



**VENTURA COUNTY TRANSPORTATION COMMISSION
LOCAL TRANSPORTATION AUTHORITY
AIRPORT LAND USE COMMISSION
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
CONSOLIDATED TRANSPORTATION SERVICE AGENCY
CONGESTION MANAGEMENT AGENCY**
www.goventura.org

AGENDA*

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

IN-PERSON

CITY OF CAMARILLO COUNCIL CHAMBERS

**601 CARMEN DRIVE
CAMARILLO, CA 93010**

FRIDAY, APRIL 3, 2026

9:00 A.M.

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

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

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

- 5. **CALTRANS REPORT** - *This item provides the opportunity for Caltrans representative to give updates and status reports on current projects.*
- 6. **COMMISSIONER REPORTS** - *This item provides the opportunity for the commissioners to report on meeting/conferences attended, and any other items related to Commission activities.*
- 7. **EXECUTIVE DIRECTOR REPORT**- *This item provides the opportunity for the Executive Director to report on meeting/conferences attended, and any other items related to commission activities.*
- 8. **ADDITIONS/REVISIONS** – *The Commission may add an item to the agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires two-thirds vote of the Commission. If there are less than two-thirds of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*
- 9. **CONSENT CALENDAR** - *All matters listed under the Consent Calendar are considered to be routine and will be enacted by one vote. There will be no discussion of these items unless members of the Commission request specific items to be removed from the Consent Calendar for separate action.*

9A. **[APPROVE MINUTES OF MARCH 6, 2026, MEETING-PG.9](#)**

Recommendation:

- *Approve the summary minutes of March 6, 2026.*

Responsible Staff: Cecilia Perez, Administrative Assistant

9B. **[MONTHLY BUDGET REPORT 2026-PG.15](#)**

Recommendation:

- *Receive and file the monthly budget report for February 2026.*

Responsible Staff: Lupe Acero, Finance Director and Martin Erickson, Executive Director

9C. **[CONTRACT FOR PROFESSIONAL AUDITING SERVICES-PG.23](#)**

Recommendation:

- *Authorize the Executive Director to finalize and execute the contract with Eide Bailly, LLP for professional financial auditing services, including one Federal Single Audit at a not-to-exceed cost of \$74,100 for Fiscal Year 2025/2026, \$77,064 for Fiscal Year 2026/2027, \$80,147 for Fiscal Year 2027/2028 with two*

(2), one(1) year optional periods for Fiscal Year 2028/2029 at \$83,353 and Fiscal Year 2029/2030 at \$86,688. The cost for additional single audits would be \$7,125 per single audit (with 4.0% increases) each year.

Responsible Staff: Lupe Acero, Finance Director

9D. TRANSPORTATION DEVELOPMENT ACT (TDA) LOCAL TRANSPORTATION FUND (LTF) DRAFT APPORTIONMENT FOR FISCAL YEAR 2026/2027-PG.27

Recommendation:

- *Approve the Local Transportation Fund Draft Apportionment for Fiscal Year 2026/2027, apportioning \$56.2 million as shown in Attachment A.*

Responsible Staff: Thao Le, Accounting Manager and Martin Erickson, Executive Director

9E. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR MARCH 2026-PG.35

Recommendation:

- *Receive and file an update on the Santa Paula Branch Line for the month of March 2026.*

Responsible Staff: Amanda Fagan, Director of Planning & Sustainability

9F. AMEND AGREEMENT WITH WSP USA, INC. FOR CONSULTANT SERVICES FOR SANTA PAULA BRANCH LINE TRAIL MASTER PLAN UPDATE AND EIR-PG.39

Recommendation:

- *Authorize the Executive Director to finalize and execute Amendment No. 1 to the Agreement with WSP USA, Inc. for the Santa Paula Branch Line Trail Master Plan Update and Environmental Impact Report to increase the not-to-exceed from 1,676,461 to \$1,840,300 or an increase of \$163,839.*
- *Authorize the Executive Director to amend the Memorandum of Understanding with the Southern California Association of Governments (SCAG) to reallocate \$116,300 from Project VC01 (Countywide Transit Stops and Stations Assessment and Infrastructure Improvements) to VC02 (Santa Paula Branch Line Trail Master Plan Update and Environmental Impact Report).*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

9G. CONSTRUCTION MANAGEMENT CONSULTANT SERVICES AGREEMENT FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR AMENDMENT NO. 5 - PG.43

Recommendation:

- *Authorize the Executive Director to execute Amendment No. 5 to the Agreement with RailPros for Construction Management Services to increase the not-to-exceed amount by \$355,338, for a total not to exceed amount of \$2,093,132.47.*

Responsible Staff: Amanda Fagan, Director of Planning & Sustainability

9H. LEGISLATIVE UPDATE-PG.45

Recommendation:

- *Receive and file the legislative update.*

Responsible Staff: Darrin Peschka, Program Manager, Government & Community Relations

9I. [VENTURA COUNTY TRAVEL TRAINING AND MOBILITY EDUCATION PROGRAM -PG.65](#)

Recommendation:

- *Authorize staff to release RFP for the Ventura County Travel Training and Mobility Education Program.*

Responsible Staff: Aubrey Smith, Program Manager, Regional Transit Planning and Dolores Lopez, Transit Planner

9J. [RELEASE REQUEST FOR PROPOSALS \(RFP\)-VENTURA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN \(COORDINATED PLAN\) UPDATE-PG.69](#)

Recommendation:

- *Authorize the Executive Director to finalize and release a Request for Proposals (RFP) to procure Consultant Services to prepare the Ventura County Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) Update*

Responsible Staff: Aubrey Smith, Program Manager, Regional Transit Planning and Claire Grasty, Director of Public Transit

9K. [FINAL FY2025-2034 VENTURA COUNTY SHORT RANGE TRANSIT PLAN-PG.73](#)

Recommendation:

- *Approve and adopt the Final 2025-2034 Ventura County Short Range Transit Plan (SRTP).*

Responsible Staff: Aubrey Smith, Program Manager, Regional Transit Planning and Claire Grasty, Director of Public Transit

9L. [AMENDMENT TO MEMORANDUM OF UNDERSTANDING WITH CITY OF SIMI VALLEY TO INCREASE NOT-TO-EXCEED AMOUNT FOR REIMBURSEMENT AGREEMENT FOR ITS BUS STOP IMPROVEMENT PROJECT-PG.79](#)

Recommendation:

- *Authorize the Executive Director to execute an amendment to the Memorandum of Understanding (MOU) with the City of Simi Valley to increase the not-to-exceed (NTE) amount to \$260,000 for reimbursement associated with the City's Bus Stop Improvement Project.*

Responsible Staff: Aubrey Smith, Program Manager, Regional Transit Planning and Claire Grasty, Director of Public Transit

9M. UPDATE ON CALVANS FINANCIAL SITUATION -PG.83

Recommendation:

- *Receive and file.*

Responsible Staff: Claire Grasty, Director of Public Transit and Dolores Lopez, Transit Planner

9N. FY 2025/2026 LOW CARBON TRANSIT OPERATIONS PROGRAM ALLOCATION-PG.87

Recommendation:

- *Approve Fiscal Year 2025/2026 Low Carbon Transit Operations Program (LCTOP) allocation request of \$1,394,011 in regional funds and \$66,996 in local shares from the cities of Camarillo, Moorpark, Thousand Oaks, and the Gold Coast Transit District for a total allocation request of \$1,461,007 for Ventura County's Free Fare program.*
- *Adopt Resolution 2026-02 (Attachment "A") authorizing the Executive Director to execute all required documents including the Certifications and Assurances and Authorized Agent Form to receive VCTC's FY 2025/26 LCTOP funds.*
- *Approve programming Southern California Regional Rail Authority's (SCRRA) LCTOP revenue formula amount for the portion of the rail service within Ventura County totaling \$147,996 to fund Metrolink's Student/Youth Discount Program.*

Responsible Staff: Heather Miller, Program Manager, Programming

9O. MEMORANDUM OF UNDERSTANDING WITH THE COUNTY OF VENTURA-PG.97

Recommendation:

- *Approve and authorize the Executive Director to execute a Memorandum of Understanding with the County of Ventura defining the roles and responsibilities for the administration of Senate Bill 1 Trade Corridor Enhancement Program funds for the Hueneme Road Widening Project.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

9P. AMENDMENT TO MEMORANDUM OF UNDERSTANDING WITH CITY OF MOORPARK TO INCREASE NOT-TO-EXCEED AMOUNT FOR REIMBURSEMENT FOR ITS BUS STOP IMPROVEMENT PROJECT-PG.99

Recommendation:

- *Authorize the Executive Director to execute an amendment to the Memorandum of Understanding (MOU) with the City of Moorpark to increase the not-to-exceed (NTE) amount to \$340,700 for reimbursement associated with the City's Bus Stop Improvement Project.*

Responsible Staff: Aubrey Smith, Program Manager, Regional Transit Planning and Claire Grasty, Director of Public Transit

DISCUSSION CALENDAR:

10. FISCAL YEAR 2026-2027 DRAFT BUDGET-PG.103

Recommendation:

- *Conduct a Public Hearing to receive testimony on the Fiscal Year 2026/2027 Draft Budget.*
- *Receive the Fiscal Year 2026/2027 Draft Budget and Salary Schedule (See Attachment 1 of this item and Appendix C of the Fiscal Year 2026/2027 Draft Budget).*

Responsible Staff: Martin Erickson, Executive Director and Lupe Acero, Finance Director

11. REGIONAL FARE PAYMENT UPDATE -PG.111

Recommendation:

- *Receive and file.*

Responsible Staff: Matt Miller, Program Manager, Transit Contracts and Claire Grasty, Director of Public Transit

12. GENERAL COUNSEL REPORTS-

13. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Chair Mike Judge

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

14. CLOSED SESSION-

1. Closed Session: Public Employee Performance Evaluation (Pursuant to Government Code Section 54957) Title: Executive Director
2. Closed Session: Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6)
Agency Designated Representatives: Lindsay D'Andrea
Unrepresented employee: Executive Director
3. Closed Session: Conference with Real Property Negotiators (Pursuant to Gov. Code § 54956.8) Property: 30 N. Lewis Road, Camarillo, California
Agency Negotiators: Martin Erickson, Claire Grasty, Aubrey Smith, and Lindsay D'Andrea
Negotiating Parties: VCTC and Union Pacific Railroad
Under Negotiation: Price and terms
4. Closed Session: Conference with Legal Counsel – Anticipated Litigation (Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9): One Case
5. Closed Session: Conference with Legal Counsel – Anticipated Litigation (Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9): One Case

15. ADJOURN to 9:00 a.m. Friday, May 1, 2026, at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.



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Item #9A

March 6, 2026

MEETING MINUTES OF MARCH 6, 2026, REGULAR VCTC COMMISSION MEETING AT 9:00 A.M.

CALL TO ORDER:

Chair McQueen-Legohn called the regular meeting of the Ventura County Transportation Commission to order at 9:02 a.m. at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.

PLEDGE OF ALLEGIANCE was led by Commissioner LaVere.

ROLL CALL/MEMBERS PRESENT:

Martha McQueen-Legohn, City of Port Hueneme
Janice Parvin, County of Ventura
Dani Anderson, Citizen Rep., Cities
Carrie Broggie, City of Fillmore
Jenny Crosswhite, City of Santa Paula
Chris Enegren, City of Moorpark
Bob Engler, City of Thousand Oaks
Jeff Gorell, County of Ventura
Doug Halter, City of Ventura
Mike Judge, City of Simi Valley
Rachel Lang, City of Ojai
Matt LaVere, County of Ventura
Kelly Long, County of Ventura
Tony Trembley, City of Camarillo
Jim White, Citizen Rep., County
Gloria Roberts, District 7 Caltrans Director

ABSENT:

Vianey Lopez, County of Ventura
Luis McArthur, City of Oxnard

4. PUBLIC COMMENTS – None

5. CALTRANS REPORT – Monica Benavides, District 7 Caltrans chief deputy director, gave the Caltrans report for the month of March.

6. COMMISSIONER REPORTS – None.

7. EXECUTIVE DIRECTOR REPORT-

Executive Director Martin Erickson reported on the following:

- FTA Triennial Review process has begun and acknowledged the VCTC Programming team and other VCTC staff for their hard work.
- Continuing progress on implementing the Tap2Ride program which provides options for using credit cards, Apple Pay, and other contactless payment methods. Camarillo Area Transit and Valley Express came online at the end of January.
- Provided a copy of the 2026 Annual Community Impact Report to Commissioners and acknowledged Darrin Peschka and the Celtis team for preparing that important report.

8. ADDITIONS/REVISIONS –There were none.

9. CONSENT CALENDAR –

Commissioner Halter moved to approve consent calendar item 9A through 9I. The motion was seconded by Commissioner White and passed unanimously.

Commissioner Long pulled item 9C. Santa Paula Branch Line Monthly Updates for February and wanted to clarify and comment on the item. Commissioner Long wanted to ensure that property owners and leases and lessors for that area are included and make sure the notes on the stakeholder engagement reflect that when walking around the area in Fillmore, noting that the fencing around that trail is not open, property owners have either a wall or wire fences and make sure that is clear to protect the property owners.

9A. MONTHLY BUDGET REPORT JANUARY 2026 -PG.5

Recommended Action:

- Receive and file the monthly budget report for January 2026.

9B. SINGLE AUDIT FINANCIAL REPORT -PG.13

Recommended Action:

- Receive and file the audited Single Audit Report for Fiscal Year 2024/2025

9C. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR FEBRUARY-PG.15

Recommended Action:

- Receive and file a report on Santa Paula Branch Line updates for the month of January 2026.

9D. VENTURA COUNTY MULTIMODAL TRANSPORTATION NETWORK CLIMATE VULNERABILITY ASSESSMENT AND ACTION PLAN REQUEST FOR PROPOSALS -PG.19

Recommended Action:

- Authorize staff to release a Request for Proposals (RFP) for professional services to prepare a Ventura County Multimodal Transportation Network Climate Vulnerability Assessment and Action Plan.

9E. BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT -PG.23

Recommended Action:

- Receive and file.

9F. 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL RESOLUTION NO. 2026-01-PG.29

Recommended Action:

- Adopt attached Resolution No. 2026-01 certifying that there are sufficient financial resources to fund projects in the 2027 Federal Transportation Improvement Program (2027 FTIP).

9G. REQUEST FOR PROPOSALS- PUBLIC TRANSIT OUTREACH AND COMMUNITY OUTREACH PROGRAM-PG.33

Recommended Action:

- Authorize release of Request for Proposals (RFP) for VCTC's public transit outreach and community outreach program.

9H. TRANSIT ASSET MANAGEMENT (TAM) PLAN AMENDMENT-PG.35

Recommended Action:

- Approve an amendment to the Ventura County Group Transit Asset Management (TAM) Plan.

9I. PRIORITY LEGISLATIVE BUDGET PROJECT FUNDS TRANSFER AGREEMENT WITH CITY OF SAN BUENAVENTURA-SANTA PAULA BRANCH LINE TRAIL PROJECT-PG.37

Recommended Action:

- Authorize the Executive Director to sign a Fund Transfer Agreement with the City of San Buenaventura for allocation of Priority Legislative Budget Project Funds for the Ventura Segment of the Santa Paula Branch Line Trail Project.

DISCUSSION CALENDAR:

10. SCAG UPDATE-PG.

Recommended Action:

- Receive an update from Kome Ajise, Executive Director of the Southern California Association of Governments (SCAG) on SCAG's efforts in support of the 2028 Summer Olympics and Paralympic Games.

Kome Ajise, Executive Director of the Southern California Association of Governments (SCAG), gave and PowerPoint presentation on SCAG's efforts in support of the 2028 Summer Olympic and Paralympic Games.

11. MOTORIST AID PROGRAMS UPDATE -PG.39

Recommended Action:

- Receive and file a report on Motorist Aid Programs, including a five-year anniversary update on the Freeway Service Patrol (FSP), SoCal 511 and Incident Responder Grants.

Andrew Kent, VCTC Program Manager, gave a report on Motorist Aid Programs, including a five-year anniversary update on the Freeway Service Patrol (FSP), SoCal 511 and Incident Responder Grants and provided a PowerPoint presentation.

The commission received and filed the presentation.

12. GENERAL COUNSEL REPORTS- None

13. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Commissioner Mike Judge

Commissioner Judge informed the Commission that the SCAG Transportation Committee took action to appoint himself and the Honorable Thomas Wong as Chair and Vice Chair respectively for a second year.

The commission acted on two additional items, the 2027 Active of Transportation program and the regional guidelines for the program. The second was the approval of the recommended applicants for the Last Mile Freight Program.

Information items included an overview of the ongoing curb space management pilot programs in Los Angeles and the City of Pittsburgh, Pennsylvania, which aim to help cities use curb space more efficiently in dense urban areas. The second item provided an update from SCAG staff on Connect SoCal, with additional information to be presented at their April meeting.

Commissioner Crosswhite noted that the student scholarship program remains open to students interested in applying for a \$4,000 award, and that the Regional Resilience Toolkit has been published and is available on the SCAG website.

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

Bob Engler deferred to Commissioner Trembley's Metrolink report, noting that refurbishment efforts are underway. With a contract in place, nearly all rail cars are expected to be restored to premium condition ahead of the Olympics. He also expressed concern about the number of rail strikes and urged the public to recognize that rail tracks are not shortcuts and are extremely dangerous.

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Commissioner White reported that LOSSAN met in February and stated the next meeting is March 16. LOSSAN also has a working group that meets regularly on how they can strengthen the future of LOSSAN.

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

Commissioner White reported that the CRCC met in San Luis Obispo on February 20 and he was appointed vice-chair. During their meeting on February 20 the discussion was on the Olympics and the trains in the San Francisco area. The CRCC, received a legislative update and other information on national railroad partnerships.

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

None.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

Commissioner White stated that CalVans met in Sacramento on February 12 and 13. He stated they received support for CalVans. CalVans is looking at Proposition 4 money, which was included for CalVans for farmworker vanpools, but the money has not been received yet.

- 14. ADJOURN to 9:00 a.m. Friday, April 3, 2026,** at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.



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Item #9B

April 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: LUPE ACERO, FINANCE DIRECTOR
MARTIN ERICKSON, EXECUTIVE DIRECTOR
SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file the monthly budget report for February 2026.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan D1: “Ensure the continued operational excellence of VCTC’s financial operations and grants administration.”

DISCUSSION:

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

The February 28, 2026, budget report indicates that the revenues were approximately 44.3% of the adopted budget while expenditures were approximately 41.06% of the adopted budget. The revenues and expenditures are as expected at this time. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on an even percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

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

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

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

The Commission's accrued lease and subscription-based IT arrangement (SBITA) liability and associated interest are presented on the Balance Sheet. These accounts represent the accrual information for leases that qualify with the implementation of the Government Accounting Standards Board (GASB) Statement 87 and 96. This information is based on an amortization schedule and is adjusted annually at the end of the fiscal year. Currently the only lease that qualifies is the office lease and the only SBITA that qualifies is for the pass card readers. The Commission's liability for employee vacation accrual is presented on the Balance Sheet per GASB Statement 101. The vacation accrual is adjusted annually at the end of the fiscal year.

FISCAL IMPACT:

No fiscal impact.

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF FEBRUARY 28, 2026**

Assets and Deferred Outflows

Cash and Investments	\$	85,919,659
Receivables/Due from other funds		7,919,454
Prepays and Deposits		829,464
Capital Assets, undepreciated		27,745,594
Capital Assets, depreciated, net		30,255,125
Deferred Outflows		1,415,855
Total Assets and Deferred Outflows	\$	<u>154,085,150.49</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses and Due to Other	\$	6,480,029
Deferred Revenue		28,943,208
Deposits		67,059
Accrued Vacation		802,420
Accrued Lease-SBITA liability and interest		1,223,220
Deferred Inflows		766,082
Pension Liability		861,421
OPEB Liability (Asset)		(88,544)
Total Liabilities and Deferred Inflows:	\$	<u>39,054,896</u>

Net Position:

Invested in Capital Assets	\$58,000,719
Fund Balance	57,029,536
Total Net Position	<u>\$115,030,255</u>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE EIGHT MONTHS ENDED FEBRUARY 28, 2026**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues												
Federal Revenues	\$ 5,219,273	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$2,803,184	\$1,065,870	\$ 9,088,327	\$ 25,673,481	(16,585,154)	35.40
State Revenues	14,545,738	26,232,121	4,409,363	1,005,877	830,776	724,610	29,500	0	47,777,985	104,708,733	(56,930,748)	45.63
Local Revenues	66,774	0	0	0	0	375,296	836,273	2,010,126	3,288,469	6,105,097	(2,816,628)	53.86
Other Revenues	2,027	0	0	0	0	0	94,681	18,185	114,893	0	114,893	0.00
Interest	83,097	178,149	574,155	66,702	151,597	93,323	5,595	11,127	1,163,745	2,176,900	(1,013,155)	53.46
Total Revenues	19,916,909	26,410,270	4,983,518	1,072,579	982,373	1,193,229	3,769,233	3,105,308	61,433,419	138,664,211	(77,230,792)	44.30
Expenditures												
Administration												
Personnel Expenditures	2,845,283	0	0	0	0	0	132,278	32,574	3,010,135	4,902,400	(1,892,265)	61.40
Legal Services	15,708	0	0	0	0	0	0	0	15,708	46,200	(30,492)	34.00
Professional Services	122,861	0	0	0	0	0	0	0	122,861	219,800	(96,939)	55.90
Office Leases	131,748	0	0	0	0	0	0	0	131,748	230,400	(98,652)	57.18
Office Expenditures	687,759	0	0	0	0	0	97,687	24,056	809,502	1,041,900	(232,398)	77.69
Total Administration	3,803,359	0	0	0	0	0	229,965	56,630	4,089,954	6,440,700	(2,350,746)	63.50
Programs and Projects												
Transit & Transportation Program												
Regional Transit Technology	784,022	0	0	0	0	0	0	0	784,022	2,953,759	(2,169,737)	26.54
SD-Accessible Mobility Service	236,184	0	0	0	0	0	0	0	236,184	734,300	(498,116)	32.16
VCTC Intercity Bus Services	0	0	0	0	0	0	5,728,465	0	5,728,465	22,692,669	(16,964,204)	25.24
Valley Express Bus Services	0	0	0	0	0	0	0	1,673,111	1,673,111	4,243,410	(2,570,299)	39.43
Transit Grant Administration	13,995,179	0	0	0	0	0	0	0	13,995,179	29,302,735	(15,307,556)	47.76
Total Transit & Transportation	15,015,385	0	0	0	0	0	5,728,465	1,673,111	22,416,961	59,926,873	(37,509,912)	37.41
Highway Program												
Motorist Aid Services	0	0	0	1,324,635	0	0	0	0	1,324,635	2,008,000	(683,365)	65.97
Highway Program Management	640,650	0	0	0	0	0	0	0	640,650	4,058,600	(3,417,950)	15.78
Total Highway	640,650	0	0	1,324,635	0	0	0	0	1,965,285	6,066,600	(4,101,315)	32.40

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE EIGHT MONTHS ENDED FEBRUARY 28, 2026**

Rail Program												
Metrolink & Commuter Rail	9,402,352	0	0	0	0	0	0	0	9,402,352	24,679,939	(15,277,587)	38.10
LOSSAN & Coastal Rail	13,312	0	0	0	0	0	0	0	13,312	3,067,135	(3,053,823)	0.43
Santa Paula Branch Line	0	0	0	0	0	3,249,049	0	0	3,249,049	17,044,497	(13,795,448)	19.06
Total Rail	9,415,664	0	0	0	0	3,249,049	0	0	12,664,713	44,791,571	(32,126,858)	28.27
Commuter Assistance Program												
Reg Transit Information Center	12,455	0	0	0	0	0	0	0	12,455	33,900	(21,445)	36.74
Rideshare Programs	156,389	0	0	0	0	0	0	0	156,389	302,400	(146,011)	51.72
Total Commuter Assistance	168,844	0	0	0	0	0	0	0	168,844	336,300	(167,456)	50.21
Planning & Programming												
TDA Administration	230,282	24,077,320	103,400	0	24,329	0	0	0	24,435,331	41,710,426	(17,275,095)	58.58
Transportation Programming	18,049	0	0	0	0	0	0	0	18,049	84,300	(66,251)	21.41
Regional Transportation Planni	628,602	0	0	0	0	0	0	0	628,602	1,601,544	(972,942)	39.25
Airport Land Use Commission	344	0	0	0	0	0	0	0	344	28,000	(27,656)	1.23
Regional Transit Planning	2,986,087	0	0	0	0	0	0	0	2,986,087	8,164,060	(5,177,973)	36.58
Total Planning & Programming	3,863,364	24,077,320	103,400	0	24,329	0	0	0	28,068,413	51,588,330	(23,519,917)	54.41
General Government												
Community Outreach	166,033	0	0	0	0	0	0	0	166,033	221,500	(55,467)	74.96
State & Federal Relations	86,060	0	0	0	0	0	0	0	86,060	164,900	(78,840)	52.19
Management & Administration	89,575	0	0	0	0	0	0	0	89,575	248,600	(159,025)	36.03
Total General Government	341,668	0	0	0	0	0	0	0	341,668	635,000	(293,332)	53.81
Total Expenditures	33,248,934	24,077,320	103,400	1,324,635	24,329	3,249,049	5,958,430	1,729,741	69,715,838	169,785,374	(100,069,536)	41.06

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE EIGHT MONTHS ENDED FEBRUARY 28, 2025**

Revenues over (under) expenditures	(13,332,025)	2,332,950	4,880,118	(252,056)	958,044	(2,055,820)	(2,189,197)	1,375,567	(8,282,419)	(31,121,163)	22,838,744	26.61
Other Financing Sources												
Transfers Into GF From LTF	12,164,476	0	0	0	0	0	0	0	12,164,476	11,381,705	782,771	106.88
Transfers Into GF From STA	1,544,456	0	0	0	0	0	0	0	1,544,457	4,139,831	(2,595,374)	37.31
Transfers In GF From SGR	2,336,963	0	0	0	0	0	0	0	2,336,963	8,661,003	(6,324,040)	26.98
Transfers Into GF From SAFE	305,700	0	0	0	0	0	0	0	305,700	460,400	(154,700)	66.40
Transfers Into GF From SPBL	115,489	0	0	0	0	0	0	0	115,489	193,300	(77,811)	59.75
Transfers Into SPBL From STA	0	0	0	0	0	3,861,352	0	0	3,861,352	10,251,206	(6,389,854)	37.67
Transfers Into VI From STA	0	0	0	0	0	0	6,000,000	0	6,000,000	6,814,767	(814,767)	88.04
Transfers Into VE	0	0	0	0	0	0	0	80,409	80,409	88,280	(7,871)	91.08
Transfers Out of LTF Into GF	0	(12,164,476)	0	0	0	0	0	0	(12,164,476)	(11,381,705)	(782,771)	106.88
Transfers Out of STA Into GF	0	0	(1,544,457)	0	0	0	0	0	(1,544,457)	(4,139,831)	2,595,374	37.31
Transfers Out of STA Into SPBL	0	0	(3,861,352)	0	0	0	0	0	(3,861,352)	(10,251,206)	6,389,854	37.67
Transfers Out of STA Into VI	0	0	(6,000,000)	0	0	0	0	0	(6,000,000)	(6,814,767)	814,767	88.04
Transfers Out of SAFE Into GF	0	0	0	(305,700)	0	0	0	0	(305,700)	(460,400)	154,700	66.40
Transfers Out of SPBL Into GF	0	0	0	0	0	(115,489)	0	0	(115,489)	(193,300)	77,811	59.75
Transfers Out of SGR Into GF	0	0	0	0	(2,336,963)	0	0	0	(2,336,963)	(8,661,003)	6,324,040	26.98
Transfers Out of SGR Into VE	0	0	0	0	(80,409)	0	0	0	(80,409)	(88,280)	7,871	91.08
Total Other Financing Sources	16,467,084	(12,164,476)	(11,405,809)	(305,700)	(2,417,372)	3,745,863	6,000,000	80,409	0	0	0	0.00
Net Change in Fund Balances	3,135,059	(9,831,526)	(6,525,691)	(557,756)	(1,459,328)	1,690,043	3,810,803	1,455,976	(8,282,419)	(31,121,163)	22,838,744	26.61
Beginning Fund Balance w/o capital assets	5,854,350	17,418,902	32,524,588	4,007,104	7,445,526	25,367	184,858	-	67,460,695			
Long-term Pension/OPEB/Vacation/Leases/SBITA Net Adjustment*	(2,093,596)	0	0	0	0	0	(55,144)	0	(2,148,740)			
Fund Balance as of February 28, 2026	6,895,813	7,587,376	25,998,897	3,449,348	5,986,198	1,715,410	3,940,517	1,455,976	57,029,536			
									57,029,536			

*Government Accounting Standards Board (GASB) Statements 68, GASB 75, GASB 87 and GASB 96 require full accrual of pension, OPEB, Lease, and Subscription-based IT agreements (SBITA) liabilities/interest, deferred inflows, and deferred outflows on financial statements. These calculations are updated annually.

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF FEBRUARY 28, 2026**

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

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo	Government Checking	N/A	\$24,325.30	EAC & .70%	\$ 13,149,775.28
LAIF	State Pool	N/A	\$175,758.13	4.20%	9,476,729.09
County of Ventura	Treasury Pool	N/A	\$963,660.88	4.17%	62,590,834.75
VCCF Bike Fund	Investment	N/A	Annually	Annually	21,138.05
Total			\$1,163,744.31		\$85,238,477.17

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

The Commission’s pooled checking account is now earning a combination of interest and earns “earnings credits” applied against fees. Cash balances will vary depending on reimbursements and disbursements. The first \$250,000 of the combined balance is federally insured and the remaining balance is collateralized by Wells Fargo bank.

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

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

in the LAIF account is for unearned revenues and the interest is not recognized until the corresponding expenses are recognized. The amounts shown above are not adjusted for fair value. Wells Fargo Bank, County of Ventura and LAIF statements are the sources for provided information.



Item #9C

APRIL 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: LUPE ACERO, FINANCE DIRECTOR
SUBJECT: CONTRACT FOR PROFESSIONAL AUDITING SERVICES

RECOMMENDATION:

- Authorize the Executive Director to finalize and execute the contract with Eide Bailly, LLP for professional financial auditing services, including one Federal Single Audit at a not-to-exceed cost of \$74,100 for Fiscal Year 2025/2026, \$77,064 for Fiscal Year 2026/2027, \$80,147 for Fiscal Year 2027/2028 with two (2), one(1) year optional periods for Fiscal Year 2028/2029 at \$83,353 and Fiscal Year 2029/2030 at \$86,688. The cost for additional single audits would be \$7,125 per single audit (with 4.0% increases) each year.

BACKGROUND:

The Ventura County Transportation Commission (VCTC) is required to have a financial and Federal Single audit (s) conducted each year by an independent auditing firm. VCTC's contract with auditors, Eide Bailly, LLP, was for a total of six years, including a one-year extension, and the contract was completed with the audit of Fiscal Year 2024/2025. VCTC has been satisfied with Eide Bailly's performance, responsiveness, and audit procedures.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan organizational sustainability commitments of D1: "Ensure the continued operational excellence of VCTC's financial operations and grants administration and D3: "Conduct a review of VCTC policies and procedures and revise to meet current needs."

DISCUSSION:

Assembly Bill 1345 added section 12410.6.(b) to Government Code regarding auditor rotation requirements of public accounting firms providing audit services to local agencies. Government Code section 12410.6.(b) indicates that commencing with the 2013-14 fiscal year, a local agency shall not employ a public accounting firm to provide audit services to a local agency if the lead audit partner or coordinating audit partner having primary responsibility for the audit, or the audit partner responsible for reviewing the audit, has performed audit services for that local agency for six consecutive fiscal years.

In January 2026, the Commission authorized staff to issue a Request for Proposal (RFP) for professional auditing services for the financial and Federal Single Audit (s). The RFP was distributed to 18 audit firms as well as posted on VCTC’s website and the California Society of Financial Professionals (CSMFO) website. Five proposals were received, reviewed and evaluated by the selection committee consisting of Finance Director, Lupe Acero, Accounting Manager, Thao Le, and Senior Accountant, Deisy Contreras. Proposals were evaluated based on several criteria including: Understanding of the scope of work to be performed, technical experience of the firm, experience in governmental audits and Transit, Transportation and Rail, funding knowledge of grants, and staff qualifications.

The selection committee conducted interviews with three finalists: Eide Bailly, LLP, Moss Levy & Hartzheim, LLP and Vasquez & Company, LLP.

Based on the proposal evaluations and interviews, the selection committee recommends the firm Eide Bailly, LLP be retained to conduct the above audits for the fiscal years ending on June 30, 2026, 2027, 2028 with years 2029 and 2030 being optional. The government industry represents one of Eide Bailly’s largest niche areas, with over 1,300 government clients firmwide. The firm provides extensive audit services, including but not limited to evaluation of internal control structure, assessing control risks, as well as testing compliance with applicable laws and regulations in accordance with Government Auditing Standards. To comply with government code section 12410.6. (b), Eide Bailly, LLP will assign a new audit partner and a new audit manager to the engagement.

The audit work performed by Eide Bailly, LLP is proposed at a not-to-exceed fee per year. These fees are within the estimated budget for the work required. The contract term is for three (3) years through Fiscal Year 2027/2028 with possible extensions for Fiscal Years 2028/2029 and 2029/2030. Following are the proposed fees:

Cost Summary Fiscal Year ending June 30th	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030
Financial Audit and related reports	\$ 64,600	\$ 67,184	\$ 69,872	\$ 72,666	\$ 75,573
Single Audit and related reports	9,500	9,880	10,275	10,687	11,114
Total for Fiscal Year (Not-to-exceed)	74,100	77,064	80,147	83,353	86,688
Cost of Additional Single Audit (if required)	7,125	7,410	7,706	8,014	8,334

The professional services contract is expected to be finalized by the end of April after review by General Counsel.

FISCAL IMPACT:

Approval of this recommendation does not require additional appropriation. The budget includes sufficient funding for audit services as part of Indirect Costs. The cost of future audits will be included in future year's' budgets.



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Item #9D

April 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: THAO LE, ACCOUNTING PROGRAM MANAGER
MARTIN ERICKSON, EXECUTIVE DIRECTOR**

**SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA)
LOCAL TRANSPORTATION FUND (LTF)
DRAFT APPORTIONMENT FOR FISCAL YEAR 2026/2027**

RECOMMENDATION:

- Approve the Local Transportation Fund Draft Apportionment for Fiscal Year 2026/2027, apportioning \$56.2 million as shown in Attachment A.

BACKGROUND:

Each year the Ventura County Transportation Commission (VCTC) is responsible for apportioning the quarter cent statewide sales tax funds that accrue to Ventura County under the State Transportation Development Act (TDA) Local Transportation Fund (LTF). Current eligible uses of LTF revenues include funds for VCTC administration (amount determined by the Commission), County administration fees, VCTC planning activities (capped at 2% of revenues), bicycle and pedestrian projects (capped at 2% after administrative and planning costs are deducted), rail passenger service operations/capital improvements with the remainder going to fund transit and if all transit needs are met, to street and road projects in cities with populations under 100,000 if eligible. The City of Thousand Oaks is exempt from the 100,000-population rule and is eligible to spend funds on Article 4 or 8 per Senate Bill (SB) 848 June 2018.

The County Auditor-Controller works with staff to determine the projected LTF sales tax revenue for the upcoming fiscal year. In developing the LTF apportionment, the current year is also evaluated to determine if the LTF revenue projection needs to be adjusted, and if so, either up or down depending on the direction of sales tax receipts. VCTC staff reviews the information to decide

whether to revise the current apportionment or whether to incorporate the adjustment into the upcoming fiscal year. The beginning fund balance is estimated at this time based on projections. Then the apportionment is prepared according to LTF regulations and submitted to the Commission for approval. A draft apportionment is submitted to the Commission in April and a final apportionment is submitted in June for the upcoming fiscal year. The apportionment is allocated throughout the fiscal year after the local agency files a claim and sales tax receipts are received.

In recognition of the volatility of sales tax revenue, the VCTC adopted two policies to help smooth out the year-to-year flow of funds to LTF recipients. In 2011, the VCTC adopted a policy to maintain a reserve of approximately 10% of funds apportioned for Articles 4 (public transportation) and 8 (other allocations, currently transit and local streets and roads). Should LTF revenues received be lower than estimated, VCTC would be able to draw from the contingency reserve to keep local jurisdictions whole for the fiscal year and to smooth out sales tax fluctuations. The second policy, adopted by VCTC in 2013, established a funding policy to support Rail Passenger Service/Commuter Rail (Metrolink). The policy requires that each time there is an increase in estimated LTF sales tax receipts, the increase will be allocated one-third to Rail Passenger Service/Commuter Rail and two-thirds to bus transit.

DISCUSSION:

The County Auditor-Controller projects the revenues for the current fiscal year are exceeding the initial estimates. The County is now projecting that the current fiscal year's LTF revenue will increase by \$1.7 million (from the original projection of \$49.2 to \$50.9 million). The County Auditor-Controller also estimates that Fiscal Year 2026/2027 Local Transportation Fund sales tax receipts will be \$52.3 million (see attachment B). In the County Auditor-Controller's projection, the Auditor-Controller cautioned that "Projections are very uncertain given the current economic climate." The County will continue to monitor growth trends and notify VCTC in the event of a notable change in projected revenues.

The beginning balance for Fiscal Year 2025/2026 is estimated to be \$7.9 million comprised of \$1.7 million estimated additional receipts and \$0.3 million estimated interest for the current fiscal year (2025/2026), an additional \$2.0 million in actual receipts from Fiscal Year 2024/2025, and the unused budgeted contingency reserve of \$3.9 million in the current fiscal year's apportionment.

The LTF revenues projection for Fiscal Year 2026/2027 of \$52.3 million, plus the \$7.9 million beginning fund balance less the \$4.0 million contingency reserve results in a LTF apportionment for Fiscal Year 2026/2027 at \$56.2 million, \$4.37 million higher than the previous apportionment for Fiscal Year 2025/2026 due to a higher carry-in balance and higher revenues projection. The Fiscal Year

2026/2027 apportionment shown in Attachment A follows LTF guidelines and past practices and includes the following:

- Article 3 funds in the amount of \$15,243,006 for VCTC activities as follows:
 - Metrolink commuter rail funds in the amount of \$10,146,906 which is \$1,033,230 higher than last fiscal year. The increase follows the Commission's policy which designates that one-third of the change in estimated LTF sales tax receipts is allocated to passenger rail.
 - Planning funds (2% formula) in the amount of \$1,124,000 which is \$87,400 higher than last fiscal year. These funds are for planning activities which include Regional Transportation Planning, Regional Transit Planning, and Transportation Programming.
 - Administrative funds in the amount of \$3,972,100 which is a draft estimate until VCTC's budget is finalized and the LTF revenues needed are known. These activities include ADA and Senior projects, Regional Transit Technology, Grant Administration, Regional Transit Information Center, TDA Administration, Transportation Programming as well as supporting the VCTC's administrative and management functions. The draft estimate includes a one-time paydown towards the CalPERS pension unfunded liability and \$500,000 estimate for a new cloud based Enterprise Resource Planning (ERP) Software, and \$100,000 for a comprehensive ADA compliance evaluation.
- Article 3 Administrative funds in the amount of \$19,850 which is higher than last fiscal year. These funds pay for the County Auditor-Controller's administrative costs.
- Article 3 Bicycle and Pedestrian funds (2% formula) in the amount of \$1,021,681 which is \$46,471 higher than last fiscal year. These funds are for local agency's bicycle and pedestrian projects.
- Articles 4 and 8 funds in the amount of \$39,915,463 which is \$1,243,849 higher than last fiscal year due to a higher carry-in balance and higher revenues projection. These funds are for local agencies as allowed by TDA regulations. The funds are apportioned to local agencies based on population estimates for the cities and county from the Department of Finance. The Department of Finance issues population estimates in May of each year; therefore, the draft apportionment is based on the May 2025 population estimate (most current) of 829,005 population. The final LTF apportionment will be updated for the new population estimate published in May 2026.

Staff's recommendation is to approve the Draft Local Transportation Fund Apportionment for Fiscal Year 2026/2027, apportioning a total of \$56.2 million as shown in Attachment A.

ATTACHMENT A
VENTURA COUNTY TRANSPORTATION COMMISSION
TDA DRAFT LOCAL TRANSPORTATION FUND APPORTIONMENT FOR FISCAL YEAR 2026/2027

	DRAFT	Final FY	Change vs. FY	Final FY
	FY 2026/2027	2025/2026	2025/2026	2024/2025
Estimated Unapportioned Cash Balance	7,900,000	6,500,000	1,400,000	8,100,000
Contingency Reserve	-4,000,000	-3,870,000	-130,000	-4,000,000
Estimated Annual LTF Receipts	52,300,000	49,200,000	3,100,000	48,300,000
Total Funds Available	56,200,000	51,830,000	4,370,000	52,400,000
Auditor's Administration	19,850	18,700	1,150	14,500
VCTC Administration	2,972,100	2,014,200	957,900	1,500,000
VCTC Administration one-time	1,000,000	0	1,000,000	0
VCTC Planning and Programming	1,124,000	1,036,600	87,400	1,048,000
Subtotal	51,084,050	48,760,500	2,323,550	49,837,500
Article 3 Pedestrian and Bicycle Facilities	1,021,681	975,210	46,471	996,750
Subtotal	50,062,369	47,785,290	2,277,079	48,840,750
Article 3 Rail Passenger Service Operations/Capital	10,146,906	9,113,676	1,033,230	8,813,706
Total to be Apportioned	39,915,463	38,671,614	1,243,849	40,027,044

Article 4 and Article 8 by Agency	Population	Pop %	DRAFT	Final FY	Change vs. FY	Final FY
			FY 2026/2027	2025/2026	2025/2026	2024/2025
Camarillo	68,927	8.31%	3,318,741	3,215,322	103,419	3,353,017
Fillmore	17,035	2.05%	820,212	794,653	25,559	828,902
Moorpark	34,754	4.19%	1,673,358	1,621,212	52,146	1,705,999
Santa Paula	31,658	3.82%	1,524,290	1,476,790	47,500	1,523,370
Simi Valley	124,815	15.06%	6,009,672	5,822,399	187,273	6,025,898
Thousand Oaks	122,468	14.77%	5,896,668	5,712,915	183,753	5,958,559
Gold Coast Transit District:						
<i>Ojai</i>	7,559	0.91%	363,956	352,614	11,342	365,988
<i>Oxnard</i>	198,733	23.97%	9,568,724	9,270,542	298,182	9,597,205
<i>Port Hueneme</i>	20,838	2.51%	1,003,321	972,056	31,265	1,016,195
<i>San Buenaventura</i>	108,985	13.15%	5,247,479	5,083,957	163,522	5,226,195
<i>Ventura County - Unincorporated</i>	93,233	11.25%	4,489,042	4,349,154	139,888	4,425,716
Total	829,005	100.00%	39,915,463	38,671,614	1,243,849	40,027,044

Attachment B

**JEFFERY S. BURGH
AUDITOR-CONTROLLER**

COUNTY OF VENTURA
800 SOUTH VICTORIA AVE.
VENTURA, CA 93009-1540



**ASSISTANT
AUDITOR-CONTROLLER
MICHELLE YAMAGUCHI**

**CHIEF DEPUTIES
BARBARA BEATTY
JASON McGUIRE
KATHLEEN O'KEEFE
RICHARD WHOBREY**

January 13, 2026

Mr. Martin Erickson, Executive Director
Ventura County Transportation Commission
751 E. Daily Drive, Suite 420
Camarillo, CA 93010

SUBJECT: LOCAL TRANSPORTATION FUND FY 2026-27 ESTIMATES AND FY 2025-26 REVISED ESTIMATES

Dear Mr. Erickson:

The Auditor-Controller's conservative estimate of the Local Transportation Fund (LTF) revenues for fiscal year 2026-27 is \$52.3 million. As you are aware, projections are very uncertain given the current economic climate. As always, it would be prudent to budget a contingency account to be allocated midyear if projections remain strong.

For fiscal year 2025-26 we projected \$49.2 million in revenue. This estimate is currently revised to \$50.9 million. In addition, based on the allocation schedule provided by your office, we estimate that approximately \$383,407 in interest will be earned by the fund during fiscal year 2025-26, of which \$204,648 will be available for allocation in the subsequent fiscal year.

Based on revised fiscal 2025-26 revenue estimates stated above, we project a LTF fund balance at June 30, 2026 of approximately \$7.9 million (see Attachment I).

The Auditor-Controller's estimated LTF administrative costs for fiscal year 2025-26 are \$19,850.

We will continue to monitor growth trends and will notify you in the event of a significant change in projected revenues.

If you have any questions, please contact Erica Nakamura at (805) 654-3193.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeffery S. Burgh". The signature is stylized and somewhat abstract.

**JEFFERY S. BURGH
Auditor-Controller**

COUNTY OF VENTURA
AUDITOR-CONTROLLER
LOCAL TRANSPORTATION FUND
PROJECTED ACTIVITY AND FUND BALANCE
AS OF JUNE 30, 2026

Audited Fund Balance as of June 30, 2025	\$	8,586,384	
Reversal of FY25 Fair Value adjustment		<u>(91,895)</u>	
Subtotal:			8,494,489
ADD:			
FY 25-26 Actual LTF Receipts as of December 31, 2025	\$	25,601,016	
Projected LTF receipts for remainder of FY 25-26		<u>25,334,963</u>	
Subtotal: (A)			50,935,979
FY 25-26 interest earnings apportioned as of December 31, 2025	\$	64,783	
Projected interest earnings for the remainder of FY 25-26		<u>318,624</u>	
Total Interest (B)			<u>383,407</u>
Funding Available	\$		59,813,875
LESS:			
FY 25-26 allocations as of December 31, 2025	\$	22,293,660	
Projected allocations for the remainder of FY 25-26(C)		<u>29,536,340</u>	
Subtotal:			<u>51,830,000</u>
Projected Fund Balance as of June 30, 2026	\$		<u><u>7,983,875</u></u>

(A) FY 25-26 projected LTF receipts are based on FY25-26 actual receipts through December 31, 2025.

(B) Based on actual first quarter earnings and projected second, third, and fourth quarter earnings.

(C) Based on VCTC FY 25-26 Transportation Development Act (TDA) allocations adopted on June 6, 2025.



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Item #9E

April 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR MARCH 2026

RECOMMENDATION:

- Receive and file a report on Santa Paula Branch Line updates for the month of March 2026.

BACKGROUND:

In December 2021, VCTC executed a Railroad Lease and Operations Agreement (Agreement) with Sierra Northern Railway (SNR) for a 35-year term. Under the Agreement, SNR is responsible to operate and maintain the full SPBL right-of-way as of January 1, 2022. The Agreement defines roles and responsibilities and grants Sierra Northern the exclusive rights to operate the SPBL for railroad purposes, including tourist and freight services, film and television production, and storage and transload services. At the request of the Commission, VCTC staff initiated regular updates on SPBL-related activities. Verbal and written updates on SPBL operations have been provided since June 2023. The following report includes updates for the month of March 2026.

STRATEGIC PLAN COMMITMENTS:

This report aligns with the following three VCTC Strategic Plan commitments:

- A8. Update the Santa Paula Branch Line (SPBL) trail master plan, validate trail alignment, connections, and amenities, and update existing conditions to facilitate trail completion, with stakeholder engagement.
- B21. Partner with Sierra Northern Railway, corridor cities and the County to operate, maintain, and improve the Santa Paula Branch Line railroad and right-of-way corridor as a countywide community asset, ensuring outreach to stakeholders in the process.
- B22. Continue to address encroachment into the Santa Paula Branch Line right-of-way through leasing activities to ensure safety of operations and protection of the asset and infrastructure.

DISCUSSION:

Updates and activities for the subject month include:

- *Leasing, Licensing, and Rights-of-Entry*
 - During March, staff coordinated with the Santa Clara Elementary School District to address concerns regarding trees on VCTC SPBL property along Santa Clara Elementary School's fence line. Three arborist quotes were received for tree removal, and a contractor selection was made. Work is scheduled for completion during the school's Spring Break in early April.
- *SPBL Trail Planning*
 - *Ventura Segment*: Staff continued to support the City of Ventura's efforts to plan, design, conduct community engagement, and construct the 4-mile section of the SPBL Trail from East Ventura Metrolink Station to Saticoy Depot. More information on the City's *Rails with Trails* project is available at: <https://www.cityofventura.ca.gov/2584/Santa-Paula-Branch-Line>. During March, VCTC staff continued to coordinate with the City of Ventura to resolve an issue raised by Metrolink/SCRRA regarding the minimum acceptable setback of trail infrastructure from the railroad tracks. VCTC Planning and Programming staff continued to work to facilitate an allocation of Priority Legislative Budget Program (PLBP) funds for required additional design and engineering work required to resolve the setback issue.
 - *Santa Paula Extension*: The City of Santa Paula's efforts to plan, design, and conduct community engagement remain ongoing for an additional approximately 1.5-mile section of the SPBL Trail within the City of Santa Paula. Additional information is available at: <https://spcity.org/797/Santa-Paula-Trail-Connectivity-Project>.
 - *SPBL Trail Master Plan Update & EIR/EIS*:
 - The March Project Development Team (PDT) was canceled due to a Project Manager change on the consultant team and ongoing discussions with staff related to a contract amendment.
 - Based on direction received from the Commission at the January 2026 meeting, Staff continued to evaluate a proposed strategy to reach agricultural stakeholders, including formation of a working group focused on evaluating and developing solutions to concerns raised by agricultural stakeholders. Staff worked to refine a proposed amendment to the consultant contract with WSP to accommodate additional engagement with agricultural stakeholders. See Item 9E on the April 3, 2026 Commission Agenda for additional detail on the proposed amendment.
 - A web page dedicated to the Master Plan Update continues to be updated and is available at <https://www.goventura.org/spbl-trail-master-plan>. The project email address is spbl.trail@goventura.org.
- *Storm Damage and Response*
 - Sespe Creek Overflow railroad bridge repair: Two projects remain under FEMA review: for the completed emergency protective measures to stabilize the western bank (Category B) and permanent repairs (Category C). The Category B project has been in "Pending Award" status since August 25, 2025. The Category C project has been in "Pending Large Project Review" status since September 16, 2025.
 - The FEMA Activity Completion Deadline was October 13, 2025. VCTC submitted an extension request to CalOES and FEMA on October 2, 2025. VCTC initially

requested a five-month extension to the Activity Completion Deadline, extending the completion deadline to March 13, 2026. A subsequent extension request was submitted to FEMA on March 13, 2026. An additional request to extend the period of performance will need to be filed upon obligation of funding by FEMA.

- VCTC also requested and received an extension to the RGP-63 permit deadline from the U.S. Army Corps of Engineers (USACE) through the end of February 2026. On February 18, VCTC submitted a request to USACE to extend the RGP-63 permit deadline through September 30, 2026.
- Construction began on September 3 and has faced multiple delays. Please refer to the Item 14 Staff Report for November 7, 2025 and the Item 14 Staff Report for January 9, 2026 for further background discussion.
- Staff submitted a revised Incidental Take Permit (ITP) application project description to the California Department of Fish and Wildlife (CDFW) on January 22. CDFW has indicated by email that an ITP will be in place for a May 1st restart date for permanent repairs.
- The permanent repair project target completion date is mid-August 2026.
- On March 18, VCTC Staff attended an onsite kickoff meeting with the County of Ventura Public Works Agency (PWA) to complete emergency repairs to Old Telegraph Road bridge. VCTC Staff has been coordinating with County PWA Staff to ensure alignment between the two projects.
- *Coordination with Sierra Northern Railway*
 - SNR selected a new insurance broker in late 2024 to better meet its contractual obligations to VCTC. SNR will request an amendment to the Railroad Lease and Operations Agreement to align insurance requirements with current market conditions and available coverages.
 - Replacement of the existing Ferris Drive bridge remains pending SNR action, located just east of Santa Paula Creek. Sierra Northern conducts weekly inspections on the bridge to ensure safety and stability of the bridge until construction can be completed. Sierra Northern indicates that the bridge replacement project is among its highest priority infrastructure projects for the SPBL and its other operating locations across the state.
 - On March 23, VCTC convened the SPBL Advisory Committee (SPBLAC) for review of the draft budget, updates from Sierra Northern, and other project updates.
 - In March, Sierra Northern Railway was acquired by Ridgeway Infrastructure, an infrastructure equity company. Mendocino Railway and Sierra Energy separated from parent company Sierra Railroad and are now three separate companies. Sierra Northern acquired The Sunburst railbike operations from Mendocino Railway, and railbike operations will be owned and operated by Sierra Northern. The acquisition and reorganizations do not affect Sierra Northern's contractual obligations to VCTC. It is anticipated that the acquisition will result in additional capital being available to invest in SPBL improvements.

FISCAL IMPACT

This item is a receive and file and has no fiscal impact.



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Item #9F

Date: April 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

SUBJECT: AMEND AGREEMENT WITH WSP USA, INC. FOR CONSULTANT SERVICES FOR SANTA PAULA BRANCH LINE TRAIL MASTER PLAN UPDATE AND EIR

RECOMMENDATION:

- Authorize the Executive Director to finalize and execute Amendment No. 1 to the Agreement with WSP USA, Inc. for the Santa Paula Branch Line Trail Master Plan Update and Environmental Impact Report to increase the not-to-exceed from 1,676,461 to \$1,840,300 or an increase of \$163,839.
- Authorize the Executive Director to amend the Memorandum of Understanding with the Southern California Association of Governments (SCAG) to reallocate \$116,300 from Project VC01 (Countywide Transit Stops and Stations Assessment and Infrastructure Improvements) to VC02 (Santa Paula Branch Line Trail Master Plan Update and Environmental Impact Report).

BACKGROUND:

VCTC acquired the Santa Paula Branch Line (SPBL) in 1995 for use as a multimodal corridor, which included a bicycle and hiking trail among its stated purposes. In 1996, VCTC adopted the *SPBL Master Plan*. Then in 2000, VCTC adopted the *SPBL Recreational Trail Master Plan* and certified an Environmental Impact Report (EIR). The *Trail Master Plan* provides design guidelines, preliminary engineering, a preferred alignment for the trail, and mitigations to avoid and address any impacts to agriculture and other resources. To date, three segments of the trail have been completed in the Cities of Santa Paula and Fillmore and within the Piru community. Final design and engineering for the four-mile segment from Montalvo to Saticoy is currently underway, led by the City of Ventura, with construction anticipated in 2026. The City of Santa Paula is also conducting design and engineering for trail extensions within its city limits.

In March 2025, the Commission approved a contract with WSP USA, Inc. to prepare the SPBL Trail Master Plan Update in the amount of \$1,676,461. WSP is supported by six subconsultants, three of which are based in Ventura County and have significant experience and familiarity with the local and regional land use context. The WSP project

team includes AimTD LLC (traffic data collection), LIN Consulting, Inc. (conceptual planning, conceptual design, and traffic services), Mustang Marketing (outreach support), Pacific Coast Land Design, Inc. (landscape design and stakeholder engagement), Rincon Consultants, Inc. (environmental analysis and stakeholder outreach), and Zephyr Rail (aerial mapping and railroad coordination). The SPBL Trail Master Plan Update and EIR project updates the original SPBL Recreational Trail Master Plan adopted by VCTC in 2000 and prepares a new environmental document. The project is fully grant funded through a \$134,000 Regional Early Action Planning (REAP) County Transportation Commissions Partnership Program grant from SCAG and a \$1.6 million dollar federal Surface Transportation Block Grant. No local match is required from VCTC.

For the January 2026 Commission meeting, VCTC staff provided a detailed written report and oral presentation on the Santa Paula Branch Line Trail Master Plan Update and environmental documents, and the Ventura County Agricultural Commissioner provided a presentation. Please refer to the corresponding staff reports (Items 12 & 13) for additional project background and discussion.

STRATEGIC PLAN COMMITMENT:

This report aligns with Commission-adopted Goal 13 to “Reinvigorate the process to complete the Santa Paula Branch Line bike trail,” and VCTC Strategic Plan Objective A8, “Update the Santa Paula Branch Line (SPBL) trail master plan, validate trail alignment, connections, and amenities, and update existing conditions to facilitate trail completion, with stakeholder engagement.”

DISCUSSION:

To date, the consultant team has completed the following draft reports and documents, informed by public and stakeholder engagement and technical analysis conducted between May and December 2025: Existing Conditions Report, Constraints and Opportunities Analysis, Trail Cross Sections, Scoping Report, Financial Needs Memo, Pin Map Summary, and EIR Outline. These reports will become chapters of the Draft Master Plan Update and will be evaluated in preparation of the Draft EIR for public circulation.

The original project schedule called for initiating technical studies in December 2025, begin drafting the EIR in February 2026, completing the draft EIR in May 2026, public review during Summer 2026, and Commission consideration of adoption of the SPBL Trail Master Plan Update and certification of the EIR in Fall 2026, with continuing opportunities for community engagement provided throughout the project.

During an update to the Commission in January 2026, two representatives of agriculture-related stakeholder groups (Ventura County Farm Bureau and Ventura County Coalition of Labor, Agriculture and Business, or VC CoLAB) and the Ventura County Agricultural Commissioner raised concerns about the potential impacts of the trail project to agricultural operators along the Branch Line. These public speakers and

presenter made clear that additional work with agricultural stakeholders is necessary to ensure that the broad spectrum of concerns are addressed within the Master Plan Update and EIR through project commitments, design features, or mitigation measures, and to build trust and partnership with the ag community in the Santa Clara River Valley and along the Branch Line. As a result, staff requested a cost estimate from WSP to provide these services. After review and refinement of the amendment scope, staff received a final amendment proposal in March 2026.

To support enhanced engagement with agricultural stakeholders, the proposed amendment provides additional resources to extend the project completion timeline through June 2027, establish an Agricultural Working Group, incorporate outcomes of the Agricultural Working Group into technical deliverables, conduct additional analysis to define a new alignment proposed by members of the agricultural community during workshops held in 2025, prepare cost estimates for the community-proposed alignment, and additional work to perform outreach to agricultural stakeholders regarding the Draft EIR public meetings. The proposed amendment also refines the Scope of Work to align with a project team decision to replace the Environmental Impact Statement portion of the original scope of work with preparation of a strategy for compliance with the National Environmental Policy Act (NEPA) if and when future phases of the project proceed into design and construction.

FISCAL IMPACT:

Approval of this item does not require additional appropriation of funds. The increase of \$163,839 will be funded by \$47,539 STBG Funds available in the SPBL budget in Fiscal Year 2025/2026, and \$116,300 is available from REAP grant funds in the Regional Transit Planning Program budget. The funds are available in the Regional Transit Planning Program budget as a result of cost savings from Task 3-Site Design Plans within Project VC01 (Countywide Transit Stops and Stations Assessment and Infrastructure Improvements).

Approval of this item will require a budget transfer between Program Budgets as follows:

SPBL Program Budget – An increase in revenue of \$116,300 from REAP funding and an increase consultant services expense in the same amount for project VC02 (SPBL Trail Master Plan Update).

Regional Transit Planning Program Budget – A decrease in revenue of \$116,300 from REAP funding and a decrease in capital expenditures in the same amount.

ATTACHMENTS:

- A. Amendment No. 1 to Agreement between VCTC and WSP for Consultant Services to Update the Santa Paula Branch Line Trail Master Plan and EIR
- B. WSP Amendment Package (Cover Letter, Scope of Work, Timeline, and Budget)



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Item #9G

Date: April 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: CONSTRUCTION MANAGEMENT CONSULTANT SERVICES AGREEMENT FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR AMENDMENT NO. 5

RECOMMENDATION:

- Authorize the Executive Director to execute Amendment No. 5 to the Agreement with RailPros for Construction Management Services to increase the not-to-exceed amount by \$355,338, for a total not to exceed amount of \$2,093,132.47.

BACKGROUND:

For the November 2025 and January 2026 Commission Agendas, VCTC staff provided detailed written staff reports and verbal presentations on the Sespe Creek Overflow railroad bridge repair project. Please refer to the corresponding staff reports for project background.

The Sespe Creek Overflow railroad bridge repair project experienced additional delays resulting from engagement with the State of California Department of Fish and Wildlife (CDFW) due to concern over project activities in connection with the California Endangered Species Act (CESA), and three early season storms that, despite efforts to prepare for and mitigate impacts from the storms, significant rainfall and storm flows exceeded the capacity of the project's water diversion protections, and the work site was inundated. In early January, the team determined that continued efforts to move forward with bridge reconstruction during the rainy season was not viable and that bank stabilization measures were necessary to protect from further erosion. Placement of 3–4-ton riprap to protect the bank from further erosion was completed in January 2026.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment Objective B21, “Partner with Sierra Northern Railway, corridor cities and the County to operate, maintain, and improve the Santa Paula Branch Line railroad and right-of-way corridor as a countywide community asset, ensuring outreach to stakeholders in the process.”

DISCUSSION:

On February 18, 2026, VCTC submitted to the U.S. Army Corps of Engineers (USACE) a request to extend the performance period for the Regional General Permit #63 beyond the February 28, 2026 deadline. As of DATE, an extension through September 30, 2026 is pending approval by the USACE.

On March 13, 2026, VCTC also submitted to CalOES and FEMA a request to extend the activity completion deadline beyond the March 13, 2026 deadline, also through September 30, 2026. Consideration of the extension is pending obligation by FEMA, which has been pending Large Project Review since September 2025. FEMA indicates that the timeline for consideration and approval has been affected by the Department of Homeland Security’s partial shutdown.

Project completion delays and ongoing engagement with regulatory agencies has required additional effort by the Construction Management team. This work is within the scope of the original Request for Proposals and contract with RailPros but exceeds the anticipated level of effort. As such, staff recommend approval of Amendment No. 5 to the agreement with RailPros for Construction Management services.

FISCAL IMPACT:

Sufficient STA funds for Amendment #5, in the amount of \$355,338 were included in the draft program budget for Fiscal Year 2026/2027.

No fiscal impact to the adopted Fiscal Year 2025/2026 Program Budget, which includes funding for consultant services for design support during construction and construction management, and construction of bridge repairs utilizing State Transit Account (STA) revenues.

VCTC will continue to work with FEMA and CalOES to pursue obligation and reimbursement of eligible project costs. As of the Agenda publication deadline, funding for permanent repairs to the bridge are pending “Large Project Review” and subsequent obligation by FEMA as a Category C (“CAT C”) project (Project # 754588).



Item #9H

April 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Receive and file.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment below:

- C6: Engage federal and state legislators to secure more transportation funding, protect existing revenues, and support legislation that may benefit VCTC and its operations (or oppose legislation that may adversely affect VCTC and its operations).

DISCUSSION:

State Issues

Since the start of the second year of the Legislative session, lawmakers have been introducing bills and beginning work on the Fiscal Year 2026-27 budget. For VCTC, state budget priorities include maintaining funding for the Low-Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP), both of which are affected by recent changes to the Cap-and-Invest Program and Greenhouse Gas Reduction Fund; and ensuring the Legislature fulfills

the \$5.1 billion funding commitment in Senate Bill 125. The governor's budget proposal released in January does not include the \$230 million in SB 125 funding promised for the coming fiscal year. Those funds are intended to support the Zero Emission Transit Capital Program (ZETCP). VCTC will stay engaged as budget discussions continue. The Legislature has until June 15 to approve a budget.

Federal Issues

The Infrastructure Investment and Jobs Act (IIJA), which is the federal surface transportation bill signed into law in November 2021, expires in September. The IIJA provides \$550 billion over fiscal years 2022 to 2026 to support infrastructure projects, including an estimated \$42 billion for California over five years. Congress has begun working on a reauthorization bill, and members have invited public transportation agencies to submit their reauthorization priorities. In the next few months, the president is expected to release his Fiscal Year 2027 budget request, and Congress is expected to release a reauthorization bill and the FY 2027 Transportation, Housing and Urban Development appropriations bill. Recently, VCTC staff met with members and staff of the Ventura County congressional delegation to discuss VCTC's surface transportation reauthorization priorities, including returning project selection authority to county transportation commissions for Surface Transportation Block Grant and Congestion Mitigation and Air Quality (STBG/CMAQ) funds, and the full funding of transportation at levels consistent with the IIJA.

Attachment A is the monthly report of the Commission's state advocate. Attachment B is a list of bills VCTC is monitoring.

Fiscal Impact

None.



**VENTURA COUNTY TRANSPORTATION COMMISSION
MONTHLY STATE ADVOCACY REPORT
MARCH 2026**

Legislative Update

Throughout March, hundreds of bills were amended and referred to their appropriate policy committees in each house. While we have seen the first wave of hearings occur, the bulk of the hearings will occur throughout April. Furthermore, all the fiscal bills will need to be out of their respective policy committees by April 24 and will then move to the Appropriations Committee. In addition to the upcoming policy hearings, there have been several relevant informational hearings this month - including a High-Speed Rail Authority Project Update hearing.

On the budget side, the respective subcommittees continue to work through the governor's budget proposals. The Assembly Budget Subcommittee 4 met earlier this month to hear from the Administration regarding the Greenhouse Gas Reduction Fund (GGRF) funding plan now that SB 840 is in place. Recall that the governor's January Budget proposes to only fund TIRCP at \$283 million (out of a total allowable amount of \$400 million) and LCTOP at \$141 million (out of a total allowable amount of \$200 million). This was met with concern by members of the subcommittee and stakeholders alike. Additionally, the Administration is seeking further changes to the GGRF tier system and is proposing to add additional state administrative costs to Tier 1, which could further lessen the likelihood of TIRCP and LCTOP, which are in Tier 3, of seeing full allocations in the foreseeable future. Furthermore, many transit advocates urged the Subcommittee to maintain previously agreed to funding commitments per SB 125 – specifically the Zero Emission Transit Capital Program (ZETCP), which would fund both transit capital and transit operations. Advocates – and a handful of legislators – have asked that the previously agreed to amounts of \$230 million in FY 2026-27 and \$460 million in FY 2027-28 be honored. The Senate Budget Subcommittee 2 will hear similar items in early April.

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

Legislative Analyst's Office Publications

On March 9, the Legislative Analyst's Office (LAO) published an article, "How Have Past Stock Market Downturns Affected Income Tax Revenue?" in which it noted that the past major stock market downturns have hurt California tax collections significantly. "State income tax growth typically lags stock market turning points by six to twelve months," the LAO notes. "Before past downturns, taxes have generally grown briskly, often due to the same stock market run-ups that preceded the downturn. Once the stock market drops, revenue growth first slows, then stalls, then turns negative."

Fundamentally, the California state budget process benefits from how conservative the Governor's January budget projections were. Income taxes for December, January, and February combined have come in \$6.1 billion above the January budget assumptions for that period. (The LAO recently upgraded its November revenue estimates significantly in light of the robust collection trend.) The S&P 500 this morning is about 200 points higher than the administration's January economic forecast assumed it would be now.

The Governor's administration noted in January that he will make more recommendations to reduce future deficits before the May Revision. With that backdrop, state decision-makers still may face a choice of how to deploy near-term revenue gains: to bolster reserves and school funding more than thought to be required under constitutional requirements, to reject some cuts in the Governor's January budget proposal, to delay implementation of some of last year's significant state cuts in health care, or to make new, one-time funding allocations to other state and local priorities. Several proposals to increase state revenues are also being discussed by some legislators and advocates. Added taxes, including recent revenue gains, generally go mostly to schools and reserves, with a portion also being available to reduce the severity of future cuts needed to balance the structural deficit.

Neither LAO nor Finance, in their estimates of future structural deficits, assumes the type of significant stock downturn the LAO wrote about this week. Accordingly, it is easy to imagine the \$20 billion-plus structural deficits in the administration's January forecast being much larger a few years from now.

In January, the LAO recommended "the Legislature adopt a plan to address at least half of the identified multiyear deficits." "Based on the administration's estimates," the LAO said, "this would require additional ongoing solutions totaling at least \$10 billion. These solutions could include spending reductions, revenue increases, or a combination of both. Some of these solutions—in combination with those made in the budget year—could be phased in starting in 2027-28 to allow programs time to implement the changes thoughtfully."

Transportation-Related Hearings

On March 2, the Assembly held an oversight hearing on the California High-Speed Rail Project. During the hearing, it was noted that the High-Speed Rail Project has struggled mainly due to insufficient and poorly timed funding, making it difficult to complete a usable passenger segment. Although annual funding from Cap and Invest helps, it is not enough to

meet construction demands. The Legislature could take steps to advance the project, but those actions would have significant impacts and trade-offs. To guide decisions, key considerations include when additional funding is needed, the level of private investment interest, possible alternative rail projects, risks tied to existing contracts, and what accountability measures are in place to prevent further delays.

Upcoming Bill Deadlines

- April 24 - Last day for policy committees to hear and report to fiscal committees.
- May 1 - Last day for policy committees to hear and report to the Floor all nonfiscal bills.
- May 8 - Last day for policy committees to meet.
- May 15 - Last day for fiscal committees to meet.
- May 26-29 - Floor sessions only.
- May 29 – Last day for each house to pass bills introduced in that house.

Below is a list of VCTC tracked newly introduced bills:

AB 259 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.

Introduced: 1/16/2025

Status: 7/17/2025-Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)

Summary: The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030.

AB 266 (Davies R) Freeway Service Patrol Act: sponsorship agreement.

Introduced: 1/17/2025

Status: 8/28/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 6/30/2025)(May be acted upon Jan 2026)

Summary: The Freeway Service Patrol Act authorizes and provides funding for freeway service patrols, operated pursuant to an agreement between the Department of the California Highway Patrol, the Department of Transportation, and a regional or local governmental entity, to provide emergency roadside assistance on traffic-congested urban freeways throughout the state. The act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity,

the participating regional or local entity. This bill would require the Department of Transportation, the Department of the California Highway Patrol, and participating and eligible regional and local entities to, each time the guidelines for program operations are updated after January 1, 2026, consider developing or revising and including in the guidelines operational requirements for sponsorship agreements between a participating regional or local entity and any private third party that allow for the display of the sponsor's name and logo on participating tow trucks, as provided.

AB 891 (Zbur D) Transportation: Quick-Build Pilot Program.

Introduced: 2/19/2025

Status: 8/29/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)

Summary: Would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the Department of Transportation, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build improvements. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build improvements statewide.

AB 902 (Schultz D) Transportation projects: barriers to wildlife movement.

Introduced: 2/19/2025

Status: 8/29/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Summary: Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Current law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program.

AB 954 (Bennett D) Interregional transportation strategic plan: bicycle highways.

Introduced: 2/20/2025

Status: 9/11/2025-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 8/29/2025)(May be acted upon Jan 2026)

Summary: Current law requires transportation projects included in the interregional transportation improvement program (ITIP) to be consistent with the interregional transportation strategic plan (ITSP). Current law requires the Department of Transportation to submit the ITSP to the California Transportation Commission for approval and requires the ITSP, among other things, to be directed at achieving a high functioning and balanced interregional transportation system and consistent with the California Transportation Plan. This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the ITSP.

AB 1244 (Wicks D) California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.

Introduced: 2/21/2025

Status: 7/17/2025-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(May be acted upon Jan 2026)

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.

AB 1421 (Wilson D) Vehicles: Road Usage Charge Technical Advisory Committee.

Introduced: 2/21/2025

Status: 1/29/2026-Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 21.) In Senate. Read first time. To Com. on RLS. for assignment.

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027.

AB 1599 (Ahrens D) Public transit: California Transit Stop Registry: transit datasets.

Introduced: 1/16/2026

Status: 2/2/2026-Referred to Com. on TRANS.

Summary: Would require the Department of Transportation to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified.

AB 1745 (Gonzalez, Jeff R) Motor Vehicle Fuel Tax Law: suspension on tax.

Introduced: 2/9/2026

Status: 2/23/2026-Referred to Com. on TRANS.

Summary: The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

AB 1802 (Stefani D) Land use: mitigation lands.

Introduced: 2/10/2026

Status: 3/16/2026-Referred to Coms. on L. GOV. and W., P., & W.

Summary: Current law establishes a program to allow counties to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Current law also authorizes counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Current law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Current law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2029. Existing law repeals the program provisions on January 1, 2030. This bill would, instead, authorize a county, general law city, and eligible joint powers authority, as defined, to utilize this program, would make various conforming changes to the above-described provisions, and would extend the operation of those provisions until January 1, 2040. The bill would delete the provisions authorizing counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified.

AB 1803 (Lowenthal D) Employment: sexual harassment training and education: anti-hate speech training.

Introduced: 2/10/2026

Status: 3/19/2026-From committee: Do pass and re-refer to Com. on JUD. (Ayes 6. Noes 0.) (March 18). Re-referred to Com. on JUD.

Summary: The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of

the employer with the employer's knowledge. Under existing law, the Civil Rights Department administers these provisions. Current law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. This bill would additionally require that the above-described training and education include, as a component of the training and education, anti-hate speech training.

AB 1821 (Pacheco D) California Public Records Act.

Introduced: 2/11/2026

Status: 3/17/2026-Re-referred to Com. on JUD.

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. This bill would make a nonsubstantive change to the provision establishing the title of the act.

AB 1838 (Berman D) Public contracts: local agencies: responsive bidders.

Introduced: 2/11/2026

Status: 3/19/2026-From committee: Do pass. (Ayes 7. Noes 0.) (March 18).

Summary: Current law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency, as specified, to fully disclose any history of wage-and-hour violations and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid.

AB 1855 (Gonzalez, Jeff R) California Environmental Quality Act: exemption: passenger rail service.

Introduced: 2/11/2026

Status: 2/23/2026-Referred to Com. on NAT. RES.

Summary: The California Environmental Quality Act (CEQA), until January 1, 2040, exempts from its requirements certain projects for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, as provided. CEQA requires, for purposes of this exemption, that the project be located entirely within an existing rail right-of-way or existing highway right-of-way, as provided. This bill would instead eliminate the condition that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. The bill would require, for purposes of the exemption, the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way.

AB 1859 (Ortega D) Public works.

Introduced: 2/11/2026

Status: 3/19/2026-From committee: Do pass and re-refer to Com. on JUD. (Ayes 7. Noes 0.) (March 18). Re-referred to Com. on JUD.

Summary: Current law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works. Current law defines “public works,” for the purposes of regulating public works contracts as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Current law makes any officer, agent, or representative of the state or of any political subdivision who willfully violates specified provisions, including providing notice of certain public works projects, as specified, to the Department of Industrial Relations, guilty of a misdemeanor. Current law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Current law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. This bill would require an awarding body or owner to give reasonable access, as defined, to representatives of a joint-labor management committee in order to monitor compliance with the prevailing wage and apprenticeship requirements. The bill would authorize the committee to bring an action against an awarding body, contractor, or subcontractor that willfully denies the committee’s representative reasonable access.

AB 1862 (Boerner D) Use of Taxpayer Funds Act.

Introduced: 2/11/2026

Status: 2/12/2026-From printer. May be heard in committee March 14.

Summary: Current law generally regulates public works and public purchases, including prohibiting a state agency, as defined, from entering into any contract for the purchase of supplies, equipment, or services from any person who is, among other things, in violation of any order or resolution not subject to review promulgated by the State Air Resources Board or an air pollution control district. This bill would prohibit a public entity from entering into any contract, lease, grant agreement, joint venture, partnership, or other arrangement with a private party that, among other things, grants the private party the right to restrict or condition the use, allocation, or disbursement of taxpayer funds collected or received by the public entity. The bill would make any provision of a contract, lease, grant agreement, joint venture, partnership, or other arrangement that takes effect or commences on or after January 1, 2027, that is in violation of that provision void and unenforceable. The bill would specify that nothing in its provisions are to be construed to prohibit a public entity from entering into a contract, lease agreement, grant agreement, joint venture, partnership, or other arrangement with a private party that, among other things, grants the private party the right to determine, restrict, or condition the use, allocation, or disbursement of nontaxpayer funds, provided that the authority does not extend in any way to taxpayer funds collected or received by the public entity.

AB 1955 (Alanis R) Public officials: threats.

Introduced: 2/13/2026

Status: 3/18/2026-In committee: Set, second hearing. Hearing canceled at the request of author.

Summary: Current law makes it an offense for any person, with the intent to cause, attempts to cause or causes a public officer or employee, as specified, to do or refrain from doing any act in the performance of their duties, by means of a threat to inflict an unlawful injury that is directly

communicated to the person, as specified. This bill would clarify that a threat can be directly communicated by means of an electronic communication device for the purposes of this section.

AB 2059 (Wilson D) California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.

Introduced: 2/18/2026

Status: 3/19/2026-Referred to Com. on NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that the total cost of mitigation measures required to address a significant transportation impact as determined by the vehicle miles traveled metric is not to exceed 5% of the estimated total project costs. The bill would specify that mitigation measures to address a significant transportation impact as determined by the vehicle miles traveled metric that exceed the 5% limit are deemed to be economically infeasible for the purposes of CEQA.

AB 2168 (Wicks D) Active Transportation Program: guidelines.

Introduced: 2/18/2026

Status: 3/17/2026-Re-referred to Com. on TRANS.

Summary: Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit and investments in transit-rich and infill opportunity areas, as specified.

AB 2267 (Garcia D) State bridges and overpasses: suicide prevention.

Introduced: 2/19/2026

Status: 3/9/2026-Referred to Com. on TRANS.

Summary: Current law requires, beginning on or before July 1, 2028, the Department of Transportation, in consultation with the State Department of Public Health and in collaboration with impacted local governments, to incorporate suicide deterrent considerations in the updates of applicable guidance documents, as provided. This bill would require the Department of Transportation to additionally develop and maintain a set of preapproved suicide prevention safety-barrier designs that local governments may use to install suicide prevention barriers, as provided.

AB 2371 (Hadwick R) Transportation.

Introduced: 2/19/2026

Status: 2/20/2026-From printer. May be heard in committee March 22.

Summary: Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Existing law provides various sources of revenue for transportation projects undertaken by state and local agencies. This bill would state the intent of the Legislature to enact subsequent legislation related to transportation.

AB 2371 (Hadwick R) Transportation.

Introduced: 2/19/2026

Status: 2/20/2026-From printer. May be heard in committee March 22.

Summary: Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Existing law provides various sources of revenue for transportation projects undertaken by state and local agencies. This bill would state the intent of the Legislature to enact subsequent legislation related to transportation.

AB 2413 (Ransom D) Large-format public advertisements: public expense.

Introduced: 2/20/2026

Status: 3/9/2026-Referred to Com. on ELECTIONS.

Summary: The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines “mass mailing” to mean over 200 substantially similar pieces of mail, and defines “mass electronic mailing” to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define “large-format public advertisement” as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are larger than those designed to be individually distributed.

AB 2501 (Lackey R) Local government.

Introduced: 2/20/2026

Status: 2/21/2026-From printer. May be heard in committee March 23.

Summary: Current law authorizes the legislative bodies of local agencies to enter into associations and, through a representative of the associations, attend the Legislature and Congress, and any committees thereof, and present information to aid the passage of legislation which the association deems beneficial to the local agencies in the association, among other things. Current law authorizes a legislative body to withdraw from the association at any time by resolution. This bill would make nonsubstantive changes to the withdrawal provision.

AB 2552 (Avila Farias D) California Environmental Quality Act: transportation impact mitigation.

Introduced: 2/20/2026

Status: 3/16/2026-Referred to Coms. on NAT. RES. and H. & C.D.

Summary: The California Environmental Quality Act (CEQA) a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, current law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Current law makes those moneys available to the department, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, current law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. Current law makes related findings and declarations. This bill would provide that a contribution to the fund is full and complete mitigation for that portion of the project's significant transportation impact and a legally sufficient mitigation measure under CEQA. The bill would make additional related findings and declarations.

AB 2560 (Schultz D) Climate Action Plan for Transportation Infrastructure: goals.

Introduced: 2/20/2026

Status: 3/9/2026-Referred to Com. on TRANS.

Summary: Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the Transit and Intercity Rail Capital Program, a program within the Road Maintenance and Rehabilitation Program, commonly known as the Local Partnership Program, the Trade Corridor Enhancement Program, the Active Transportation Program, and the Solutions for Congested Corridors Program. This bill would establish the Climate Action Plan for Transportation Infrastructure (CAPTI) goals, and would authorize the Transportation Agency to update those CAPTI goals, as specified. The bill would require a project under the above-described programs to apply, where feasible, within the fix-it-first approach, the CAPTI goals as established or updated by the agency, as specified.

SB 74 (Seyarto R) Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.

Introduced: 1/15/2025

Status: 8/28/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)

Summary: Current law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Current law authorizes a local agency to finance infrastructure projects through various means, including by authorizing a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up

to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified.

SB 220 (Allen D) Los Angeles County Metropolitan Transportation Authority.

Introduced: 1/23/2025

Status: 2/2/2026-Returned to Secretary of Senate pursuant to Joint Rule 62(a).

Summary: Current law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors consisting of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. If the number of members of the board of supervisors is increased, current law requires the authority, within 60 days of the increase, to submit a plan to the Legislature for revising the composition of the authority. At the November 5, 2024, general election, the voters of the County of Los Angeles approved Measure G, which, among other things, amended the charter of the County of Los Angeles to, in 2032, increase the number of members on the board of supervisors from 5 to 9. The bill would require the authority, on or before July 1, 2027, to submit a plan to the Legislature for revising the composition of the authority to account for the amendments described above.

SB 445 (Wiener D) High-speed rail: third-party agreements, permits, and approvals: regulations.

Introduced: 2/18/2025

Status: 8/28/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Summary: Current law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Current law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified.

SB 994 (Cabaldon D) Local government: nondisclosure agreements.

Introduced: 2/5/2025

Status: 3/16/2026-Set for hearing March 24.

Summary: The legislative code of ethics prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Current law also makes any nondisclosure agreement relating to

the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Current law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local government official acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local government officials serving on the same council, board, commission, district, or agency. The bill would require a local government official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local government official also apply to a local government official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. By imposing additional duties on local government officials, the bill would impose a state-mandated local program. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of a local government official to share information with fellow local government officials serving on the same council, board, commission, district, or agency and that is entered into after January 1, 2027, void and unenforceable.

SB 1008 (Ochoa Bogh R) California Environmental Quality Act: exemption: railroad grade crossing closure.

Introduced: 2/9/2025

Status: 3/18/2026-From committee: Do pass and re-refer to Com. on E., U & C. (Ayes 5. Noes 0.) (March 18). Re-referred to Com. on E., U & C.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements and authorizes a lead agency, if it determines a certain project is exempt from CEQA, to file a notice of exemption, as provided. This bill would exempt from CEQA the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. The bill would provide that the exemption is inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. The bill would require the lead agency to file the notice of exemption with specified public entities, as provided. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program.

SB 1019 (Grove R) Crimes: destruction of railroads.

Introduced: 2/10/2025

Status: 2/18/2026-Referred to Com. on RLS.

Summary: Current law prohibits the destruction, damaging, or removal of, or interference with, as specified, any railroad or related infrastructure. This bill would make a technical, nonsubstantive change to those provisions.

SB 1087 (Cabaldon D) Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.

Introduced: 2/13/2025

Status: 3/10/2026-Set for hearing April 8.

Summary: Current law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. This bill would instead require, on and after January 1, 2027, every 2nd regional transportation plan prepared and adopted by those transportation planning agencies to include a sustainable communities strategy prepared by a metropolitan planning organization.

SB 1136 (Blakespear D) Intercity rail and commuter rail: special events service plans.

Introduced: 2/17/2025

Status: 2/26/2026-Referred to Com. on TRANS.

Summary: Current law requires revenues attributable to a certain portion of the sales tax on diesel fuel to be continuously appropriated to the Transportation Agency under a program commonly known as the State Rail Assistance Program for allocation to public agencies responsible for state-supported intercity rail services, and public agencies responsible for commuter rail services, to be used for operations and capital improvements. This bill would require, as a condition of receiving funding under the program, a public agency responsible for commuter rail services that has a transfer connection station between 2 or more commuter rail services to adopt a special events service plan for each event that meets specified requirements. The bill would require the special events service plan to include schedules to access the event without requiring a transfer, ticket interoperability, and all other technical, equipment, and infrastructure requirements.

SB 1156 (Caballero D) County boards of supervisors: county highways.

Introduced: 2/18/2025

Status: 2/26/2026-Referred to Com. on RLS.

Summary: Current law requires the authority conferred upon boards of supervisors by certain state laws relating to county highways to be exercised subject to the limitations and restrictions prescribed by those state laws or by other laws, to be in addition to any other authority elsewhere conferred, and, except as otherwise expressly provided, to be exercised only in relation to highways within their respective counties. This bill would make nonsubstantive changes to these provisions.

SB 1187 (Durazo D) Open meetings: majority.

Introduced: 2/19/2025

Status: 3/4/2026-Referred to Com. on L. GOV.

Summary: Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law defines "meetings" for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define "majority" for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws.

SB 1250 (Cortese D) State highway system: wildlife connectivity.

Introduced: 2/19/2025

Status: 3/17/2026-Set for hearing April 7

Summary: Existing law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system and requires Caltrans to improve and maintain the state highways. Existing law requires Caltrans, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for wildlife connectivity assets that reflect the need for new assets and conditions of existing assets that improve or maintain the connectivity of wildlife crossings. This bill would require Caltrans to include wildlife connectivity assets in the asset management plan. This bill contains other related provisions and other existing laws.

SB 1256 (Jones R) California Environmental Quality Act: exemption for closure of railroad grade crossing.

Introduced: 2/19/2025

Status: 3/10/2026-Set for hearing April 8.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from CEQA the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. The bill would make this exemption inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. The bill would require the lead agency to file the notice of exemption with specified public entities. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 1293 (Alvarado-Gil R) State highways: projects: notice.

Introduced: 2/20/2025

Status: 3/4/2026-Referred to Com. on TRANS.

Summary: Existing law establishes the Department of Transportation and requires it to improve and maintain the state highways, as provided. This bill would require the department to provide written notice of certain construction or maintenance projects within the right-of-way of a state highway in a county with a population of 250,000 people or fewer to a person who resides in, or a business that is located within, 10 miles of the project limits, as specified.

SB 1324 (Blakespear D) Passenger and freight rail: LOSSAN Rail Corridor.

Introduced: 2/20/2025

Status: 3/4/2026-Referred to Com. on RLS.

Summary: Current law establishes the Department of Transportation in the Transportation Agency. Existing law authorizes the department subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. This bill would state the intent of the Legislature to enact subsequent legislation related to the management and performance of the LOSSAN Rail Corridor.

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY April 3, 2026			
BILL/AUTHOR	SUBJECT	POSITION	STATUS
AB 21 DeMaio	Taxpayer Protection Act of 2025	Monitor	Amended to Common Interest Developments bill. Failed committee.
AB 23 DeMaio	The Cost of Living Reduction Act of 2025	Monitor	Failed.
AB 266 Davies	Freeway Service Patrol Act: sponsorship agreement	Monitor	Passed Senate Transportation Committee. Referred to Appropriations.
AB 289 Haney	State Highway Work Zone Speed Safety Program	Monitor	Passed. To Engrossing and Enrolling.
AB 954 Bennett	State Transportation Improvement Program: bicycle highway pilot program	Monitor	Amended. Ordered to Senate inactive file on 03/03/26.
AB 1207 Irwin	Climate change: market-based compliance mechanism: extension	Monitor	Passed. Signed by the governor.
AB 1421 Wilson, Aguiar-Curry	Vehicles: Road Usage Charge Technical Advisory Committee	Monitor	Passed Assembly 01/29/26. Ordered to Senate.
AB 1599 Ahrens	Public Transit: California Transit Stop Registry: transit datasets	Monitor	Introduced 01/16/26. Referred to committee.
AB 1855 Gonzalez	California Environmental Quality Act: exemption: passenger rail service	Monitor	Introduced 2/11/26. Referred to Assembly Committee on Natural Resources.
AB 1944 Lee	Zero-emission transit buses: axle weight	Monitor	Passed Assembly Transportation Committee on 3/23/26.
AB 2059 Wilson	California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation	Monitor	Referred to Assembly Committee on Natural Resources.
AB 2267 Garcia	State Bridges and Overpasses: Suicide Prevention	Monitor	Introduced 2/19/26. May be heard in committee 3/22/26.
SB 71 Wiener	California Environmental Quality Act: exemptions: transit projects	Monitor	Passed. Signed by the governor 10/13/25.

SB 90 Seyarto	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: grants: Improvements to Public Evacuation Routes: mobile rigid water storage.	Monitor	Passed Senate Natural Resources and Water Committees. Re-referred to Appropriations Committee. Returned to Secretary of the Senate 02/02/26.
SB 445 Wiener	Amended to High-Speed Rail: third-party agreements, permits and approvals: regulations	Monitor	Referred to Assembly Appropriations Committee. Held in committee.
SB 840 Limon	Greenhouse gases: Greenhouse gas reduction fund: studies	Monitor	Passed. Signed by the governor.
SB 1136 Blakespear	Intercity rail and commuter rail: special events service plans	Monitor	Introduced 2/17/26. Referred to Senate Transportation Committee.



Item #91

April 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT
PLANNING
DOLORES LOPEZ, TRANSIT PLANNER**

**SUBJECT: VENTURA COUNTY TRAVEL TRAINING AND MOBILITY EDUCATION
PROGRAM**

RECOMMENDATION:

- Authorize staff to release RFP for the Ventura County Travel Training and Mobility Education Program.

BACKGROUND:

As part of VCTC's ongoing efforts to improve access to public transportation and increase mobility across Ventura County, staff have developed a new Travel Training and Mobility Education Program designed to equip residents with the knowledge, skills, and confidence to navigate public transportation independently.

In 2015, VCTC facilitated a travel training pilot program aimed at increasing public understanding and use of local and regional transit services. That program, which was funded through FTA grants, provided group training for approximately 300 individuals and one-on-one fixed-route instruction for around 50 individuals annually. The pilot was successful in improving mobility for individuals unfamiliar with transit, particularly among seniors and individuals with disabilities.

This new program builds on that early success but significantly expands the scope, structure, and geographic reach. It is designed to support the growing need for public education about multimodal transit, including fixed-route, paratransit, regional rail, and

active transportation options, with additional emphasis on technology, trip planning tools, and integration with rideshare options. The training will serve residents across all service regions in the county, including West County (Gold Coast Transit District), Camarillo, East County (including Thousand Oaks, Simi Valley, and Moorpark), and the Heritage Valley (Fillmore and Santa Paula).

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan by supporting Goal A2 Complete the Transit Integration and Efficiency Study (TIES) which will serve as a roadmap for improving transit and accessible transportation services Goal A6 Initiate the process to become a leader in the development of mobility as a service (Maas) strategy, including pursuit of a pilot mobility program, to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

DISCUSSION:

The Ventura County Travel Training and Mobility Education Program RFP outlines a curriculum-driven approach to increasing transit literacy, rider confidence, and awareness of available transportation options throughout the region. Year 1 will focus on program startup activities including curriculum development, coordination with transit operators, and initial training delivery. The program will include ten (10) total group training sessions annually, consisting of eight (8) in-person sessions conducted across key service regions: West County, Camarillo, East County (including Thousand Oaks, Simi Valley, and Moorpark), and the Heritage Valley (including Fillmore and Santa Paula). Two (2) additional sessions will be held virtually to provide flexible participation options and allow for general program overviews.

Each session will incorporate instruction on fixed-route and paratransit services, with content tailored to reflect the transit offerings in the host community. In addition, all sessions will cover VCTC's intercity services and connections to other regional providers. Hands-on, field-based training sessions will be offered in each region to provide participants with real world experience navigating the transit system.

The 2022 Ventura County Coordinated Public Transit–Human Services Transportation Plan identifies travel training expansion as a High Priority strategy to improve mobility for seniors, individuals with disabilities, youth, and limited-English speakers. Reinstating and broadening travel training is noted as a cost-effective action with high ridership potential and strong social equity benefits, aligning this program with countywide mobility management goals.

The curriculum will also include core modules on key mobility tools, including:

- Transit technology and trip planning apps

- Regional rail (Metrolink and Pacific Surfliner)
- First-/last-mile solutions such as biking and walking
- VCTC's commuter rideshare programs

The selected contractor will be responsible for outreach and promotion in coordination with community organizations and transit operators. Staff recommends authorizing the release of the RFP on April 3, 2026 with contract award anticipated for September 11, 2026.

FISCAL IMPACT

Funds for this program are included in the Accessibility Services budget.

ATTACHMENT A – VENTURA COUNTY TRAVEL TRAINING AND MOBILITY EDUCATION PROGRAM RFP



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Item #9J

April 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT

SUBJECT: RELEASE REQUEST FOR PROPOSALS (RFP) – VENTURA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (COORDINATED PLAN) UPDATE

RECOMMENDATION:

- Authorize the Executive Director to finalize and release a Request for Proposals (RFP) to procure Consultant Services to prepare the Ventura County Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) Update

BACKGROUND:

The Ventura County Transportation Commission (VCTC) is required by the Federal Transit Administration (FTA) to maintain a Coordinated Public Transit–Human Services Transportation Plan as a condition of eligibility for FTA Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) funding. The Coordinated Plan establishes priorities for transportation investments and initiatives that improve mobility for older adults, people with disabilities, and individuals with low incomes across Ventura County.

VCTC’s most recent Coordinated Plan was completed in 2022. To maintain continued Section 5310 eligibility and reflect current needs, service conditions, equity

considerations, and emerging mobility options, VCTC proposes to procure consultant services to develop an updated Coordinated Plan through a competitive RFP process.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

- B12. Support improved transit and transportation services for those with disabilities.
- B16. Enhance outreach to senior population.

DISCUSSION:

Updating the Coordinated Plan requires a structured, countywide effort that includes demographic and equity analysis, an inventory of transportation resources, robust stakeholder engagement (including historically disadvantaged communities), and development of prioritized strategies and implementable project concepts aligned with Section 5310 requirements. Consultant support will provide additional capacity and technical expertise to:

- Manage and coordinate an interagency planning process;
- Conduct data-driven needs and gap assessments;
- Facilitate inclusive outreach across multiple languages and accessible formats;
- Develop prioritized strategies and implementation actions; and
- Prepare board-ready materials to support formal Commission adoption.

Proposers will be informed that the following VCTC and partner documents provide relevant context for priorities and evaluation considerations:

- VCTC Goals and Strategic Plan
- County of Ventura – Office of Disability Access Strategic Plan (2024–2027)
- Ventura County Coordinated Public Transit–Human Services Transportation Plan (2022)
- Ventura County FY2025–2034 Short Range Transit Plan
- Demand Response Integration Plan (DRIP)
- Transit Integration and Efficiency Study (TIES)
- Ventura County Unmet Transit Needs Assessment
- Transportation Emergency Preparedness Plan (TEPP)
- VCTC Comprehensive Transportation Plan (CTP)
- 2026 Bus Stop Inventory and Assessment Project

Below is the planned procurement schedule (all activities below are subject to change):

Activity	Date
RFP Release	April 3 rd , 2026
Pre-Proposal Meeting – In-Person/Virtual (<i>optional</i>)	April 15 th , 2026 at 11:00am (PST)
Questions Due	April 24, 2026 at 5:00pm (PST)
Answers Due	May 6 th , 2026
Proposals Due	May 22 nd , 2026
Interviews (if necessary)	May 27 th or 28 th 2026
Commission Award/Contract Authorization	July 10 th , 2026
Project Kickoff	July 13 th , 2026

Next Steps

Following Commission approval to release the Request for Proposals (RFP) for the Ventura County Coordinated Public Transit–Human Services Transportation Plan, staff will proceed with releasing the RFP and continue with the procurement process to select a consultant. Staff will return to the Commission with a recommendation for award at the July 10, 2026 meeting but is subject to change.

FISCAL IMPACT:

This item does not have a fiscal impact.

ATTACHMENTS:

Attachment A – Coordinated Public Transit-Human Services Transportation Plan Request for Proposal



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Item #9K

April 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: FINAL FY2025-2034 VENTURA COUNTY SHORT RANGE TRANSIT PLAN

RECOMMENDATION:

- Approve and adopt the Final FY2025-2034 Ventura County Short Range Transit Plan (SRTP)

BACKGROUND:

The Ventura County Transportation Commission (VCTC) initiated the SRTP to provide a comprehensive evaluation of transit services across the County and to develop strategies for improving mobility over the next decade. This effort responds to declining ridership trends, rising operating costs, and the need for better regional integration.

The SRTP builds on prior planning efforts, including the VCTC Strategic Plan, Transit Integration & Efficiency Study (TIES), and Zero-Emission Bus (ZEB) Rollout Plans, Coordinated Plan, and incorporates extensive public engagement conducted between 2023 and 2025.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal A: Transportation Planning and Programming

- A10. Complete the short-range transit plan to better plan and coordinate transit services and programs.
- A12. Conduct a regional transit fare study to benchmark and evaluate fare options.

Goal B: Transportation Services

- B11. Develop a set of multimodal transportation metrics to determine the effectiveness of various modes of transportation.
- B12. Support improved transit and transportation services for those with disabilities.
- B24. Promote transit ridership recovery to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

Goal C: Partnerships

- C6. Utilize TRANSCOM in a more robust way as a Productivity Committee to better coordinate services regionally.

DISCUSSION:

The SRTP highlights that Ventura County's transit network is geographically extensive, with fixed-route and dial-a-ride services available in all jurisdictions. While rider satisfaction remains high, particularly related to safety and operator courtesy, overall ridership remains below pre-pandemic levels. Key contributing factors include reduced service frequency and span, limited coordination between providers, and insufficient marketing and rider information.

The findings affirm that fixed-route service remains the backbone of the county's transit system. The SRTP concludes that meaningful service improvements can be achieved through resource reallocation, improved route design, enhanced schedule consistency, expanded service hours, and stronger connections between local and regional services. Demand-response and microtransit services are intended to complement, not replace, fixed-route service, particularly in lower-density areas or during periods of lower demand.

The SRTP emphasizes that predictable, frequent service and coordinated operations across agencies are critical to long-term ridership recovery and system effectiveness.

Countywide Strategies

The SRTP recommends a phased approach to revitalizing transit service:

Near-Term:

- Align agencies to a common annual service planning cycle
- Implement consistent clockface headways
- Extend service spans where feasible
- Improve timed transfers to regional services, including VCTC Intercity and Metrolink

Medium-Term:

- Introduce uniform weekend service
- Consolidate procurements
- Coordinate zero-emission fleet transitions.

Long-Term:

- Explore administrative consolidations to reduce duplication and improve regional integration, consistent with TIES recommendations

Additional strategies include coordinated marketing campaigns, travel training, school partnerships, employers, and community organizations. The SRTP also proposes a countywide fare framework featuring uniform base fares, premium pricing for microtransit services, and fare capping to improve equity and affordability.

Community-Specific Recommendations

Community-specific recommendations are intended to provide planning guidance and conceptual service options for local operators. Implementation of any recommendation is not required. Each transit operator and jurisdiction retains full authority over its services and is responsible for conducting additional analysis, community outreach, and obtaining governing body approval prior to implementing changes. Cities and operators may determine independently which, if any, recommendations to pursue based on local priorities, available resources, and other applicable factors.

The SRTP includes tailored recommendations for the following operators:

- Camarillo: Maintain the existing Trolley and fixed-route services, introduce two new fixed-route service operating as two bi-directional loops, explore tiered Dial-a-Ride (DAR) pricing, and improve connectivity to Metrolink.
- Moorpark: Maintain fixed-route service while streamlining routes where feasible, preserve regional intercity connectivity through Moorpark, particularly to Thousand Oaks, and maintain access to Moorpark College.

- Simi Valley: Maintain current routes in the near term, refine schedules for consistency, and plan for long-term investment in a more robust network.
- Thousand Oaks: Improve frequency and span, enhance regional connectivity, and prepare for zero-emission fleet transition.
- Valley Express: Redesign fixed-route services in Santa Paula and increase to regular all-day operation, combine existing Fillmore loop with Fillmore-Moorpark route, and continue hourly operation.
- VCTC Intercity: Streamline routes, add infill stops, and expand bi-directional service on key corridors, including Highway 126 and Coastal Express.

Staff have presented these concepts to the public but after the conclusion of the SRTP, staff will do further analysis to determine when VCTC Intercity changes can be made and conduct more robust outreach to receive community feedback prior to moving forward with any changes.

Following release of the draft SRTP, staff received comments from multiple stakeholders, including from the Cities of Camarillo and Moorpark. Staff presented the draft SRTP to the Commission at its February 6th Commission meeting to receive additional comments and other feedback. These comments were reviewed and incorporated, as appropriate, into the Final FY2025–2034 SRTP, including refinements to community-specific recommendations and clarification of implementation considerations. The Final Plan reflects this input while maintaining a consistent countywide framework

Financial and Capital Considerations

The SRTP identifies near-term, cost-neutral strategies in the near term through resource reallocation, while long-term improvements will require additional investment. All agencies must plan for full compliance with California Air Resource Board’s (CARB) Innovative Clean Transit (ICT) regulation by 2040, including fleet transition and supporting infrastructure. Stop accessibility improvements and marketing initiatives are also identified as key components of implementation.

Next Steps

Upon Commission approval, the Final FY2025-2034 SRTP will serve as a guiding document for annual service planning, funding strategies, and performance monitoring for Ventura County transit operators.

FISCAL IMPACT:

This item does not have a fiscal impact.

Attachment(s): FY2025-2034 Short Range Transit Plan



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Item #9L

April 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT

SUBJECT: AMENDMENT TO MEMORADNUM OF UNDERSTANDING WITH CITY OF SIMI VALLEY TO INCREASE NOT-TO-EXCEED AMOUNT FOR REIMBURSEMENT AGREEMENT FOR ITS BUS STOP IMPROVEMENT PROJECT

RECOMMENDATION:

- Authorize the Executive Director to execute an amendment to the Memorandum of Understanding (MOU) with the City of Simi Valley to increase the not-to-exceed (NTE) amount to \$260,000 for reimbursement associated with the City's Bus Stop Improvement Project.

BACKGROUND:

VCTC entered into a Reimbursement Agreement with the City of Simi Valley to support implementation of bus stop improvements as part of VCTC's countywide transit stops and stations infrastructure program funded through the Southern California Association of Government's (SCAG) Regional Early Action Planning (REAP) 2.0 grant program. Under the agreement, the City serves as the implementing agency responsible for

advancing eligible bus stop improvement activities and submitting costs to VCTC for reimbursement.

The Bus Stop Improvement Project is intended to enhance passenger safety, accessibility, and overall transit rider experience through improvements such as ADA upgrades, amenities, and supporting infrastructure at transit stops within the City of Simi Valley.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

- B12. Support improved transit and transportation services for those with disabilities.
- B24. Promote transit ridership recovery to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

DISCUSSION:

Since execution of the original Reimbursement Agreement (executed on September 8, 2025), the City has advanced project development and refined cost estimates associated with planned bus stop improvements. As part of this effort, the City has requested to expand the project scope by adding an additional \$110,000, to include the procurement and installation of up to nine (9) real-time passenger information signs at select bus stop locations. These signs are intended to improve the rider experience by providing real-time transit information and supporting overall system accessibility and usability.

In addition, the City has requested a time extension to the Reimbursement Agreement to allow for completion of the expanded project scope from June 30, 2026 to December 31, 2026. The requested extension reflects additional time needed to procure, install, and fully implement the proposed improvements.

Based on the updated project scope, schedule, and associated cost information, the City has requested an increase to the existing not-to-exceed reimbursement amount from \$150,000 to \$260,000, to ensure sufficient funding capacity to complete the project in compliance with REAP 2.0 requirements. The proposed amendment would increase the not-to-exceed amount and extend the agreement term, while maintaining the existing roles and responsibilities of both parties. All reimbursable costs will remain subject to VCTC review, eligibility verification, and grant compliance requirements prior to reimbursement.

FISCAL IMPACT:

Approval of this item does not require an additional appropriation. The proposed increase to the project's not-to-exceed reimbursement amount from \$150,000 to \$260,000 will be funded with SCAG REAP funds and are included in the Regional Transit Planning draft budget in Fiscal Year 2026-2027.

Attachment(s): Amendment to MOU Reimbursement Agreement with City of Simi Valley



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Item #9M

Date April 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
DOLORES LOPEZ, TRANSIT PLANNER
SUBJECT: UPDATE ON CALVANS FINANCIAL SITUATION

RECOMMENDATION:

- Receive and file

BACKGROUND:

CalVans is a statewide vanpool program operated through the California Vanpool Authority (CVA), a Joint Powers Authority, that provides shared transportation services primarily for agricultural workers as well as other employment trip markets. The program provides vehicles, insurance, maintenance, and program administration to support employer-based vanpools and help reduce commute costs, improve access to jobs, and reduce vehicle miles traveled. Ventura County participates as a member agency, and CalVans currently operates vanpool vehicles serving agricultural employment trips within the region.

CalVans has been struggling with financial sustainability over the last couple of years but more acutely recently. This is due to a couple of factors, including structural financial challenges and fiscal imbalances, commitments to other programs, and the requirements to transition to zero emission vehicles (ZEVs). The Advanced Clean Fleets (ACF) regulation requires that any new vehicles purchased by CalVans be ZEVs which is complicated by the lack of infrastructure. Over the last year, a consultant was hired to help review CalVan's finances and develop both short term and long term

solutions. Additionally, ridership was down significantly last year due in large part to increased law enforcement activity, leading to loss of revenue though fixed costs remained the same.

At a recent CalVans Board meeting, staff provided updates on the agency's financial condition, operational challenges, and potential strategies to stabilize the program. These discussions included potential funding strategies, operational adjustments, and both near-term and long-term sustainability considerations intended to maintain program viability.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

- D2. Devise strategies to secure future revenue options for transportation-related programs and services

DISCUSSION:

CalVans staff reported financial challenges resulting from declining revenue and increasing operating costs. Factors discussed included decreases in billable mileage compared to prior years, increased costs associated with fuel and insurance, ongoing fleet replacement needs, reduced revenue and program commitments related to Affordable Housing and Sustainable Communities (AHSC) projects. CalVans staff indicated they have already implemented cost containment measures and have limited ability to further reduce expenses due to the number of fixed operating costs.

CalVans staff also reported actions to improve its financial position, including the sale of surplus vehicles, strengthened collections practices, updates to customer agreements, fuel-related rate adjustments, and efforts to better align fleet size with current demand. However, limited remaining capital surplus assets are not expected to fetch large sums of money.

During the meeting, CalVans staff discussed potential strategies to address financial sustainability, including potential short-term financial assistance from member agencies, pursuit of additional federal funding opportunities, and exploration of potential funding related to National Transit Database (NTD) reported service activity. No action was taken related to member agency funding contributions, and CalVans staff indicated additional information will be provided as funding strategies continue to be evaluated. Though there is potential risk, CalVans expects to be able to get through the spring months in a position to pay all their bills and expects the same for summer, which is their busy season. However, the situation is expected to be particularly dire in the fall when there is less CalVans usage.

Staff recognizes the value CalVans provides to Ventura County, particularly for agricultural worker transportation. Potential funding requests would require further analysis once data is provided. If CalVans transitions from a self-sustaining model to

one requiring member agency contributions, staff will need to evaluate the long-term sustainability of the program, potential vanpool program alternatives, and opportunities to support both agricultural and traditional commuter vanpools. Staff will return to the Commission with any significant developments.

FISCAL IMPACT:

No fiscal impact at this time.



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Item #9N

April 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: HEATHER MILLER, PROGRAM MANAGER

**SUBJECT: FY 2025/26 LOW CARBON TRANSIT OPERATIONS PROGRAM
ALLOCATION**

RECOMMENDATION:

- Approve Fiscal Year 2025/2026 Low Carbon Transit Operations Program (LCTOP) allocation request of \$1,394,011 in regional funds and \$66,996 in local shares from the cities of Camarillo, Moorpark, Thousand Oaks, and the Gold Coast Transit District for a total allocation request of \$1,461,007 for Ventura County's Free Fare program.
- Adopt Resolution 2026-02 (Attachment "A") authorizing the Executive Director to execute all required documents including the Certifications and Assurances and Authorized Agent Form to receive VCTC's FY 2025/26 LCTOP funds.
- Approve programming Southern California Regional Rail Authority's (SCRRA) LCTOP revenue formula amount for the portion of the rail service within Ventura County totaling \$147,996 to fund Metrolink's Student/Youth Discount Program.

BACKGROUND:

The LCTOP was established in 2014 with Senate Bill (SB) 862 with funding provided by a five percent allocation of the annual proceeds from the Greenhouse Gas Reduction Fund (GGRF) which receives revenue from California's Cap-and-Trade auctions to fund climate-related programs. The program provides funds to public transportation agencies for investments in capital projects and services that reduce greenhouse gas (GHG) emissions and improve mobility with priority on benefiting disadvantaged communities.

LCTOP funding for FY 2025/2026 continues under the long-standing five-percent allocation structure. Beginning July 1, 2026, SB 840 transitions the program to a fixed-dollar continuous appropriation, providing LCTOP with an annual cap of \$200 million. Because the state has designated certain continuous appropriations

to be funded ahead of LCTOP, the program may receive less than \$200 million in years when Cap-and-Trade auction revenues are insufficient to cover all state-established priorities. The State Controller’s Office (SCO) released a FY 2025/2026 LCTOP Eligibility List with allocation amounts per regional entity on February 27, 2026, thus opening up this year’s LCTOP Call for Projects+, with allocation requests due to Caltrans by April 28, 2026.

The following table provides a breakdown for Ventura County, including Section 99313 (VCTC/regional funding based on county population) and Section 99314 (funding to transit operators based on service levels/fare revenue, i.e., “local shares”):

VENTURA COUNTY LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	FY 2025/26 ALLOCATION
Ventura County Transportation Commission (99313)	\$ 1,394,011
VCTC corresponding to SCRRRA - Metrolink Service (99314)	\$ 147,996
City of Camarillo (99314)	\$ 8,755
Gold Coast Transit District (99314)	\$ 49,804
City of Moorpark (99314)	\$ 3,497
City of Simi Valley (99314)	\$ 13,608
City of Thousand Oaks (99314)	\$ 4,940
TOTAL	\$ 1,622,611

DISCUSSION:

Over the years, VCTC has sponsored various LCTOP funded regional projects aimed at benefiting transit users across the county. These efforts have included countywide free fare programs, new transit service (demonstration bus routes and Metrolink rail weekend service) and capital investments in zero-emission infrastructure. Among the most successful and inclusive programs sponsored by VCTC has been the regional free fare programs. Free fare programs have included the College Ride program, the Youth Ride Free program, and Free Fare Days for the general public, that provide fare free rides on participating public transit service in Ventura County.

Free fare initiatives have proven to be a successful incentive in attracting young people to use public transit. These programs can largely be credited for the post-pandemic recovery of ridership for local transit operators in Ventura County. The Ventura County Free Fare program continues to be popular among young riders and requires continued support from the LCTOP program. VCTC staff therefore recommends requesting the full FY 2025/2026 allocation of regional (99313) LCTOP funds in the amount of \$1,394,011 for a combined free fare program that includes the College Ride and Youth Ride Free programs as well as three (3) selected Free Fare Days collectively called the Ventura County Free Fare Program. Additionally, local (99314) shares totaling \$66,996 from participating cities and the Gold Coast Transit District (GCTD) will also contribute to the program, for a total allocation request of \$1,461,007.

Free Fare Program

Youth Ride Free program allows 18 and under individuals and those over 18 enrolled in high school to ride any public transit bus in Ventura County for free, anytime, anywhere. The College Ride program allows students enrolled at California Lutheran University, California State University Channel Islands, Moorpark College, Oxnard College, Ventura College, Santa Barbara City College, and Ventura County Adult Education Consortium to ride any public transit bus in Ventura County for free. The Free Fare Days program will allow anyone to ride any bus service for free within Ventura County on three days: Clean Air Day, Transit Equity Day and Earth Day. LCTOP funds serve as fare buy-down for participating Ventura County service operators including GCTD, VCTC Intercity, Valley Express, Camarillo Area Transit (CAT), Thousand Oaks Transit (TOT), Moorpark City Transit (MCT), Ojai Trolley, and Simi Valley Transit (SVT). Most of the participating transit operators also co-sponsor the program with their local LCTOP shares. The fare buy-down will continue to be 75% of the base one-way fare calculated for each transit operator.

Local Shares

The cities of Camarillo, Moorpark and Thousand Oaks as well as GCTD have elected to contribute their local shares to the countywide Free Fare program.

SCRRA (Metrolink) and the city of Simi Valley will use their local shares for fare buy down programs. SCCRA will use funds for Metrolink's Student/Youth Discount Program to continue to offer a 50% discount on all fares, excluding their LA. Zone Day Pass. City of Simi Valley will use local shares to fund the gap between the Free Fare reimbursement and city fares since the current reimbursement rate is 75% of fare.

The Transit Operators Advisory Committee (TRANSCOM) approved staff recommendation on March 11. The allocation request will be submitted to Caltrans on April 28 with anticipated SCO release of approved funds in December 2026.

STRATEGIC PLAN COMMITMENT

This recommendation aligns with the VCTC Strategic Plan's Tier 1 "B1" priority to "evaluate and consider continuation of the free transit pass programs (college ride, youth pass) to maximize ridership and ensure efficient use of resources."

FISCAL IMPACT

This recommendation has no impact on the current budget. Funds will be included in the FY 2026-27 Regional Transit Planning budget for the Free Fare Programs.



FY 2025-2026 LCTOP Authorized Agent

AS THE CHAIR

OF THE VENTURA COUNTY TRANSPORTATION COMMISSION

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

Martin Erickson, Executive Director OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Martha McQueen Legohn Chair
(Print Name) *(Title)*

(Signature)

Approved this 3 day of April, 2026



FY 2025-2026 LCTOP Certifications and Assurances

Lead Agency: Ventura County Transportation Commission

Project Title: Ventura County Free Fare Program

Prepared by: Heather L. Miller

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

A. General

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

B. Project Administration

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

FY 2025-2026 LCTOP

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

C. Reporting

1. The Lead Agency must submit the following LCTOP reports:

- a. **Annual Project Activity Reports October 30th each year.**
- b. **A Close Out Report within six months of project completion.**
- c. **The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.**
- d. **Project Outcome Reporting as defined by CARB Funding Guidelines.**
- e. **Jobs Reporting as defined by CARB Funding Guidelines.**

2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

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

FY 2025-2026 LCTOP

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

A. Record Retention

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



FY 2025-2026 LCTOP

the performance of the Lead Agency's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

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

F. Special Situations

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

I certify all these conditions will be met.

Martin R. Erickson

(Print Authorized Agent)

Executive Director

(Title)

(Signature)

(Date)



FY 2025-2026 LCTOP Board Resolution

RESOLUTION #2026-02

AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE FOLLOWING PROJECT(S):

\$1,461,007 for the Ventura County Free Fare Program.

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

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

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

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

WHEREAS, the Ventura County Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to Martin Erickson as the Executive Director of the Ventura County Transportation Commission.

WHEREAS, the Ventura County Transportation Commission wishes to implement the following LCTOP project(s) listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Ventura County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Martin Erickson as the Executive Director of the Ventura County Transportation Commission be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Ventura County Transportation Commission that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2025-2026 LCTOP funds:



FY 2025-2026 LCTOP

(Continued to next page)

\$1,461,007 for the Ventura County Free Fare Program

Ventura County's Free Fare Program provides fare-free transit in Ventura County to college enrolled students and youth under the age of 18 as well as three selected days for the general public. A total allocation request of \$1,461,007 in FY 2025/26 LCTOP funds includes \$66,996 in local shares contributed by the cities of Camarillo, Moorpark, Thousand Oaks and the Gold Coast Transit District. The program benefits Priority Populations in excess of 50% of funds.

AGENCY BOARD DESIGNEE:

BY: _____

Martha McQueen-Legohn, VCTC Chair

ATTEST:

Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

Lindsay D'Andrea, General Counsel



Item #90

DATE: April 3, 2026
TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
SUBJECT: MEMORANDUM OF UNDERSTANDING WITH THE COUNTY OF VENTURA

RECOMMENDATION:

- Approve and authorize the Executive Director to execute a Memorandum of Understanding with the County of Ventura defining the roles and responsibilities for the administration of Senate Bill 1 Trade Corridor Enhancement Program funds for the Hueneme Road Widening Project.

BACKGROUND

In the 2024 Adopted Program of Projects for the Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP), VCTC, as the applicant, and the County of Ventura, as the implementing agency, were awarded \$11,340,000 by the California Transportation Commission (CTC) to support the design and right-of-way phases for the Hueneme Road Widening Project.

To ensure the successful and timely delivery of the Hueneme Road Widening Project, VCTC must enter into a Memorandum of Understanding (MOU) with the County of Ventura. This agreement is necessary to clearly define roles and responsibilities related to project management, reimbursement procedures, reporting requirements, and administration of SB 1 funds.

STRATEGIC PLAN COMMITMENT

The recommended action aligns with the below VCTC Strategic Plan Commitment:

- B6. Coordinate with Caltrans, Ventura County, and cities to prioritize projects and submit grant application(s) for goods movement projects based on the recommendations of the Ventura County Freight Corridors Study.

- C2. Assist cities and the county to seek supplemental federal and state funding, including through Caltrans.

DISCUSSION

The proposed MOU formalizes responsibilities between VCTC and the County of Ventura to ensure proper stewardship of SB 1 funds and compliance with state and SB 1 requirements. The execution of the MOU is required prior to requesting formal allocation of funds from the CTC. The County of Ventura will continue to serve as the agency responsible for delivering the project, while VCTC will support the flow of SB 1 funds and carry out the administrative responsibilities required under applicable state guidelines.

FISCAL IMPACT:

There is no fiscal impact to VCTC. The County of Ventura will request reimbursement of the TCEP funds from the California Department of Transportation (Caltrans) directly.

ATTACHMENT:

MOU between VCTC and the County of Ventura



Item #9P

April 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: AMENDMENT TO MEMORANDUM OF UNDERSTANDING WITH CITY OF MOORPARK TO INCREASE NOT-TO-EXCEED AMOUNT FOR REIMBURSEMENT FOR ITS BUS STOP IMPROVEMENT PROJECT

RECOMMENDATION:

- Authorize the Executive Director to execute an amendment to the Memorandum of Understanding (MOU) with the City of Moorpark to increase the not-to-exceed (NTE) amount to \$340,700 for reimbursement associated with the City's Bus Stop Improvement Project.

BACKGROUND:

VCTC entered into a Reimbursement Agreement with the City of Moorpark to support implementation of bus stop improvements as part of VCTC's countywide transit stops and stations infrastructure program funded through the Southern California Association of Government's (SCAG) Regional Early Action Planning (REAP) 2.0 grant program. Under the agreement, the City serves as the implementing agency responsible for

advancing eligible bus stop improvement activities and submitting costs to VCTC for reimbursement.

The Bus Stop Improvement Project is intended to enhance passenger safety, accessibility, and overall transit rider experience through improvements such as ADA upgrades, amenities, and supporting infrastructure at transit stops within the City of Moorpark.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

- B12. Support improved transit and transportation services for those with disabilities.
- B24. Promote transit ridership recovery to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

DISCUSSION:

Since execution of the original Reimbursement Agreement (executed on August 14, 2025), the City has advanced project development and refined cost estimates associated with planned bus stop improvements. As part of this effort, the City has requested to expand the project scope by adding an additional \$115,700 to support the installation of trash receptacles at bus stops citywide and to accommodate a construction contract award for a bus shelter that exceeded the City's original cost estimates. The proposed expansion is intended to improve passenger amenities, maintain cleanliness at bus stop locations, and enhance the overall rider experience.

In addition, the City has requested a time extension to the Reimbursement Agreement to allow for completion of the expanded project scope from June 30, 2026 to December 31, 2026. The requested extension reflects additional time needed to procure, install, and fully implement the proposed improvements.

Based on the updated project scope, schedule, and associated cost information, the City has requested an increase to the existing not-to-exceed reimbursement amount from \$225,000 to \$340,700, to ensure sufficient funding capacity to complete the project in compliance with REAP 2.0 requirements. The proposed amendment would increase the not-to-exceed amount and extend the agreement term, while maintaining the existing roles and responsibilities of both parties. All reimbursable costs will remain subject to VCTC review, eligibility verification, and grant compliance requirements prior to reimbursement.

FISCAL IMPACT:

Approval of this item does not require an additional appropriation. The proposed increase to the project's not-to-exceed reimbursement amount from \$225,000 to \$340,700 will be funded with SCAG REAP funds and are included in the Regional Transit Planning draft budget in Fiscal Year 2026-2027.



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APRIL 3, 2026

ITEM #10

MEMO TO: VENTURA COUNTY COMMISSION

**FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR
LUPE ACERO, FINANCE DIRECTOR**

SUBJECT: FISCAL YEAR 2026/2027 DRAFT BUDGET

RECOMMENDATION:

- Conduct a Public Hearing to receive testimony on the Fiscal Year 2026/2027 Draft Budget.
- Receive the Fiscal Year 2026/2027 Draft Budget and Salary Schedule (See Attachment 1 of this item and Appendix C of the Fiscal Year 2026/2027 Draft Budget).

DISCUSSION:

The Draft Fiscal Year 2026/2027 Budget is divided into two main sections: the Main Budget and the Program Task Budgets. The Main Budget contains program overviews and projections and is intended to provide a general understanding of VCTC's budgeted activities and programs for the coming fiscal year. The Program Task Budgets contain task level detail of the projects including objectives and accomplishments. This task driven budget is designed to provide fiscal transparency and clarity of VCTC's programs and services to the region. The Draft Budget includes ongoing projects from prior year(s) and new projects for the next fiscal year.

The following chart provides a summary of the Fiscal Year 2026/2027 budget revenue sources and Program Expenditures. The final version of the budget will provide added revenue sources and expenditures that were not final at the time the draft budget was prepared.

FISCAL YEAR 2026-2027 BUDGET SUMMARY

	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Draft Budget	Variance	%
Revenues:				
Federal	\$ 27,200,176	\$ 22,865,092	\$ (4,335,084)	-15.9%
LTF Sales Tax	49,200,000	52,300,000	3,100,000	6.3%
STA Sales Tax	9,743,429	8,770,949	(972,480)	-10.0%
Other State	40,570,966	31,031,892	(9,539,074)	-23.5%
Local and Other	8,281,997	6,233,607	(2,048,390)	-24.7%
Total Revenues	134,996,568	121,201,540	(13,795,028)	-10.2%
Transfers In/(Out)	33,963,626	22,889,754		
Total Revenues	168,960,194	144,091,294	(24,868,900)	-14.7%
Expenditures:				
Transit and Transportation	61,399,573	46,260,600	(15,138,973)	-24.7%
Highway	6,222,900	4,379,400	(1,843,500)	-29.6%
Rail	44,542,291	36,738,600	(7,803,691)	-17.5%
Commuter Assistance	919,600	938,400	18,800	2.0%
Planning and Programming	54,144,930	52,231,494	(1,913,436)	-3.5%
General Government	1,730,900	3,542,800	1,811,900	104.7%
Total Program Expenditures	\$ 168,960,194	\$ 144,091,294	\$ (24,868,900)	-14.7%

* Some budget tasks were amended after the Commission approved the budget in June 2025 (see budget tasks section for details).

The draft budget is projected at \$144,091,294, or \$24,868,900 lower than Fiscal Year 2025/2026.

The decrease is a combination of increases and decreases in multiple budgets as detailed later in this item and within the budget document. The largest reductions are Transit and Transportation at \$15.1 million, Highway at \$1.8 million and Rail at \$7.8 million, offset by an increase in General Government of \$1.8 million. The decrease in the Highway Program is primarily due to progress toward the completion of the draft environmental document for the US 101 project. The decrease in Transit and Transportation Program is primarily due to a decrease in the Transit Grant Administration budget due to the fact the draft budget does not include SB 125 funding and the Federal grants for subrecipients as the Program of Projects process has not been approved. These funds will be added to the final budget. The Rail Program experienced a decrease primarily due to progress with the Sespe Bridge repair project. The decreases are offset by an increase of \$1.8 million in the General Government Budget primarily from a \$1.0 million proposed one-time paydown towards the CalPERS pension Unfunded Accrued Liability (UAL), an estimated \$500,000 for implementation of a cloud-based Enterprise Planning (ERP) software and \$100,000 for consulting services for the required ADA compliance evaluation. The draft budget contains six programs starting on page 38.

Below are changes in the Draft Fiscal Year 2026/2027 budget as compared to the Fiscal Year 2025/2026 budget. Additional details of these major changes, as well as smaller changes to all budgets, can be found within the individual budget tasks. The major changes that occurred compared to last fiscal year include:

- The Accessibility Services budget decreased by \$209,100 due to the completion of the study for the Demand Response Integration Plan (DRIP).
- The Regional Transit Technology budget increased by \$816,441 for the replacement of fareboxes at all transit operators, offset by a decrease in professional services as the implementation of the Tap2Ride program was completed in Fiscal Year 2025/2026.
- The Transit Grant Administration budget decreased by \$14.2 million. This budget includes grant funds passed through to subrecipients; the final budget will include FTA and SB 125 funds expected to become available for subrecipients.
- The Valley Express budget decreased by \$768,010 largely due to the procurement of buses in Fiscal Year 2025/2026; offset by higher rates from contract services.
- The VCTC Intercity Service budget decreased by \$799,669 due to lower costs for bus rehabilitation; offset by higher contract services resulting from increased service hours and higher hourly and fixed rates. The budget includes funding for the acquisition of five new buses.
- The Highway Project Management budget decreased approximately \$1.9 million due to progress toward completion of the draft environmental document for the US 101 Project Approval and Environmental Document (PAED) phase, offset by the addition of the Coordinated Adaptive Ramp Metering feasibility study.
- The Motorist Aid Services budget increased by \$83,200 due to increases in the Freeway Service Patrol contract.
- The LOSSAN (Amtrak Pacific Surfliner) -Coast Rail Coordinating Council - budget increased \$1.6 million due to the reallocation of funds from the Metrolink budget to the LOSSAN (Amtrak Pacific Surfliner) Budget to support the implementation of an expanded service pilot in partnership with Santa Barbara County Association of Governments (SBCAG) to enhance travel options between Los Angeles/Ventura and Goleta.
- The Metrolink Commuter Rail budget decreased by \$3.6 million due to some work on the Camarillo ADA and Metrolink capital rehabilitation projects that started in FY 2025/2026 as well as the re-allocation of Santa Barbara Expanded Service pilot budget to LOSSAN (Amtrak Pacific Surfliner).
- The Santa Paula Branch Line budget decreased by \$5.8 million due to progress on the Sespe Bridge repair project, the Trail Master Plan Update and Priority Legislative Budget Project.

- The Commuter Assistance program total budget increased by \$18,800 due to staff salaries and benefits and increased consultant services needed to be prepared to aid and educate the community on alternative modes of transportation.
- The Regional Transit Planning budget decreased by \$3.1 million primarily due to substantial progress in the procurement of the interoperative radio equipment compatible with the Ventura County Regional Radio System; and implementation of bus stop improvements as part of the Capital Enhancement Program in FY 2025/2026.
- The Transportation Development Act budget had an increase of \$1.4 million due to increases in estimated pass through to subrecipients.
- The Transportation Programming and Reporting budget had an increase of \$15,600 due to salaries and benefits and higher travel and conference costs.
- The Community Outreach budget increased by \$31,500 for staff costs to support community education, engaging stakeholders and digital communication efforts.
- The Management and Administration budget increased by \$1.7 million primarily due to a \$1.0 million one-time paydown towards CalPERS Unfunded Accrued Liability (UAL). An estimated \$500,000 for implementation of cloud-based Enterprise Resource Planning (ERP) software. The proposed ERP software is essential to replace the current legacy financial software which has limitations, requires intensive manual intervention and is anticipated will not support the business needs long term. VCTC must complete an ADA self-evaluation as a condition of receiving Federal Highway Administration Funds. The budget also includes \$100,000 to engage a consultant to help with the comprehensive ADA compliance evaluation.

The Draft Budget is a “work-in-progress” for VCTC as some tasks are ongoing and may require refining and scope adjustments. Staff will update the final budget with input received from the Commission and new information as it becomes available from local partners such as Metrolink and funding information from the State and Federal governments.

Based on the Draft budget revenues and expenditures, the estimated fund balance (net of contingencies) at the end of Fiscal Year 2026/2027 is \$22.8 million as illustrated:

VENTURA COUNTY TRANSPORTATION COMMISSION BUDGET SUMMARY BY FUND FISCAL YEAR 2026/2027									
	GENERAL FUND	LTF	STA	SAFE	SGR	SPBL	VCTC INTERCITY	VALLEY EXPRESS	TOTAL
Total Revenues	\$ 35,116,186	\$ 52,620,668	\$ 9,804,427	\$ 1,970,434	\$ 1,991,664	\$ 5,063,263	\$ 11,245,298	\$ 3,389,600	\$ 121,201,540
Total Expenditures	62,237,400	42,218,512	435,701	2,079,500	85,381	11,175,700	22,247,400	3,611,700	144,091,294
Revenues Over (Under) Expenditures	(27,121,214)	10,402,156	9,368,726	(109,066)	1,906,283	(6,112,437)	(11,002,102)	(222,100)	(22,889,754)
Other Financing Sources (Uses)									
Transfers In (Out)	25,094,600	(15,243,006)	(19,312,870)	(90,800)	(5,597,663)	6,112,437	9,037,302	-	-
Fund Balance Beginning of Year	2,766,928	9,348,875	29,533,379	3,658,098	3,798,343	25,367	8,846,766	1,783,753	59,761,509
Less Contingency Reserve	(50,000)	(4,000,000)	-	(1,515,000)	-	-	-	-	(5,565,000)
Less Capital and Accrual Adjustments	-	-	-	-	-	-	(6,881,966)	(1,561,653)	(8,443,619)
Unassigned Fund Balance End of Year	\$ 690,314	\$ 508,025	\$ 19,589,235	\$ 1,943,232	\$ 106,963	\$ 25,367	\$ -	\$ -	\$ 22,863,136

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 LTF, STA, SAFE, SGR and SPBL funds are special revenue funds; The VCTC Intercity and Valley Express funds are enterprise funds.

The Commission’s available General Fund balance (after reserves) is estimated at \$690,314. The other funds are restricted, and the estimated fund balances after reserves are:

- Local Transportation Fund - \$508,025
- State Transit Assistance Fund - \$19.6 million
- Service Authority for Freeway Emergencies Fund - \$1.9 million
- State of Good Repair Fund - \$106,963
- Santa Paula Branch Line Fund - \$25,367
- VCTC Intercity Services and the Valley Express Funds - \$0.

In today’s evolving workplace, it is important to remain competitive to retain and attract top talent. VCTC continues to focus on fair employee compensation to retain existing staff and hire talented staff for future vacancies.

The draft budget includes 26 Full Time Equivalent staff as noted below:

Program	Fiscal Year	Fiscal Year	Fiscal Year
	2024/2025 Actual	2025/2026 Budget	2025/2026 Budget
Transit and Transportation	4.4	4.4	4.8
Highway	0.4	0.4	0.4
Rail	1.4	1.5	1.7
Commuter Assistance	2.8	3.1	3.0
Planning and Programming	6.7	7.2	6.8
General Government	<u>8.3</u>	<u>8.3</u>	<u>9.3</u>
TOTAL	<u>24.0</u>	<u>24.9</u>	<u>26.0</u>

Total personnel costs for Fiscal Year 2026/2027 are \$5,496,100 or 3.8% of the budget, which is an increase of \$593,700 from the previous fiscal year.

VCTC is requesting approval for a new Accounting Technician position in the Finance Department. A support position is needed for VCTC to comply with growing regulatory requirements and workload. The regulatory requirements of government accounting and finance are continuously increasing to enhance financial reporting and accountability for grants. The proposed position is a non-exempt position hourly Full-Time position at an hourly rate range of \$26.24 - \$38.22 per hour. It is important to note the salaries and benefits for the new position and the Finance Department are part of the Indirect Cost Allocation Rate.

The wages are estimated at \$3,708,300 or 2.6% of the budget and include:

- \$61,500 pool for performance-based merit increases for employees not at the top of their range.
- \$99,600 for a proposed 3.0% cost of living adjustment (COLA).
- \$94,720 for a proposed contribution of up to 3.0% to employees 457 deferred compensation retirement plan. The 3.0% match is a common benefit in the public sector. The estimated costs assume all employees participate and make an equal matching contribution. If an employee contributes less than 3.0%, VCTC will match the lower contribution.
- \$73,000 estimated annual wages for accounting technician position.

Total Benefits are estimated at \$1,787,800 or 1.2% of the Draft Budget. Further information about personnel can be found within the Personnel Section of the budget (Budget pages 24-34).

As required by the VCTC Administrative Code, the proposed Draft Fiscal Year 2026/2027 budget was submitted to the Finance Committee (Chair McQueen-Legohn, Vice-Chair Janice Parvin, and Past-Chair Judge) for review. At the March 25, 2026, Finance Committee Meeting, the details of the Draft Budget were reviewed and discussed with Chair McQueen-Legohn and Vice-Chair Janice Parvin. The Finance Committee recommended forwarding the Draft Budget and the Salary Schedule as presented to the full Commission for review and a public hearing.

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

The proposed Draft Fiscal Year 2026/2027 Budget is a balanced budget and is a separate attachment to the agenda. A copy of the Draft Fiscal Year 2026/2027 Budget is available on the VCTC website at www.goventura.org.

Attachment 1
Ventura County Transportation Commission
Salary Schedule by Department
Fiscal Year 2026/2027
Effective July 1, 2026

Department/Position	FTE	Annual Range Bottom*	Annual Range Top	Non-Exempt Hourly Rate		Exempt vs. Non-Exempt
				Bottom	Top	
ADMINISTRATION						
Executive Director	1.0	257,696	299,764			E
Program Manager, Government and Community Relations	1.0	112,529	174,418			E
Program Manager, Information Technology	1.0	112,529	174,418			E
Clerk of the Commission/Executive Assistant	1.0	112,529	174,418			E
Receptionist/Secretary	1.0	54,772	79,694	26.34	38.32	NE
ADMINISTRATION SUBTOTAL:	5.0					
FINANCE						
Finance Director	1.0	158,338	245,424			E
Program Manager, Accounting	1.0	112,529	174,418			E
Senior Accountant/Analyst	2.0	84,970	123,631	40.85	59.44	NE
Accounting Technician	1.0	54,772	79,694	26.34	38.32	NE
FINANCE SUBTOTAL:	5.0					
PLANNING						
Planning and Sustainability Director	1.0	158,338	245,424			E
Program Manager, Transportation Planning	1.0	112,529	174,418			E
Program Manager, Transportation Data and Services	1.0	112,529	174,418			E
Administrative Assistant	0.1	54,772	79,694	26.34	38.32	NE
Intern (Part-time)	0.5			18.50	21.50	NE
PLANNING SUBTOTAL:	3.6					
PROGRAMMING						
Programming Director	1.0	158,338	245,424			E
Program Manager, Programming	2.0	112,529	174,418			E
Administrative Assistant	0.3	54,772	79,694	26.34	38.32	NE
PROGRAMMING SUBTOTAL:	3.3					
TRANSIT						
Public Transit Director	1.0	158,338	245,424			E
Program Manager, Regional Transit Planning	1.0	112,529	174,418			E
Program Manager, Transit Contracts	1.0	112,529	174,418			E
Transit Planner	2.0	84,970	123,631	40.85	59.44	NE
Transit Information Center and Technology Specialist	1.0	54,772	79,694	26.34	38.32	NE
Administrative Assistant	0.6	54,772	79,694	26.34	38.32	NE
Customer Service Representative	2.0	47,314	68,843	22.74	33.09	NE
Intern (Part-time)	0.5			18.50	21.50	NE
TRANSIT SUBTOTAL:	9.1					
TOTAL BUDGETED POSITIONS:	26.0					

Intern positions are .46 FTE and were rounded up to .5 FTE

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

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



Item #11

APRIL 3, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MATT MILLER, PROGRAM MANAGER – TRANSIT CONTRACTS
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: REGIONAL FARE PAYMENT UPDATE

RECOMMENDATION:

- Receive and file.

BACKGROUND:

VCTC is currently leading the implementation and management of several different and interconnected transit technology projects throughout the County. The projects range from payment systems to real-time arrival and public information systems.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

B24. Promote transit ridership recovery to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

C6. Utilize TRANSCOM in a more robust way as a Productivity Committee to better coordinate services regionally.

DISCUSSION:

VCTC, as the regional transportation planning agency, is leading several transit technology projects throughout the County which promotes more coordinated transit and collaboration among operators. Some of these projects have been implemented

and are in a management phase, some are in process of being implemented and some are in the planning phase. Each project is listed below.

Tap2Ride – Regional Open Loop Payment System

Tap2Ride is a regional open loop payment system that allows passengers to pay their fare with debit/credit cards or digital wallets like Apple Pay or Google Pay. Currently deployed at VCTC Intercity, Valley Express and Camarillo Area Transit, the Tap2Ride system will be available Countywide in May 2026. The remaining operators are currently having their validators installed and will begin testing and final validation of backend software prior to full launch.

The system will be configured to offer reduced fare benefits to U.S. military veterans, seniors 65 years and older, and disabled riders. Additionally, the system will offer pay as you go benefits called fare capping. Fare capping will allow normal fares until they reach a specific “cap”. For VCTC Intercity, the fare cap will be \$50 within 31 days, so when a passenger spends \$50 on Intercity fares within 31 days, they will ride free for the rest of the 31-day period (ex. spend \$50 in 25 days, ride free for 6 days). The project planning began in 2023, installation of the system began in 2025 and should be fully completed by July 2026. This project is funded by a Southern California Association of Governments (SCAG) Regional Early Action Planning (REAP) grant.

Countywide Farebox Replacements and Upgrades

Among the nine transit operators in Ventura County, five, Thousand Oaks Transit, Simi Valley Transit, Valley Express Transit, VCTC Intercity Transit, and Gold Coast Transit District, use electronic fareboxes to collect, categorize and track cash and coin fare revenue. The fareboxes securely keep and transmit revenue data for agency use in financial analysis and reporting. Late in 2024, VCTC learned that the 10 year old fareboxes deployed were being rendered obsolete by the manufacture and would no longer receive security updates. Using SB 125 funds, VCTC began a replacement project to upgrade and replace all fareboxes in Ventura County. Additionally, VCTC is also funding needed facility upgrades to accommodate the new fareboxes. The project began in FY23/24 and is ongoing. So far, 49 fareboxes have been replaced and are in service, 6 scheduled to be replaced in June 2026 and another 85 are scheduled to be replaced by end of FY26/27, which would complete the Countywide replacement of all fareboxes.

Regional Demand Response Scheduling and Dispatch System (RideCo)

In 2023, staff led a procurement to replace the demand response scheduling and dispatch system at Valley Express Transit while leaving an opportunity for any or all Ventura County dial-a-ride operators to join if they chose. By winter of 2026, all agencies except Simi Valley are using the system for paratransit services, however Simi Valley is using the system for their Microtransit service and is expected to use RideCo for paratransit within the next year. The system is provided by RideCo and provides a

unique white label self-scheduling app for every City/operator to use while sharing back-end data for better cross county coordination. The individualized app allows local agency staff to promote their own jurisdiction's app but allows passengers to book with any other agency if they choose. The system has already led to numerous efficiency improvements across agencies who have implemented including on-time performance and increased passengers per revenue hour.

The system and rider app allows passengers to book their own rides and pay for their trips through the app using a credit or debit card. Currently, Camarillo Area Transit, Thousand Oaks, Simi Valley, East County Transit Alliance, Moorpark City Transit, and Gold Coast Transit District (GCTD) have all activated this feature. VCTC staff is working to activate the feature for Valley Express by the end of this year.

VCbuspass - Regional Closed Loop Payment System

VCbuspass is a fare payment system deployed on all fixed route buses in the Ventura County. VCbuspass allows passengers to load a contactless card with money and/or a 31-Day Regional pass to pay their fare. The system can also be used using an app as well. The project was implemented in 2021 and is ongoing. Most recently, staff has been working with the vendor to configure use for the College Ride program to collect ridership data by school. so that ridership data by school can be collected.

FISCAL IMPACT:

There is no fiscal impact for this item. All projects discussed in this item are planned and budgeted for in the FY25-26 budget.



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