service for a given year.

Debt Limit – The maximum amount of outstanding debt legally permitted.

Debt Proceeds – The difference between the face amount of debt and the issuance discount or the sum of the face amount and the issuance premium. Debt proceeds differ from cash receipts to the extent issuance costs, such as underwriters' fees, are withheld by the underwriter.

Debt Service Fund – A governmental fund type created to account for the accumulation of resources for and payment of general long-term debt principal and interest.

Economic Resources Measurement Focus – A measurement focus that reports on all inflows, outflows, and balances affecting or reflecting the entity's net position. This focus is used for proprietary funds as well as for government-wide financial reporting.

Enterprise Fund – A proprietary fund used to account for business like activities that provides goods or services to the general public for a fee.

Expenditures – Decrease in net financial resources on the transfer of property or services for the purpose of acquiring an asset or service.

Fiduciary Funds – Funds used to report assets held in a trustee or agency capacity for others and cannot therefore be used to support the government's own programs.

Financial Advisor – In the context of debt issuance, a consultant who advises the issuer on any of a variety of matters related to the issuance. The financial advisor sometimes is also referred to as the fiscal consultant.

Financial Audit – An audit designed to provide independent assurance whether the financial statements of a government entity are presented fairly in conformance with Generally Accepted Accounting Principles (GAAP).

Financial Resources – Resources that are or will become available for spending and include cash and resources ordinarily expected to be converted to cash i.e., receivables and prepaid assets.

Fiscal Year – A 12-month period to which the annual operating budget applies and at the end of which a government determines its financial position and results of its operations. For the VCTC, the 12-month period begins July 1st and ends June 30th.

Fund – A fiscal and accounting entity with a self-balancing set of accounts in which cash and other financial resources, all related liabilities, and residual equities or balances, and changes therein, are recorded and segregated to carry on specific activities or attain certain objectives in accordance with special regulations, restrictions and limitations.

Fund Balance – The difference between assets and liabilities reported in a governmental fund.

Fund Type – Any one of eleven classifications into which all funds are categorized in governmental accounting. Governmental fund types include general, special revenue, debt service, capital projects, and permanent funds. Proprietary fund types include the enterprise and internal service funds. Fiduciary fund types include pension trust, investment trust, private-purpose trust funds and agency funds.

Funded Ratio – The ratio of plan assets to plan liabilities.



GASB 34 – Statement No. 34, *Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments*, was issued by the Governmental Accounting Standards Board and it established new financial reporting standards for State and local governments. Under the new financial reporting model, governmental financial statements include basic financial statements that present both government-wide and fund financial statements and require supplementary information, including Management's Discussion and Analysis. The VCTC implemented GASB 34 in Fiscal Year 2003/2004.

GASB 45 – Statement No. 45, *Accounting for Other Post-Employment Benefits (OPEB)*, issued by the Governmental Accounting Standards Board and implemented by VCTC in Fiscal Year 2008/2009. GASB 45 requires recognition of post-employment benefit costs, such as post-retirement health care costs, on an accrual basis over a period approximating the employee's years of service and to provide information about actuarial accrued liabilities associated with these benefits and whether and to what extent the plan is being funded.

GASB 54 – Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*, issued by the Governmental Accounting Standards board and implemented by VCTC in Fiscal Year 2011/2012. GASB 54 deals with fund balance reporting and governmental fund type definitions. In the fund financial statements, governmental funds report nonspendable, restricted, committed, assigned and unassigned fund balances to identify the extent to which the Commission is bound to honor constraints on the specific purposes for which amounts can be spent.

GASB 68 – Statement No. 68, *Accounting and Financial Reporting for Pensions*, issued by the Governmental Accounting Standards Board and implemented by VCTC in Fiscal Year 2014/2015. GASB 68 requires reporting the net pension liability of the plan on the accrual accounting-based financial statements and enhancing the notes to the financial statements to provide a more comprehensive picture of the pension obligation and costs.

GASB 75 – Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pension Plans*, issued by the Governmental Accounting Standards Board and implemented by VCTC in Fiscal Year 2017/2018. GASB 75 requires reporting the Other Postemployment Benefit (OPEB) liability of the plan on the accrual accounting-based financial statements and enhancing the notes to the financial statements to provide a more comprehensive picture of the OPEB obligation and costs.

General Fund – The governmental fund type used to account for all financial resources, except those required to be accounted for in another fund.

General Ledger – A record containing the accounts needed to reflect the financial position and the results of operations of a government.

Generally Accepted Accounting Principles (GAAP) – These principles are the minimum standards and guidelines for financial accounting and reporting. GAAP encompasses the conventions, rules and procedures that serve as the norm for the fair presentation of financial statements and are set by GASB.

Generally Accepted Auditing Standards (GAAS) – Rules and guidelines established by the American Institute of Certified Public Accountants (AICPA) that govern the conduct of a financial audit.



Generally Accepted Government Auditing Standards (GAGAS) – Standard for the conduct and reporting of both financial and performance audits in the public sector promulgated by the Government Accountability Office through its publication Government Auditing Standards, commonly known as the “Yellow Book.”

Governmental Accounting Standards Board (GASB) – The primary authoritative accounting and financial reporting standard-setting body on the application of GAAP to State and local governments.

Governmental Funds – Funds generally used to account for tax-supported activities. The VCTC’s governmental funds are comprised of general and special revenue funds.

Grant – A contribution by a government or other organization to support a particular function or program. VCTC receives many of its funds from State and Federal grants.

Internal Control – Policies and procedures established to provide reasonable assurance that specific government objectives will be achieved.

Independent Auditor – An auditor, who is independent, both in fact and appearance, of the entities they audit. Both GAAS and GAGAS set specific criteria that must be met for an audit to be considered independent.

Indirect Cost Allocation Plan – A cost allocation plan developed to identify and document the cost incurred to administer State and Federal programs and is used to recover such indirect costs from program grants or reimbursement agreements.

Inflow of resources – An acquisition of net position by the government that is applicable to the reporting period.

Internal Control – Policies and procedures established to provide reasonable assurance that specific government objectives will be achieved.

Joint Venture – A legal entity or other organization resulting from a contractual agreement and that is owned, operated, or governed by two or more participants as a separate and specific activity for the benefit of the public or service recipients and in which the government retains an on-going financial interest or on-going financial responsibility. For example, the VCTC is a member agency of Southern California Regional Rail Authority (SCRRA/Metrolink).

Legal Level of Budgetary Control – The level at which a government’s management may not reallocate resources without special approval from the legislative body.

Liability – The present obligations to sacrifice resources that the government has little or no discretion to avoid.

Loan Receivable – An asset account reflecting amounts loaned to individuals or organizations external to the Agency, including notes taken as security for such loans.



Measurement Focus – The accrual basis of accounting adapted to the governmental funds' measurement focus according to which revenues and other financial resource increments (i.e., bond issue proceeds) are recognized when they become susceptible to accrual that is when they become both “measurable” and “available to finance expenditures of the current period.” Expenditures are recognized when the fund liability is incurred except for unmatured interest on general long-term debt and certain similar accrued obligations when due. The Commission's governmental funds are accounted for using the modified accrual basis of accounting.

Modified Accrual Basis – The basis of accounting where revenues are not recognized until they are both “measurable” and “available,” and expenditures are generally recorded when a liability is incurred, except for expenditures related to debt service and compensated absences, which are recognized when payment is due.

Net Position – The residual of all other financial statement elements presented in a statement of financial position.

Nonspendable Fund Balance – The nonspendable fund balance includes amounts that are not in spendable form (i.e., prepaid items) or are legally or contractually required to be maintained intact (i.e., permanent endowments). These amounts are inherently nonspendable.

Normal Cost – Ongoing pension costs, determined as a percentage of an entity's total payroll.

Other Financing Sources – Amounts classified separately from revenues to avoid distorting revenue trends that represent an increase in current financial resources. Other financing sources generally include general long-term debt proceeds, amounts equal to the present value of minimum lease payments arising from capital leases, proceeds from the sale of general fixed assets, and transfers in from another fund.

Other Financing Uses – Amounts classified separately from revenues to avoid distorting revenue trends that represent a decrease in current financial resources. Other financing uses generally include transfers out from one fund to another and the amount of refunding bond proceeds deposited with the escrow agent.

Outflow of Resources – A consumption of net position by the government that is applicable to the reporting period.

Overhead – Indirect costs that cannot be specifically associated with a given service, program, or department and thus, cannot be clearly associated with a particular functional category.

Principal – In the context of bonds, other than deep-discount debt, the face value or par value of a bond or issue of bonds payable on stated dates of maturity.

Program – Group activities, operations, or organizational units directed to attaining specific purposes or objectives.



Program Budget – A budget wherein expenditures are based primarily on the functions or activities of a government rather than specific items of cost or to specific departments.

Proprietary Fund – A fund used to account for business-like activities of a government. Examples of proprietary funds include enterprise funds and internal service funds.

Refunding Bonds – Bonds issued to retire bonds already outstanding. The proceeds of refunding bonds may be used to repay the previously issued debt (current refunding) or to be placed with an escrow agent and invested until used to pay principal and interest on an old debt at a future date (advance refunding).

Reimbursement Grant – A grant for which a potential recipient must first incur qualifying expenditures to be eligible.

Reserved Fund Balance – Those portions of a governmental fund's net assets that are not available for appropriation.

Restricted Fund Balance – The restricted fund balance includes amounts that are constrained by the specific purposes stipulated by external resource providers (law, creditor, bond covenant) and/or imposed constitutionally or by enabling legislation. These amounts have external enforceable limitations on use.

Special Revenue Fund – A governmental fund type used to account for the proceeds of specific revenue sources (other than major capital projects) that are legally restricted to expenditures for specific purposes. VCTC's special revenue funds are the Local Transportation Fund, the State Transit Assistance Fund and the Service Authority for Freeway Emergencies.

Spendable Fund Balance – The spendable fund balance includes amounts that are in spendable form and are considered available for spending. Amounts in the spendable fund balance category are further classified in the following hierarchy: restricted, committed, assigned or unassigned.

Transfers – All interfund transfers representing flows of assets between funds of government without equivalent flows of assets in return and without a requirement for repayments.

Trust Fund – A fiduciary fund type used to report pension, investment, or private-purpose trust arrangements, under which principal and income benefit individuals, private organizations, or other government.

Trustee – A fiduciary holding property on behalf of another.

Unassigned Fund Balance – The unassigned fund balance includes the residual funds for the general fund and includes all amounts not contained in the other classifications.

Unfunded Actuarial Accrued Liability – The amount owed in already promised retirement benefits.



APPENDIX C – SALARY SCHEDULE

Ventura County Transportation Commission Salary Schedule by Department Fiscal Year 2022/2023 Effective July 1, 2022

Department/Position	FTE	Annual Range Bottom*	Annual Range Top	Non-Exempt Hourly Rate		Exempt vs. Non-Exempt
				Bottom	Top	
ADMINISTRATION						
Executive Director	1.0	221,450	271,688			E
Program Manager, Government and Community Relations	1.0	70,132	128,510			E
Clerk of the Commission/Executive Assistant	1.0	70,132	128,510			E
Receptionist/Secretary	1.0	43,826	67,434	21.07	32.42	NE
ADMINISTRATION SUBTOTAL:	4.0					
FINANCE						
Finance Director	1.0	109,108	181,349			E
Program Manager, Information Technology	1.0	70,132	128,510			E
Program Manager, Accounting	1.0	70,132	128,510			E
Senior Accountant/Analyst	1.0	50,107	94,037	24.09	45.21	NE
FINANCE SUBTOTAL:	4.0					
PLANNING						
Planning and Sustainability Director	1.0	109,108	181,349			E
Program Manager, Transportation Planning	1.0	70,132	128,510			E
Program Analyst	1.0	50,107	94,037	24.09	45.21	NE
PLANNING SUBTOTAL:	3.0					
PROGRAMMING						
Programming Director	1.0	109,108	181,349			E
Program Manager, Programming	1.0	70,132	128,510			E
Program Analyst	1.0	50,107	94,037	24.09	45.21	NE
Administrative Assistant	0.4	43,826	67,434	21.07	32.42	NE
PROGRAMMING SUBTOTAL:	3.4					
TRANSIT						
Public Transit Director	1.0	109,108	181,349			E
Program Manager, Regional Transit Planning	1.0	70,132	128,510			E
Program Manager, Transit Contracts	1.0	70,132	128,510			E
Transit Planner	1.0	50,107	94,037	24.09	45.21	NE
Transit Specialist	1.0	43,826	67,434	21.07	32.42	NE
Transit Information Center and Technology Specialist	1.0	43,826	67,434	21.07	32.42	NE
Administrative Assistant	0.6	43,826	67,434	21.07	32.42	NE
Customer Service Representative	2.0	31,200	42,786	15.00	20.57	NE
TRANSIT SUBTOTAL:	8.6					

TOTAL BUDGETED POSITIONS: 23.0

*VCTC will automatically adjust any wages that do not meet California's minimum wage or the local fair-market wage requirements.

Hourly time is based on a 2080 hour year. If more billable hours in a year, than budget would be adjusted accordingly



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