



**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

AMENDED 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, MAY 1, 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.es.*
- 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 APRIL 3, 2026, MEETING- PG.9](#)

Recommendation:

- *Approve the summary minutes of April 3, 2026.*

Responsible Staff: Roxanna Ibarra, Clerk of the Board

9B. [MONTHLY BUDGET REPORT- PG.17](#)

Recommendation:

- *Receive and file the monthly budget report March 2026.*

Responsible Staff: Lupe Acero, Finance Director

9C. [FISCAL YEAR 2025/2026 BUDGET ADJUSTMENTS- PG.25](#)

Recommendation:

- *Amend the VCTC Fiscal Year 2025/2026 budget revenues and expenditures as stated in Exhibit A – Proposed Budget Adjustments*

Responsible Staff: Lupe Acero, Finance Director

9D. [TRANSPORTATION DEVELOPMENT ACT \(TDA\) AUDITS FOR FISCAL YEAR 2024/2025- PG.33](#)

Recommendation:

- *Receive and file the Transportation Development Act (TDA) Audits for Fiscal Year 2024/2025.*

Responsible Staff: Thao Le, Program Manager- Accounting and Lupe Acero, Finance Director

9E. [MEMORANDUMS OF UNDERSTANDING WITH CITY OF VENTURA AND CITY OF OXNARD- PG.37](#)

Recommendation:

- *Approve and authorize the Executive Director to execute a Memorandum of Understanding with the City of Ventura defining the roles and responsibilities for the administration of Solutions for Congested Corridors Program funds for the Santa Paula Branch Line Trail Project.*
- *Approve and authorize the Executive Director to execute a Memorandum of Understanding with the City of Oxnard defining the roles and responsibilities for the administration of Solutions for Congested Corridors Program funds for the Oxnard Transit Center Electric Vehicle Chargers Project.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

9F. [SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM BASELINE AGREEMENT FOR THE HUENEME ROAD WIDENING PROJECT- PG.39](#)

Recommendation:

- *Approve and authorize the Executive Director to execute the Senate Bill 1 Trade Corridor Enhancement Program Baseline Agreement between the Ventura County Transportation Commission, the California Department of Transportation (Caltrans), the California Transportation Commission, and the County of Ventura for the Hueneme Road Widening Project.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

9G. [AMEND AGREEMENT WITH GRANITE CONSTRUCTION COMPANY FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR- PG.41](#)

Recommendation:

- *Authorize the Executive Director to execute Amendment No. 1 to the Agreement with Granite Construction Company, Inc. to increase the construction contingency by 6.2% of contract value, or an additional \$400,000, for a total contingency amount of \$1,045,478.25 and a total contract amount not-to-exceed of \$7,500,260.75.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

9H. [SANTA PAULA BRANCH LINE MONTHLY UPDATE- PG.43](#)

Recommendation:

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

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

9I. [LEGISLATIVE UPDATE- PG.47](#)

Recommendation:

- *Receive and file.*

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

9J. [FOURTH AMENDMENT TO EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT WITH MARTIN ERICKSON- PG.71](#)

Recommendation:

- *It is recommended that the Ventura County Transportation Commission (“Commission”) adopt a resolution approving the Fourth Amendment to the Employment Agreement (“Fourth Amendment”) between the Commission and Martin Erickson to serve as Executive Director of VCTC and its related agencies and authorizing the Chair of the Commission to execute the Fourth Amendment.*

Responsible Staff: Lindsay D’Andrea, General Counsel

9K. [APPROVAL TO UTILIZE SENATE BILL \(SB\) 125 INTEREST EARNINGS FOR VENTURA COUNTY’S FREE FARE PROGRAMS- PG.79](#)

Recommendation:

- *Approve the use of interest generated from Senate Bill (SB) 125 funds allocated to regional projects, VCTC Intercity and Valley Express to support the continued implementation of the Ventura County Free Fare Program.*

Responsible Staff: CLAIRE GRASTY, DIRETOR OF PUBLIC TRANSIT

9L. [RADIO REIMBURSEMENT AGREEMENT WITH CITY OF THOUSAND OAKS FOR TRANSFER OF RADIO EQUIPMENT- PG.83](#)

Recommendation:

- *Authorize the Executive Director to execute a Reimbursement Agreement with the City of Thousand Oaks to transfer radio equipment in lieu of reimbursement and revise the payment provisions accordingly.*

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

9M. [AMENDMENT TO RADIO REIMBURSEMENT AGREEMENT WITH CITY OF CAMARILLO FOR TRANSFER OF RADIO EQUIPMENT - PG.85](#)

Recommendation:

- *Authorize the Executive Director to execute an amendment to the Reimbursement Agreement with the City of Camarillo to transfer radio equipment in lieu of reimbursement and revise the payment provisions accordingly.*

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

9N. [VENTURA COUNTY TRAFFIC MODEL CONTRACT AMENDMENT NO.1- PG.89](#)

Recommendation:

- *Approve Amendment No. 1 to the contract with Iteris, Inc. for the Ventura County Transportation Model Update to increase the Not-to-Exceed (NTE) amount by \$28,900 to \$399,810.*

Responsible Staff: Andrew Kent, Program Manager-Data and Services

9O. [AFFORDABLE HOUSING SUSTAINABLE COMMUNITIES GRANT APPLICATION SUPPORT AND PARTNERSHIP- PG.93](#)

Recommendation:

- *Approve VCTC partnerships with various developers as well as the cities of Santa Paula, Fillmore and Moorpark on Affordable Housing and Sustainable Communities grant applications.*

Responsible Staff: Claire Grasty, Director of Public Transit

9P. [SESPE CREEK BRIDGE REPAIR INCIDENTAL TAKE PERMIT- PG.97](#)

Recommendation:

- *Authorize an expenditure in an amount up to \$1,012,500 in Habitat Enhancement fees to the California Department of Fish and Wildlife (CDFW) associated with an Incidental Take Permit (ITP) for the Sespe Creek Bridge Repair Project and authorize the Executive Director to execute any associated agreements therewith.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

DISCUSSION CALENDAR:

10. [AB 2561 STATUS OF VACANCIES REPORT- PG.99](#)

Recommendation:

- *Conduct a public hearing to receive testimony on the informational report on VCTC Vacancies, and Recruitment and Retention Efforts Pursuant to Government Code Section 3502.3 (AB 2561)*
- *Receive the informational report on VCTC Vacancies, and Recruitment and Retention Efforts Pursuant to Government Code Section 3502.3 (AB 2561)*

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

11. [DRAFT VENTURA COUNTY DEMAND RESPONSE INTEGRATION PLAN- PG.101](#)

Recommendation:

- *Receive and file draft Demand-Response Integration Plan (DRIP) Customer Experience Plan*

Responsible Staff: Claire Grasty, Director of Public Transit

12. [VENTURA COUNTY BUS STOP INVENTORY AND ASSESSMENT PROJECT UPDATE- PG.107](#)

Recommendation:

- *Receive and file a presentation on the Ventura County Bus Stop Inventory and Assessment Project.*

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

13. [COMMUNITY TRAFFIC CALMING AND PEDESTRIAN & BICYCLE SAFETY PROGRAM- PG.111](#)

Recommendation:

- *Receive and file a presentation on the Community Traffic Calming and Bicycle & Pedestrian Safety Program.*
- *Authorize the Executive Director to negotiate and execute an amendment to the Agreement with NN Engineering, Inc. for Consultant Services to complete the revised scope of work.*
- *Authorize the Executive Director to amend the Memorandum of Understanding with the Southern California Association of Governments (SCAG) to reallocate \$270,000 from Project VC01 (Countywide Transit Stops and Stations Assessment and Infrastructure Improvements) to VC04 (Community Traffic Calming and Bicycle & Pedestrian Safety Program).*

Responsible Staff: Caitlin Brooks, Program Manager, Transportation Planning

14. [AMEND AGREEMENT WITH WSP USA, INC. FOR CONSULTANT SERVICES FOR SANTA PAULA BRANCH LINE TRAIL MASTER PLAN UPDATE AND EIR- PG.115](#)

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 for a total Not to Exceed of \$1,844,107 representing an increase of \$167,646.*
- *Authorize the Executive Director to amend the Memorandum of Understanding with the Southern California Association of Governments (SCAG) to reallocate \$150,000 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, Planning and Sustainability Director

15. [GENERAL COUNSEL REPORTS-](#)

16. [AGENCY REPORTS:](#)

Southern California Association of Governments (SCAG)
Primary: Chair Mike Judge

Southern California Regional Rail Authority (Metrolink-SCRRRA)

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

17. ADJOURN to 9:00 a.m. Friday, JUNE 5, 2026, at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, CA 93010.



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Item #9A

May 1, 2026

**MEETING MINUTES OF APRIL 3, 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 9:01 a.m. at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.

PLEDGE OF ALLEGIANCE was led by Commissioner Engler.

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
Chris Enegren, City of Moorpark
Bob Engler, City of Thousand Oaks
Jeff Gorell, County of Ventura
Mike Judge, City of Simi Valley
Rachel Lang, City of Ojai
Matt LaVere, County of Ventura
Kelly Long, County of Ventura
Vianey Lopez, County of Ventura
Luis McArthur, City of Oxnard
Tony Trembley, City of Camarillo
Jim White, Citizen Rep., County
Marlon Regisford, District 7 Caltrans Director

ABSENT:

Jenny Crosswhite, City of Santa Paula
Doug Halter, City of Ventura
Rachel Lang, City of Ojai

4. PUBLIC COMMENTS – None.

5. CALTRANS REPORT – Marlon Regisford, Deputy District 7 Caltrans Director, gave the Caltrans report for the month of April.

Commissioner Long requested Caltrans give a presentation or update regarding the public safety of State Route 126 and would like to figure out how to move forward, especially with the fiscal year budget coming up.

Deputy Director Regisford stated he would share the request with the Caltrans team.

6. COMMISSIONER REPORTS – None.

7. EXECUTIVE DIRECTOR REPORT-

Executive Director Martin Erickson reported on the following:

- Attended the APTA CEO's Conference March 20 - 23.

8. ADDITIONS/REVISIONS– Executive Director Martin Erickson requested that item 9F be pulled and moved to the next commission meeting as additional input had been provided in the last 24 hours regarding suggestions about how the item can be improved, which will allow VCTC to work with the WSP consultants to further refine the scope of work and to allow VCTC to respond to the stakeholder comments. General Counsel Lindsay D'Andrea stated that if there were any public comments related to item 9F, they could be shared now or during the consent calendar.

9. CONSENT CALENDAR –

The consent calendar was approved and item 9F. Amend Agreement with WSP USA, Inc. For Consultant Services for Santa Paula Branch Line Trail Master Plan Update and EIR was pulled and removed to the next commission meeting May 1, 2026.

There were several in-person public comments as well as comments received electronically that were provided regarding 9F. Amend Agreement with WSP USA, Inc. For Consultant Services for Santa Paula Branch Line Trail Master Plan Update and EIR. The following constituents gave public comment regarding pulled and removed item 9F.:

1. Tara Axell Rosenthal, Director-Rancho Rodoro
2. Louise Lampara, Executive Director-VC CoLAB
3. Maureen McGuire, CEO-Farm Bureau of Ventura County

Commissioner Long stated there was a moratorium for the bike path that expired in 2015, and it was voted by the Board of Supervisors to look into the bike path. Commissioner Long said three supervisors voted for this, but she did not vote for it. Commissioner Long stated she is currently looking to reinstate the moratorium as it is extremely important to protect farmers and the agriculture in the county.

Commissioner LaVere also commented on Item 9F, noting that in future draft reports regarding the Agreement with WSP USA, Inc. for Consultant Services for the Santa Paula Branch Line Trail Master Plan Update and EIR, there should be a clear demonstration of good-faith effort and engagement, including meaningful consideration of stakeholder input, as he felt the current report did not adequately address these concerns.

Commissioner Judge moved to approve consent calendar item 9A through 9E and 9G through 9P with item 9F being removed to the May 1, 2026, meeting. The motion was seconded by Vice-Chair Parvin and passed unanimously.

9A. APPROVE MINUTES OF MARCH 6, 2026, MEETING-PG.9

Recommended Action:

- Approve the summary minutes of March 6, 2026.

9B. MONTHLY BUDGET REPORT 2026-PG.15

Recommended Action:

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

9C. CONTRACT FOR PROFESSIONAL AUDITING SERVICES-PG.23

Recommended Action:

- 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.

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

Recommended Action:

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

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

Recommended Action:

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

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

Recommended Action:

- 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.

9H. LEGISLATIVE UPDATE-PG.45

Recommended Action:

- Receive and file the legislative update.

9I. VENTURA COUNTY TRAVEL TRAINING AND MOBILITY EDUCATION PROGRAM-PG.65

Recommended Action:

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

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

Recommended Action:

- 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

9K. FINAL FY2025-2034 VENTURA COUNTY SHORT RANGE TRANSIT PLAN-PG.73

Recommended Action:

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

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

Recommended Action:

- 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.

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

Recommended Action:

- Receive and file.

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

Recommended Action:

- 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.

90. MEMORANDUM OF UNDERSTANDING WITH THE COUNTY OF VENTURA-PG.97

Recommended Action:

- 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.

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

Recommended Action:

- 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.

DISCUSSION CALENDAR:

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

Recommended Action:

- 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).

Lupe Acero, Finance Director and Executive Director Martin Erickson presented a PowerPoint on the Fiscal Year 2026/2027 draft budget to the Commission. Chair McQueen-Legohn opened the public hearing at 9:56 a.m. for the draft budget for Fiscal Year 2026/2027. Chair McQueen-Legohn closed the public hearing at 9:56 a.m. There were no public speakers.

11. REGIONAL FARE PAYMENT UPDATE -PG.111

Recommended Action:

- Receive and file.

Claire Grasty gave a PowerPoint presentation to the commission regarding the regional fare payment system. The commission received and filed the regional fare payment update.

12. GENERAL COUNSEL REPORTS- No report.

13. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Chair Mike Judge

No report

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

Commissioner Engler reported two converging items that are affecting Metrolink. Metrolink is reducing rail service for about 45 days due to an issue obtaining parts and hopes to resolve these issues within the 45 days, as the parts suppliers are having issues getting parts for maintenance of the engines. The second issue is the financial issues Metrolink is currently facing.

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 stated there is work being done along the Pacific Surfliner and, they met with the SB 1098 working group.

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

No report.

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

No report.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

Commissioner White stated CalVans is having an executive meeting later today 4/3 and the next meeting will be April 9.

14. CLOSED SESSION-

Clerk of the commission Roxanna Ibarra read into the record the closed session item language before going into closed session.

Commissioner Judge and Commissioner Long recused himself from closed session items 3,4 and 5.

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

Commissioner Judge and Commissioner Long recused himself from closed session items 3,4 and 5.

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

The Commission adjourned the regular meeting of April 3, 2026, and convened in closed session at 10:17 a.m. General Counsel stated that there was no reportable action from the closed session at that time.

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 #9B

May 1, 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 March 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 March 31, 2026, budget report indicates that the revenues were approximately 48.8% of the adopted budget while expenditures were approximately 46.7% 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 MARCH 31, 2026**

Assets and Deferred Outflows

| | | |
|---|-----------|------------------------------|
| Cash and Investments | \$ | 83,606,620 |
| Receivables/Due from other funds | | 5,438,876 |
| Prepays and Deposits | | 817,265 |
| Capital Assets, undepreciated | | 27,745,594 |
| Capital Assets, depreciated, net | | 30,255,125 |
| Deferred Outflows | | 1,415,855 |
| Total Assets and Deferred Outflows | \$ | <u>149,279,334.65</u> |

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

| | | |
|--|-----------|--------------------------|
| Accrued Expenses and Due to Other | \$ | 6,292,903 |
| Deferred Revenue | | 27,680,625 |
| 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>37,605,186</u> |

Net Position:

| | | |
|----------------------------|--|-----------------------------|
| Invested in Capital Assets | | \$58,000,719 |
| Fund Balance | | 53,673,430 |
| Total Net Position | | <u>\$111,674,149</u> |

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE NINE MONTHS ENDED MARCH 31, 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 | \$ 5,749,107 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$2,866,174 | \$1,285,364 | \$ 9,900,645 | \$ 25,673,481 | (15,772,836) | 38.56 |
| State Revenues | 15,969,818 | 29,984,220 | 4,409,363 | 1,167,309 | 830,776 | 775,082 | 29,500 | 0 | 53,166,068 | 104,708,733 | (51,542,665) | 50.78 |
| Local Revenues | 64,974 | 0 | 0 | 0 | 0 | 381,476 | 861,007 | 2,044,186 | 3,351,643 | 6,105,097 | (2,753,454) | 54.90 |
| Other Revenues | 2,038 | 0 | 0 | 0 | 0 | 0 | 94,681 | 18,185 | 114,904 | 0 | 114,904 | 0.00 |
| Interest | 83,334 | 178,149 | 574,155 | 66,751 | 151,597 | 93,363 | 5,657 | 11,186 | 1,164,192 | 2,176,900 | (1,012,708) | 53.48 |
| Total Revenues | 21,869,271 | 30,162,369 | 4,983,518 | 1,234,060 | 982,373 | 1,249,921 | 3,857,019 | 3,358,921 | 67,697,452 | 138,664,211 | (70,966,759) | 48.82 |
| Expenditures | | | | | | | | | | | | |
| Administration | | | | | | | | | | | | |
| Personnel Expenditures | 3,222,676 | 0 | 0 | 0 | 0 | 0 | 149,735 | 37,600 | 3,410,011 | 4,902,400 | (1,492,389) | 69.56 |
| Legal Services | 20,861 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20,861 | 46,200 | (25,339) | 45.15 |
| Professional Services | 123,010 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123,010 | 219,800 | (96,790) | 55.96 |
| Office Leases | 132,716 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132,716 | 230,400 | (97,684) | 57.60 |
| Office Expenditures | 677,694 | 0 | 0 | 0 | 0 | 0 | 110,579 | 27,768 | 816,041 | 1,041,900 | (225,859) | 78.32 |
| Total Administration | 4,176,957 | 0 | 0 | 0 | 0 | 0 | 260,314 | 65,368 | 4,502,639 | 6,440,700 | (1,938,061) | 69.91 |
| Programs and Projects | | | | | | | | | | | | |
| Transit & Transportation Program | | | | | | | | | | | | |
| Regional Transit Technology | 836,232 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 836,232 | 2,953,759 | (2,117,527) | 28.31 |
| SD-Accessible Mobility Service | 261,773 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261,773 | 734,300 | (472,527) | 35.65 |
| VCTC Intercity Bus Services | 0 | 0 | 0 | 0 | 0 | 0 | 7,575,824 | 0 | 7,575,824 | 22,692,669 | (15,116,845) | 33.38 |
| Valley Express Bus Services | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,114,465 | 2,114,465 | 4,243,410 | (2,128,945) | 49.83 |
| Transit Grant Administration | 15,031,386 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15,031,386 | 29,302,735 | (14,271,349) | 51.30 |
| Total Transit & Transportation | 16,129,391 | 0 | 0 | 0 | 0 | 0 | 7,575,824 | 2,114,465 | 25,819,680 | 59,926,873 | (34,107,193) | 43.09 |
| Highway Program | | | | | | | | | | | | |
| Motorist Aid Services | 0 | 0 | 0 | 1,436,641 | 0 | 0 | 0 | 0 | 1,436,641 | 2,008,000 | (571,359) | 71.55 |
| 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 | 1,436,641 | 0 | 0 | 0 | 0 | 2,077,291 | 6,066,600 | (3,989,309) | 34.24 |

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE NINE MONTHS ENDED MARCH 31, 2026**

| | General Fund | LTF Actual | STA Actual | SAFE Actual | SGR Actual | SPBL Actual | VCTC Intercity | Valley Express | Fund Totals | Budgeted Actual | Variance Actual | % Year |
|---|-------------------|-------------------|----------------|------------------|---------------|------------------|------------------|------------------|-------------------|--------------------|---------------------|--------------|
| Rail Program | | | | | | | | | | | | |
| Metroink & Commuter Rail | 9,754,422 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,754,422 | 24,679,939 | (14,925,517) | 39.52 |
| LOSSAN & Coastal Rail | 568,228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568,228 | 3,067,135 | (2,498,907) | 18.53 |
| Santa Paula Branch Line | 0 | 0 | 0 | 0 | 0 | 3,676,283 | 0 | 0 | 3,676,283 | 17,044,497 | (13,368,214) | 21.57 |
| Total Rail | 10,322,650 | 0 | 0 | 0 | 0 | 3,676,283 | 0 | 0 | 13,998,933 | 44,791,571 | (30,792,638) | 31.25 |
| Commuter Assistance Program | | | | | | | | | | | | |
| Reg Transit Information Center | 12,730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,730 | 33,900 | (21,170) | 37.55 |
| Rideshare Programs | 170,499 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170,499 | 302,400 | (131,901) | 56.38 |
| Total Commuter Assistance | 183,229 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183,229 | 336,300 | (153,071) | 54.48 |
| Planning & Programming | | | | | | | | | | | | |
| TDA Administration | 292,065 | 27,947,769 | 219,129 | 0 | 44,154 | 0 | 0 | 0 | 28,503,117 | 41,710,426 | (13,207,309) | 68.34 |
| Transportation Programming | 18,751 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18,751 | 84,300 | (65,549) | 22.24 |
| Regional Transportation Planni | 675,076 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 675,076 | 1,601,544 | (926,468) | 42.15 |
| Airport Land Use Commission | 344 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 344 | 28,000 | (27,656) | 1.23 |
| Regional Transit Planning | 3,186,264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,186,264 | 8,164,060 | (4,977,796) | 39.03 |
| Total Planning & Programming | 4,172,500 | 27,947,769 | 219,129 | 0 | 44,154 | 0 | 0 | 0 | 32,383,552 | 51,588,330 | (19,204,778) | 62.77 |
| General Government | | | | | | | | | | | | |
| Community Outreach | 169,231 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169,231 | 221,500 | (52,269) | 76.40 |
| State & Federal Relations | 98,204 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98,204 | 164,900 | (66,696) | 59.55 |
| Management & Administration | 103,212 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103,212 | 248,600 | (145,388) | 41.52 |
| Total General Government | 370,647 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 370,647 | 635,000 | (264,353) | 58.37 |
| Total Expenditures | 35,996,024 | 27,947,769 | 219,129 | 1,436,641 | 44,154 | 3,676,283 | 7,836,138 | 2,179,833 | 79,335,971 | 169,785,374 | (90,449,403) | 46.73 |

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE NINE MONTHS ENDED MARCH 31, 2025**

| | General Fund | LTF Actual | STA Actual | SAFE Actual | SGR Actual | SPBL Actual | VCTC Intercity | Valley Express | Fund Totals | Budgeted Actual | Variance Actual | % Year |
|--|---------------------|---------------------|---------------------|------------------|--------------------|--------------------|--------------------|------------------|---------------------|---------------------|-------------------|--------------|
| Revenues over (under) expenditures | (14,126,753) | 2,214,600 | 4,764,389 | (202,581) | 938,219 | (2,426,362) | (3,979,119) | 1,179,088 | (11,638,519) | (31,121,163) | 19,482,644 | 37.40 |
| 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 | 1,625,139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,625,139 | 4,139,831 | (2,514,692) | 39.26 |
| Transfers In GF From SGR | 2,540,474 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,540,474 | 8,661,003 | (6,120,529) | 29.33 |
| Transfers Into GF From SAFE | 342,251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 342,251 | 460,400 | (118,149) | 74.34 |
| Transfers Into GF From SPBL | 126,830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126,830 | 193,300 | (66,470) | 65.61 |
| 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 | 85,303 | 85,303 | 88,280 | (2,977) | 96.63 |
| 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 | (1,625,138) | 0 | 0 | 0 | 0 | 0 | (1,625,139) | (4,139,831) | 2,514,692 | 39.26 |
| 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 | (342,251) | 0 | 0 | 0 | 0 | (342,251) | (460,400) | 118,149 | 74.34 |
| Transfers Out of SPBL Into GF | 0 | 0 | 0 | 0 | 0 | (126,830) | 0 | 0 | (126,830) | (193,300) | 66,470 | 65.61 |
| Transfers Out of SGR Into GF | 0 | 0 | 0 | 0 | (2,540,474) | 0 | 0 | 0 | (2,540,474) | (8,661,003) | 6,120,529 | 29.33 |
| Transfers Out of SGR Into VE | 0 | 0 | 0 | 0 | (85,303) | 0 | 0 | 0 | (85,303) | (88,280) | 2,977 | 96.63 |
| Total Other Financing Sources | 16,799,170 | (12,164,476) | (11,486,490) | (342,251) | (2,625,777) | 3,734,522 | 6,000,000 | 85,303 | 0 | 0 | 0 | 0.00 |
| Net Change in Fund Balances | 2,672,417 | (9,949,876) | (6,722,101) | (544,832) | (1,687,558) | 1,308,160 | 2,020,881 | 1,264,391 | (11,638,519) | (31,121,163) | 19,482,644 | 37.40 |
| Beginning Fund Balance w/o capital a: | 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/SBIT | | | | | | | | | | | | |
| A Net Adjustment* | (2,093,603) | 0 | 0 | 0 | 0 | 0 | (55,144) | 0 | (2,148,747) | | | |
| Fund Balance as of March 31, 2026 | 6,433,164 | 7,469,026 | 25,802,487 | 3,462,272 | 5,757,968 | 1,333,527 | 2,150,595 | 1,264,391 | 53,673,429 | | | |
| Fund Balance per Balance Sheet | | | | | | | | | 53,673,430 | | | |

*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 MARCH 31, 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 | \$24,824.65 | EAC & .70% | \$ 12,618,153.31 |
| LAIF | State Pool | N/A | \$193,169.58 | 4.20% | 9,476,729.09 |
| County of Ventura | Treasury Pool | N/A | \$963,660.88 | 4.17% | 60,809,417.58 |
| VCCF Bike Fund | Investment | N/A | Annually | Annually | 21,138.05 |
| Total | | | \$1,164,191.38 | | \$82,925,438.03 |

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

May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: LUPE ACERO, FINANCE DIRECTOR

SUBJECT: FISCAL YEAR 2025/2026 BUDGET ADJUSTMENTS

RECOMMENDATION:

- Amend the VCTC Fiscal Year 2025/2026 budget revenues and expenditures as stated in Exhibit A – Proposed Budget Adjustments

DISCUSSION:

The Fiscal Year 2025/2026 budget was adopted by the Commission on June 6, 2025. The budget is prepared based on estimated revenues and expenditures for projects that are implemented during the fiscal year. As the budget year unfolds, staff monitor the revenue and expenditure of the Commission on an on-going basis. This provides the opportunity to capitalize on opportunities not foreseen during the initial planning and adjust for any revenue or expenditure changes. Based on actual performance and expected trends for the remainder of the fiscal year, budget adjustments are recommended to reduce budget revenue and expense appropriations for Fiscal Year 2025/2026.

It is important to note the budget adjustments are within Program Budgets only and are net-zero adjustments requiring a decrease in revenues and expenditure. No new appropriations are being requested. These adjustments reflect cost savings or expenditures deferred to next fiscal year.

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.”

FISCAL IMPACT:

Approval of the Budget Amendments will decrease the revenue and expenditure appropriations in the Fiscal Year 2025/2026 Budget as indicated in Exhibit A.

**EXHIBIT A
FISCAL YEAR 2025-2026 BUDGET ADJUSTMENTS**

| Budget Task: | Accessibility Service |
|--|-------------------------------|
| Funding Source | Adjustment To Revenues |
| LTF Fund Transfer | (\$300,000) |
| Total Funding Increase (Decrease) | (\$300,000) |

| Expenditure | Adjustment to Expenditures |
|---|-----------------------------------|
| Consultant Services | (\$300,000) |
| Total Expenditures Increase (Decrease) | (\$300,000) |

Reason:
The total costs for the Demand-Response Integration Plan (DRIP) are expected to come in less than budgeted. In addition, the travel training will not be executed in Fiscal Year 2025/2026.

| Budget Task: | LOSSAN |
|--|-------------------------------|
| Funding Source | Adjustment To Revenues |
| TIRCP (SB 125) | (\$2,499,525) |
| Total Funding Increase (Decrease) | (\$2,499,525) |

| Expenditure | Adjustment to Expenditures |
|---|-----------------------------------|
| LOSSAN Operations | (\$2,499,525) |
| Total Expenditures Increase (Decrease) | (\$2,499,525) |

Reason:
No anticipated invoices are expected until Fiscal Year 2026/2027.

| Budget Task: | Metrolink |
|--|-------------------------------|
| Funding Source | Adjustment To Revenues |
| SCCP | (\$3,000,000) |
| STA Fund Transfer | (\$425,000) |
| FTA | (\$300,000) |
| Total Funding Increase (Decrease) | (\$3,725,000) |

| Expenditure | Adjustment to Expenditures |
|---|-----------------------------------|
| Station Rehabilitation | (\$3,725,000) |
| Total Expenditures Increase (Decrease) | (\$3,725,000) |

Reason:
The construction for this project will not start until Fiscal Year 2026/2027, therefore the majority of costs will be shifted to the Fiscal Year 2026/2027 budget.

| Budget Task: | Regional Transit Planning |
|--|----------------------------------|
| Funding Source | Adjustment To Revenues |
| TIRCP (SB 125) | (\$1,175,744) |
| REAP 2.0 | (\$1,004,083) |
| Total Funding Increase (Decrease) | (\$2,179,827) |

| Expenditure | Adjustment to Expenditures |
|---|-----------------------------------|
| Capital Enhancement Program | (\$1,579,827) |
| Free Fare Programs | (\$600,000) |
| Total Expenditures Increase (Decrease) | (\$2,179,827) |

Reason:

Reduction of \$1,175,744 in TIRCP (SB 125) funds, including \$575,744 for the Regional Radio Project and \$600,000 for Free Fare Programs, reflects procurement delays for the Regional Radio Project that will push related expenditures into Fiscal Year 2026/2027, while the Free Fare Programs reduction is due to exhausting LCTOP funds prior to utilizing TIRCP (SB 125) funds. Reduction of \$1,004,083 in SCAG REAP 2.0 funds also reflects procurement delays that will shift expenditures into Fiscal Year 2026/2027.

| Budget Task: | Regional Transit Technology |
|--|------------------------------------|
| Funding Source | Adjustment To Revenues |
| FTA | (\$293,836) |
| Total Funding Increase (Decrease) | (\$293,836) |

| Expenditure | Adjustment to Expenditures |
|---|-----------------------------------|
| Equipment / Equipment Maintenance | (\$293,836) |
| Total Expenditures Increase (Decrease) | (\$293,836) |

Reason:

Due to vendor ordering, delivery, and installation timelines, regional transit technology equipment will not be ordered until Fiscal Year 2026/2027.

| Budget Task: | VCTC Intercity Services |
|--|--------------------------------|
| Funding Source | Adjustment To Revenues |
| TIRCP (SB 125) | (\$7,721,359) |
| Total Funding Increase (Decrease) | (\$7,721,359) |

| Expenditure | Adjustment to Expenditures |
|---|-----------------------------------|
| Bus Replacements/Rehabilitation | (\$7,721,359) |
| Total Expenditures Increase (Decrease) | (\$7,721,359) |

Reason:

Due to manufacture delays, the five new Intercity replacement buses will not be delivered until Fiscal Year 2026/2027.

| Budget Task: | Regional Transportation Planning |
|--|---|
| Funding Source | Adjustment To Revenues |
| LTF Fund Transfer | (\$301,700) |
| Sustainable Communities Grant (SCG) | (\$265,600) |
| Total Funding Increase (Decrease) | (\$567,300) |

| Expenditure | Adjustment to Expenditures |
|---|-----------------------------------|
| Sustainable Communities (Wildlife Study) | (\$265,600) |
| Consultant Services | (\$250,000) |
| Sustainable Transportation Grant Match | (\$51,700) |
| Total Expenditures Increase (Decrease) | (\$567,300) |

Reason:
 The \$265,600 Sustainable Communities (wildlife Study) expenditures are anticipated to be shifted to Fiscal Year 2026/2027. The \$250,000 for consultant services is deobligated due to conflicting project priorities and therefore, the Congestion Management Program is not anticipated to be updated in this fiscal year. The project will be reevaluated next fiscal year. The Grant Match for Sustainable Transportation Grant will not be needed for local match this fiscal year.

| Budget Task: | Highway Project Management |
|--|-----------------------------------|
| Funding Source | Adjustment To Revenues |
| STBG | (\$2,200,000) |
| Total Funding Increase (Decrease) | (\$2,200,000) |

| | Adjustment to Expenditures |
|---|-----------------------------------|
| Consultant Services | (\$2,200,000) |
| Total Expenditures Increase (Decrease) | (\$2,200,000) |

Reason:
 The PA&ED phase of the 101 Improvement Program (US 101 HOV / Express Bus Lane project) is ongoing, with public circulation and preparation of the Final Environmental Document to occur in Fiscal Year 2026/2027, and not in Fiscal Year 2025/2026.

| Budget Task: | Santa Paula Branch Line |
|--|--------------------------------|
| Funding Source | Adjustment To Revenues |
| PLBP Grant | (\$4,000,000) |
| STA Fund Transfer - FEMA/ CalOES | (\$1,364,980) |
| STA Fund Transfer | (\$501,000) |
| STBG Grant | (\$477,620) |
| Total Funding Increase (Decrease) | (\$6,343,600) |

| | Adjustment to Expenditures |
|---|-----------------------------------|
| PLBP-SPBL Trail Project | (\$4,000,000) |
| Bridge Reconstruction | (\$1,200,000) |
| Consultant Services | (\$1,143,600) |
| Total Expenditures Increase (Decrease) | (\$6,343,600) |

Reason:
 \$4,000,000 of Priority Legislative Budget Project (PLBP) funds are shifted from Fiscal Year 2025/2026 and included in the Fiscal Year 2026/2027 budget. The bridge reconstruction and consultant services of \$1,200,000 and \$1,143,600 for a total of \$2,343,600 will shift to Fiscal Year 2026/2027. The bridge reconstruction project will not be completed within Fiscal Year 2025/2026 due to weather-related and environmental permitting delays..

| Budget Task: | Transit Grant Administration |
|--|-------------------------------------|
| Funding Source | Adjustment To Revenues |
| ZETCP GGRF (SB 125) | (\$2,842,463) |
| FTA | (\$2,639,401) |
| SGR Fund Transfer | (\$785,363) |
| TIRCP (SB 125) | (\$532,774) |
| PUC - Access for All | (\$200,000) |
| Total Funding Increase (Decrease) | (\$7,000,001) |

| | Adjustment to Expenditures |
|---|-----------------------------------|
| Pass-Through Grants | (\$7,000,001) |
| Total Expenditures Increase (Decrease) | (\$7,000,001) |

Reason:
 VCTC did not receive \$2.8 million of ZETCP (SB 125) funds from State - these are included in Fiscal Year 2026/2027 budget as they are expected to be receive in Fiscal Year 2026/2027. The remainder of the pass thru expenditures to subrecipients is not anticipated to be spent this year do to delays in delivery of projects and will shift to Fiscal Year 2026/2027.

| Budget Task: | SGR Fund |
|--|-------------------------------|
| Funding Source | Adjustment To Revenues |
| SGR Fund Transfer out to General Fund | (\$785,363) |
| Total Funding Increase (Decrease) | (\$785,363) |

Reason:

This entry is needed to update the SGR budget transfer-out for the various budgets using SGR.

| Budget Task: | STA Fund |
|--|-------------------------------|
| Funding Source | Adjustment To Revenues |
| STA Fund Transfer out to General Fund | (\$425,000) |
| STA Fund Transfer out to SPBL | (\$1,865,980) |
| Total Funding Increase (Decrease) | (\$2,290,980) |

Reason:

This entry is needed to update the STA budget transfers-out for the various budgets.



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Item #9D

May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: THAO LE, PROGRAM MANAGER - ACCOUNTING
LUPE ACERO, FINANCE DIRECTOR**

**SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) AUDITS FOR
FISCAL YEAR 2024/2025**

RECOMMENDATION:

- Receive and file the Transportation Development Act (TDA) Audits for Fiscal Year 2024/2025.

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

BACKGROUND:

The Ventura County Transportation Commission (VCTC) is the Regional Transportation Planning Agency (RTPA) for Ventura County. As the RTPA, the Commission is responsible for authorizing Transportation Development Act (TDA) funding to local agencies. The Commission is also responsible for ensuring that annual financial and compliance audits are conducted for all TDA claimants including Local Transportation Fund (LTF), State Transit Assistance (STA), State of Good Repair (SGR), Proposition 1B Public Transportation, Modernization, Improvement, and Service Enhancement

Account (PTMISEA) and Low Carbon Transit Operation Program (LCTOP) recipients to ensure program compliance. State law requires that the TDA and Proposition 1B PTMISEA and LCTOP fiscal audits be submitted to the State Controller's Office and the Regional Transportation Planning Agency within six months of the close of each fiscal year (unless an extension is granted not to exceed 90-days).

DISCUSSION:

In April 2024, the Commission contracted with ASM, LLP to perform the TDA, Proposition 1B and LCTOP audits for all TDA claimants except for the City of Moorpark who had its TDA audits performed by its financial auditors. In early 2025, the City of Moorpark requested that ASM, LLP to also perform the City's TDA audits starting with Fiscal Year 2024/2025. The contract with ASM, LLP was amended to include the City of Moorpark audits and was approved by the Commission in May 2025.

For Fiscal Year 2024/2025, ASM, LLP performed forty-five (45) audits for local agencies (GCTD, cities, and the County) and seven (7) audits for VCTC. There are total of fifty-two (52) audits for Fiscal Year 2024/2025. VCTC Finance staff works with the independent audit firm and with local agency staff during the audit process to ensure all audits are completed and filed in time. VCTC staff reviews all draft and final reports and follows up- on open items with all agencies.

All Fiscal Year 2024/2025 audits received a "clean" audit opinion and "the financial statements were presented fairly in all material respects.

The audits were completed and filed on time with the State Controller's Office and VCTC by the deadline of December 31, 2025, except for extensions that were granted (as allowed by TDA regulations) to the Cities of Fillmore, Ojai, Simi Valley, and the County. The extended audits were filed by the granted deadline.

The following TDA, SGR, Proposition 1B and LCTOP audits are included as separate attachments to the agenda item:

City of Camarillo – Article 3, Article 8a, Article 8c, STA, and SGR

City of Fillmore - Article 3, Article 8a, and Article 8c

City of Moorpark - Article 3, Article 8a, Article 8c, STA, SGR, Proposition 1B, and LCTOP

City of Ojai - Article 3

City of Oxnard - Article 3, Article 8a, and Article 8c

City of Port Hueneme - Article 3

City of San Buenaventura - Article 3

City of Santa Paula - Article 3, Article 8a, and Article 8c
City of Simi Valley - Article 3, Article 4, STA, SGR, and LCTOP
City of Thousand Oaks - Article 3, Article 8c, Article 8a, ECTA, STA, and SGR
County of Ventura – Article 3
Gold Coast Transit District – Article 4, STA, SGR, LCTOP, and Article 4 for five-member agency (Ojai, Oxnard, Port Hueneme, San Buenaventura, and Ventura County)
VCTC - Article 3, Article 6.5, LCTOP, Valley Express, VCTC Intercity, STA Transfer, and SGR

The TDA Management letters that include recommendations for improvements in internal control, accounting procedures, or other significant observations are also included.

There are a few cities that have old projects that have been opened for several years and not completed as of Fiscal Year 2024/2025. More details on these projects can be found in the audit reports.

- City of Fillmore:
 - Article 3: The City has an old project that is still open.
- City of Moorpark:
 - Article 3: The City has four old projects that are still open.
- City of Ojai:
 - Article 3: The City has two old projects that are still open.
- City of Oxnard:
 - Article 8c: The City has a large and old unused Article 8c fund balance that needs to be utilized.

These reports are available upon request from VCTC, the local agency, or can be found on the Commission’s website at www.goventura.org as agenda attachments.

FISCAL IMPACT:

No fiscal impact. This is a receive and file report.



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Item #9E

DATE: May 1, 2026
TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
SUBJECT: MEMORANDUMS OF UNDERSTANDING WITH THE CITY OF VENTURA AND CITY OF OXNARD

RECOMMENDATION:

- Approve and authorize the Executive Director to execute a Memorandum of Understanding with the City of Ventura defining the roles and responsibilities for the administration of Solutions for Congested Corridors Program funds for the Santa Paula Branch Line Trail Project.
- Approve and authorize the Executive Director to execute a Memorandum of Understanding with the City of Oxnard defining the roles and responsibilities for the administration of Solutions for Congested Corridors Program funds for the Oxnard Transit Center Electric Vehicle Chargers Project.

BACKGROUND

In June 2023, the California Transportation Commission (CTC) approved Solutions for Congested Corridors Program (SCCP) awards to support the Santa Paula Branch Line Trail Project in the City of Ventura, between the East Ventura Metrolink Station and east of Wells Road, and the Oxnard Transit Center Electric Vehicle (EV) Chargers Project at the Oxnard Transit Center. VCTC served as the grant applicant for both projects, with the City of Ventura and the City of Oxnard, respectively, designated as the implementing agencies responsible for project delivery.

To ensure the successful and timely completion of these SCCP-funded projects and to meet SCCP requirements, VCTC must enter into separate Memoranda of Understanding (MOUs) with each city. These agreements are necessary to clearly define roles and responsibilities related to project management, reimbursement procedures, reporting requirements, and compliance with SCCP guidelines.

STRATEGIC PLAN COMMITMENT

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

- B1. Encourage city and county partners to plan and prioritize building new bike lanes and continue seeking funds for this purpose.
- C2. Assist cities and the county to seek supplemental federal and state funding including through Caltrans.

DISCUSSION

The proposed MOUs, attached to this item, formalize responsibilities between VCTC and the Cities of Ventura and Oxnard to ensure appropriate stewardship of SCCP funds and compliance with all applicable state and program requirements. Execution of the MOUs is required prior to requesting formal allocation of funds from the CTC.

Under the agreements, each city will continue to serve as the implementing agency responsible for delivering its respective project. VCTC will support the administration of SCCP funds by coordinating with Caltrans and the CTC, facilitating reimbursement processes as applicable, and fulfilling oversight responsibilities in accordance with SCCP guidelines. Approval of these MOUs will allow both projects to proceed in a timely manner while ensuring accountability, transparency, and alignment with regional congestion-relief and mobility goals.

FISCAL IMPACT:

There is no fiscal impact to VCTC.

ATTACHMENTS:

MOU with City of Ventura

MOU with City of Oxnard



Item #9F

DATE: May 1, 2026
TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
**SUBJECT: SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM
BASELINE AGREEMENT FOR THE HUENEME ROAD WIDENING
PROJECT**

RECOMMENDATION:

- Approve and authorize the Executive Director to execute the Senate Bill 1 Trade Corridor Enhancement Program Baseline Agreement between the Ventura County Transportation Commission, the California Department of Transportation (Caltrans), the California Transportation Commission, and the County of Ventura for the Hueneme Road Widening Project.

BACKGROUND

In June 2025, the California Transportation Commission (CTC) approved an award of Senate Bill 1 Trade Corridor Enhancement Program (TCEP) funding in the amount of \$11,340,000 for the Hueneme Road Widening Project. VCTC is the project applicant, with the County of Ventura serving as the implementing agency responsible for project delivery.

A Project Baseline Agreement between applicable parties is required by the CTC to establish the approved project scope, schedule, cost, and key terms and conditions associated with the use of TCEP funds, and to enable future allocation of funds and reimbursement of eligible project costs.

STRATEGIC PLAN COMMITMENT

The recommended action aligns with the following VCTC Strategic Plan strategies:

- 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 TCEP Project Baseline Agreement, shown in Attachment A, serves as the foundational agreement between the California Transportation Commission, Caltrans, the County of Ventura, and VCTC for implementation and oversight of the approved TCEP award. Approval of the Baseline Agreement enables VCTC, as the project applicant, to coordinate with the County of Ventura and Caltrans on required allocation, reporting, and reimbursement actions in accordance with TCEP requirements. Approval of this item does not authorize construction or commit additional funding beyond what has already been approved by the CTC.

It should be noted that in April 2026, the VCTC authorized the Executive Director to execute a Memorandum of Understanding with the County of Ventura defining the roles and responsibilities for the administration of the SB1 TCEP funds for the Hueneme Road Widening Project. The MOU formalized responsibilities between VCTC and the County of Ventura to ensure proper stewardship of SB 1 funds and compliance with state and SB 1 requirements. Additionally, the execution of the MOU was required prior to requesting formal allocation of funds from the CTC.

FISCAL IMPACT:

There is no fiscal impact to VCTC.

ATTACHMENTS:

Project Baseline Agreement



Item #9G

Date: May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: AMEND AGREEMENT WITH GRANITE CONSTRUCTION COMPANY FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR

RECOMMENDATION:

- Authorize the Executive Director to execute Amendment No. 1 to the Agreement with Granite Construction Company, Inc. to increase the construction contingency by 6.2% of contract value, or an additional \$400,000, for a total contingency amount of \$1,045,478.25 and a total contract amount not-to-exceed of \$7,500,260.75.

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. On April 8, 2026, USACE granted an extension through September 30, 2026. The project is on track to restart construction work beginning May 1, with scheduled substantial completion by September 28, 2026.

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 required additional effort by the Construction Management team. VCTC and the Construction Management team worked with Granite to minimize change orders and cost overruns; however, costs determined to be reasonable associated with change order requests have exceeded the available contingency but are within the scope of services.

As such, the Construction Management team and VCTC staff recommend approval of Amendment No. 1 to the agreement with Granite to increase the contingency and total contract amount not-to-exceed to account for costs associated with weather-related project delays and additional costs for environmental compliance activities necessary to complete the bridge repair project.

FISCAL IMPACT:

No fiscal impact to the Fiscal Year 2025/2026 budget. Funds for the recommended increase in the not-to-exceed contract amount are included in the approved Fiscal Year 2025/2026 program budget and the draft program budget for Fiscal Year 2026/2027. VCTC will continue to work with FEMA and CalOES to pursue obligation and reimbursement of eligible project costs.



Item #9H

May 1, 2026

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

RECOMMENDATION:

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

STRATEGIC PLAN COMMITMENT:

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. During April, staff followed up with Sierra Northern and the selected contractor to issue a Right of Entry permit to facilitate the tree removal. Work began on April 21 to remove the trees.
- *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/SCRRRA 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>. Staff collaborated with a team from Homes & Hope on an Affordable Housing and Sustainable Communities (AHSC) grant application that may include funding for portions of the SPBL Trail within the City of Santa Paula.
 - *SPBL Trail Master Plan Update & EIR/EIS:*
 - The March and April Project Development Team (PDT) meetings were canceled due to a change in the project manager on the consultant contractor team and ongoing discussions with staff related to an amendment to the consultant contract.
 - 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 during March to refine a proposed amendment to the consultant contract with WSP to accommodate additional engagement with agricultural stakeholders. In response to feedback from agricultural stakeholders in advance of and during the April Commission meeting, staff worked with the consultant to again revise the proposed amendment. Staff also met with a representative of agricultural interests in person to discuss ways to better incorporate stakeholder concerns in the proposed amendment and for the resulting AWG. See Item 13 on the May 1, 2026 Commission Agenda for additional details 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 as part of the obligation process, 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, and the Category C project has been in “Pending Large Project Review” status since September 16. Staff will continue to provide financial, environmental, and other project information and documentation to FEMA and CalOES upon request.
 - The FEMA Activity Completion Deadline was October 13, 2025. VCTC submitted an extension request to CalOES and FEMA on October 2. An additional request to extend the period of performance will need to be filed upon obligation of funding by FEMA. 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. 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. On April 8, USACE issued a reverification letter granting the requested extension through September 30.
 - Construction began on September 3, 2025 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 indicated by email that an ITP will be in place for a May 1 restart date for permanent repairs. On April 20, staff met with CDFW to review the draft ITP in anticipation of its issuance. Most of the permit provisions align with existing planned reporting and other requirements of the RG-63 permit and did not raise concerns of the project team. However, a proposed Habitat Enhancement fee over \$1 million requires additional review and consideration by VCTC and the Construction Management team.
 - Assuming a May 4 restart date, the current permanent repair project target completion date is mid-September 2026. The timeline may be impacted by resolution of the ITP fee issue.
 - On April 21 and 22, VCTC participated in the kick-off meetings for the County-led Multijurisdictional Hazard Mitigation Plan. Staff plan to incorporate long-term protections to railroad and roadway infrastructure within the Sespe Creek Overflow as a hazard mitigation project.
- *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 SPBL and its operating locations.
- 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. Sierra Northern continues to work through its corporate transition process while supporting SPBL operations and maintenance.

FISCAL IMPACT

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



Item #91

May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Receive and file.

BACKGROUND:

VCTC maintains the State and Federal Governmental Relations program to foster involvement in a broad range of state and federal governmental settings to encourage policies that support VCTC programs.

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

State Budget

VCTC continues to monitor state budget proposals that could impact transportation revenues. The governor is expected to release his revised budget in early May. While the January budget proposal honored most commitments from the Senate Bill (SB) 125 transportation funding bill, it does not include the remaining \$690 million for the Zero-Emission Transit Capital Program. In addition, recent changes to the state's Cap-and-Invest Program and Greenhouse Gas Reduction Fund Expenditure Plan are expected to reduce funding for the Transit and Intercity Rail Capital Program (TIRCP) and the Low-Carbon Transit Operations Program (LCTOP), which supports VCTC's Free Fares Program. Additional proposed amendments to the Cap-and-Invest program could reduce funding for those programs even further.

VCTC is staying engaged in the budget process through its state advocate and through the California Transit Association. Transit budget priorities include establishment of funding certainty for the LCTOP and TIRCP programs and extension of the statutory relief provided to transit operators during the COVID-19 pandemic including suspension of the farebox recovery penalty.

Assembly Bill (AB) 2267

VCTC has submitted a letter of support for Assembly Bill (AB) 2267, the California Bridge and Highway Act, by Assembly member Robert Garcia. This bill establishes statewide suicide-prevention design standards for new bridge construction and major rehabilitation projects and would require the California Department of Transportation (Caltrans) to, starting in July 2029, develop and maintain a set of pre-approved, suicide-prevention safety-barrier designs that cities and counties may voluntarily use when they elect to self-fund and install barriers.

Although the nature of this bill falls outside the adopted 2025-27 Legislative Program, VCTC believes support is appropriate given the agency's role in the Arroyo Simi Bridge Suicide Prevention Task Force. Since 2022, VCTC has worked closely with Caltrans District 7, city and county leaders, members of law enforcement and mental health experts to create physical and community-based solutions to an alarming number of suicides and suicide attempts on the Arroyo Simi Bridge, where State Route 118 meets State Route 23. VCTC is grateful for the leadership and support of Caltrans and all task force members in recognizing the need to address this public health crisis and work together to craft solutions. Through careful planning and coordination by the task force, construction of a barrier fence on the Arroyo Simi Bridge began in late 2025 and is expected to be completed in 2026.

At the time this report was prepared, AB 2267 had been passed by the Assembly Transportation Committee and was referred to Appropriations. The bill has recorded support from agencies in addition to VCTC and has no recorded opposition. VCTC has updated the legislative matrix in Attachment B to reflect support of the bill and will continue to monitor its progress in the Legislature. Attachment C is a copy of the support letter.

Federal Issues

Surface Transportation Reauthorization

The federal Infrastructure Investment and Jobs Act, the surface transportation bill passed in 2021, expires Sept. 30, at the end of the fiscal year. Congress has been in discussions about a potential reauthorization bill for several months. In April, the chair of the House Transportation & Infrastructure Committee, Rep. Sam Graves, indicated that markup of a House reauthorization bill could happen April 29. In a published report, the chairman said he expected a top line number for a reauthorization bill to be \$500 billion to \$550 billion. For context, the IIJA provided \$1.2 trillion, so the suggested top line number would be significantly less.

Federal Budget

In April, the White House released its proposed budget for Fiscal Year 2027. Some notable points of Transportation budget proposal include:

- 23 percent cut for public transit;
- 82 percent cut for passenger rail.
- 2.1 percent **increase** for formula and competitive programs funded from the Mass Transit Account of the Highway Trust Fund.

The proposed budget does not include any funds for Mega Events, such as the 2028 Olympic and Paralympic Games. It also eliminates all funding for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants and cancels all unobligated funding provided through the National Electric Vehicle Infrastructure and Charging and Fueling Infrastructure grant programs.

The budget provides \$770 million for the Nationally Significant Multimodal Freight & Highway Projects (INFRA) discretionary grants program to deliver nationally- and regionally-significant projects to ease highway congestion and open up freight bottlenecks, and an additional \$714 million to repair or replace highway bridges in disrepair.

Attachment A is the monthly report of the Commission's state advocate. Attachment B is a list of bills VCTC is monitoring. Attachment C is a letter of support for Assembly Bill (AB) 2267).

Fiscal Impact

This report has no fiscal impact to VCTC.



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

Legislative Update

The month of April was consumed by lengthy policy committee hearings in both the Senate and Assembly for them to meet their legislative deadlines. April 24th was the deadline for bills in the first house to be passed out of their respective policy committees if the bills had a fiscal impact to the state. Therefore, the days leading up to that deadline saw hundreds of bills move through committees.

For bills that were referred to more than one policy committee, there was a quick turnaround from one hearing to the next. Once advanced out of the policy committee stage, legislation moved to the respective Appropriations Committee for a debate on the fiscal aspects of the bill. The month of May will be focused on these fiscal issues, including a hearing on the Suspense File – where bills with a larger price tag are often held in Committee. There will be a significant reduction in the overall number of bills that are moving after the suspense hearings in the Senate and Assembly. This all leads up to the House of Origin deadline on May 29th. This date marks the halfway point for bills and is the last day for each chamber to pass bills introduced in that house.

Seaside Advocacy will continue to update VCTC on the status of bills and the negotiations around this year's state budget.

California Budget

On April 1st, the Legislative Analyst's Office (LAO) published an "Income Tax Withholding Tracker". In the article, they stated that California's income tax withholding for March 2026 came in at \$11.5 billion, just slightly above budget projections and 12% higher than the same month last year, largely driven by a rebound in Broadcom stock that boosted RSU payouts to employees. While withholding remains a bright spot for state revenue, growth has slowed from around 10% to roughly 7% on a trailing 12-month basis, with the first three months of 2026 showing a more modest 4.3% year-over-year increase.

On April 14th, Governor Newsom told Assembly Democrats to expect more budget cut proposals, on top of those enacted in last year's budget and those the Governor already proposed in January. One lawmaker said the governor is "going to be firm on not leaving a deficit." "My obligation is to also have the back of the next governor and the next Legislature," Newsom said.

On April 16th, California's Senate Democrats released their state budget plan, "Foundation for the Future," which aims to grow the state's rainy-day fund, rejects some cuts budgeted by the Governor, and increases funding of education, housing, and other programs. The Senate plan aims for a "balanced approach" to reduce future annual deficits with several billion dollars per year of new special fund revenues to be paid by certain large businesses and several billion dollars of additional cuts, "specifics [of which]...will be developed through the budget process."

As of April 15th, April tax collections are proceeding satisfactorily. April collections are very important in determining what revenues will be included in the May Revision and the annual state budget in June.

Upcoming Bill Deadlines

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: 3/24/2026-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on APPR.

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: 4/15/2026-From committee: Do pass and re-refer to Com. on L. GOV. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (April 14). Re-referred to Com. on L. GOV.

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: 4/13/2026-Re-referred to Com. on APPR.

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: 4/15/2026-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (April 14). Re-referred to Com. on APPR.

Summary: The California Public Records Act requires each state or local agency, upon a request for a copy of records that reasonably describes an identifiable record or records, to make the records promptly available to any person upon payment of fees covering direct costs of duplication, or a statutory fee if applicable, except with respect to public records exempt from disclosure by express provisions of law. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, as defined. This bill would instead require each agency to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person as described above within 10 business days of a request for a copy of records.

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

Introduced: 2/11/2026

Status: 4/6/2026-Read third time and amended. Ordered to third reading.

Summary: Would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, 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: 4/8/2026-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (April 7). Re-referred to Com. on APPR.

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 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: Under existing law, anyone who personally uses a firearm in the commission of a specified felony offense shall be punished by an additional and consecutive term of imprisonment in the state prison for 10 years, or by 20 years if they discharge the firearm, or by imprisonment for 25 years to life if they discharge the firearm and proximately causes great bodily harm. Existing law prohibits the application of these firearm enhancements to the lawful use or discharge of a firearm by a peace officer, under specified circumstances, or by any person in lawful self-defense, lawful defense of another, or lawful defense of property. This bill would, notwithstanding the exemption above, prohibit the application of these firearm enhancements to a peace officer, as defined, unless the use or

discharge of the firearm did not arise out of and was not in the course of employment. The bill would place the burden of proving by a preponderance of the evidence on the prosecution that the firearm enhancements apply to a peace officer. The bill would define “arise out of and in the course of employment” for these purposes.

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

Introduced: 2/18/2026

Status: 3/23/2026-Re-referred to Com. on NAT. RES.

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: 4/14/2026-Re-referred to Com. on TRANS.

Summary: 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 facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas.

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

Introduced: 2/19/2026

Status: 3/25/2026-Re-referred to Com. on TRANS.

Position: Support

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 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: 4/15/2026-From committee: Amend, and do pass as amended and re-refer to Com. on H. & C.D. (Ayes 13. Noes 0.) (April 13).

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: 4/15/2026-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Summary: Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law.

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: 4/9/2026-Set for hearing April 22.

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: 4/14/2026-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 17. Noes 0.) (April 13). Re-referred to Com. on APPR.

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

Introduced: 2/13/2025

Status: 4/14/2026-Set for hearing April 21.

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing 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. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization.

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

Introduced: 2/17/2025

Status: 4/15/2026-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (April 14). Re-referred to Com. on APPR.

Summary: Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit

systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor.

SB 1187 (Durazo D) Open meetings: majority.

Introduced: 2/19/2025

Status: 4/9/2026-Set for hearing April 29.

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: 4/10/2026-Set for hearing April 21.

Summary: Existing law requires Department of Transportation (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. The bill would require Caltrans to include wildlife connectivity assets in the asset management plan.

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

Introduced: 2/20/2025

Status: 4/15/2026-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 12. Noes 0.) (April 14). Re-referred to Com. on APPR.

Summary: Would require the Department of Transportation 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 60,000 people or fewer to a person who resides in, or a business that is located within, 5 miles of the project limits, as specified. The bill would also require the department to place the notice on its internet website.

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

Introduced: 2/20/2025

Status: 4/15/2026-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 12. Noes 0.) (April 14). Re-referred to Com. on APPR.

Summary: 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. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027.

| VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY May 1, 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 | Support | Passed Assembly Transportation Committee. Referred to Appropriations. |
| SB 71 Wiener | California Environmental Quality | Monitor | Passed. Signed by the governor 10/13/25. |

| | | | |
|-----------------------|--|---------|---|
| | Act: exemptions: transit projects | | |
| 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 | Passed Senate Transportation Committee. Referred to Appropriations. |

ATTACHMENT C



April 10, 2026

The Honorable Lori Wilson, Chair
California Assembly Transportation Committee
1021 O Street
Suite 8110
Sacramento, CA 95815

Re: SUPPORT – Assembly Bill 2267 (R. Garcia), as amended March 24, 2026 – California Bridge and Highway Safety Act – Assembly Transportation Committee Hearing, April 20, 2026

Dear Chair Wilson,

On behalf of the Ventura County Transportation Commission (VCTC), I am writing to express our support of Assembly Bill 2267 (R. Garcia), the California Bridge and Highway Safety Act, as amended March 24, 2026. As the regional transportation planning agency in Ventura County, VCTC has worked to integrate suicide prevention measures into transportation infrastructure. We urge the Committee to vote AYE on AB 2267.

Freeway overpasses continue to be sites of preventable suicide, causing profound and irreversible harm to individuals, families, and communities. Physical deterrents such as safety barriers and fencing are among the most effective and evidence-based tools available for preventing suicide at these locations. Yet many overpasses across California lack these measures because local governments face procedural and administrative hurdles when seeking to install them on structures that cross state highways.

Under current law, even when a local jurisdiction is fully prepared to design and self-fund a suicide prevention barrier, project-specific approvals, unclear design standards, and redundant testing requirements can delay installation as much as one year or more — a critical gap when lives are at stake.

AB 2267 addresses these barriers through two practical, common-sense actions. First, the bill establishes statewide suicide-prevention design standards for new bridge construction and major rehabilitation projects, integrating this life-saving consideration into existing transportation design frameworks. Second, it directs Caltrans to develop and maintain a

set of pre-approved suicide-prevention safety-barrier designs that cities and counties may voluntarily use when they elect to self-fund and install barriers. By providing pre-approved designs, the bill reduces design costs, shortens timelines, and provides certainty about Caltrans acceptance.

Since 2022, VCTC has worked closely with Caltrans District 7, city and county leaders, members of law enforcement and mental health experts to create physical and community-based solutions to an alarming number of suicides and suicide attempts on the Arroyo Simi Bridge, where State Route 118 meets State Route 23 in Ventura County. VCTC is grateful for the leadership and support of Caltrans and all task force members in recognizing the need to address this public health crisis and work together to craft solutions. Through careful planning and coordination by the task force, construction of a barrier fence on the Arroyo Simi Bridge began in late 2025 and is expected to be completed in 2026.

This bill represents an important alignment of transportation policy with public health objectives. A simplified, expedited process to construct suicide prevention barriers in local jurisdictions will almost certainly lead to increased public safety.

We respectfully urge the members of the Assembly Transportation Committee to support AB 2267 and move it forward. This bill will help ensure that state policy translates into tangible, life-saving improvements.

Sincerely,



Martin Erickson
Executive Director

CC: The Honorable Robert Garcia, Assembly District 50
Members, Assembly Transportation Committee



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Item # 9J

May 1, 2026

TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: LINDSAY D'ANDREA, GENERAL COUNSEL

SUBJECT: FOURTH AMENDMENT TO EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT WITH MARTIN ERICKSON

RECOMMENDATION:

- It is recommended that the Ventura County Transportation Commission ("Commission") adopt a resolution approving the Fourth Amendment to the Employment Agreement ("Fourth Amendment") between the Commission and Martin Erickson to serve as Executive Director of VCTC and its related agencies and authorizing the Chair of the Commission to execute the Fourth Amendment.

BACKGROUND:

The Commission entered into an Employment Agreement with Martin Erickson on January 7, 2022 ("Agreement") pursuant to which Mr. Erickson serves as the Commission's Executive Director. The Commission entered into a First Amendment on May 12, 2023 to the Employment Agreement to provide a merit increase to Mr. Erickson's compensation and to extend the term of the Agreement. The Commission entered into a Second Amendment on May 10, 2024 to the Employment Agreement, to provide a merit increase to Mr. Erickson's compensation and to extend the term of the Agreement. The Commission entered into a Third Amendment on May 9, 2025 to the Employment Agreement to provide a merit increase to Mr. Erickson's compensation and to extend the term of the Agreement. The Commission recently completed an annual evaluation of the Executive Director and directed staff to prepare a Fourth Amendment to the Employment Agreement to provide an increase to the annual contribution amount made by the Commission to Mr. Erickson's Deferred Compensation Plan. At the request of the Commission, the General Counsel prepared a Fourth Amendment to the Agreement and a resolution approving the Fourth Amendment to the Agreement for the Commission's consideration.

The Commission's current annual contribution amount into Mr. Erickson's Deferred Compensation Plan is \$10,000. If approved, the Fourth Amendment will increase the

annual contribution amount to: Twenty-Four Thousand Dollars (\$24,000) for the calendar year of 2026; Twenty-Eight Thousand, Two Hundred and Fifty Dollars (\$28,250) for the calendar year of 2027; and Thirty-Two Thousand, Five Hundred Dollars (\$32,500) for the calendar year of 2028.

Staff recommends that the Commission adopt a resolution approving the Fourth Amendment between the Commission and Martin Erickson to increase the Commission's annual contributions to Mr. Erickson's Deferred Compensation Plan and authorizing the Chair to sign the Amendment on behalf of VCTC.

ATTACHMENTS

Attachment 1: Resolution Approving and Authorizing Execution of the Fourth Amendment to the Employment Agreement between the Commission and Martin Erickson.

Exhibit A to Attachment 1: Fourth Amendment to the Employment Agreement between the Commission and Martin Erickson.

Exhibit A

Fourth Amendment to Employment Agreement

**FOURTH AMENDMENT TO EMPLOYMENT AGREEMENT BETWEEN
THE VENTURA COUNTY TRANSPORTATION COMMISSION, FOR ITSELF AND IN
ITS DESIGNATED CAPACITIES, AND MARTIN ERICKSON**

This FOURTH AMENDMENT TO THE EMPLOYMENT AGREEMENT (“Fourth Amendment”) is made and entered into this 1st day of May 2026, by and between the Ventura County Transportation Commission, for itself and in its designated capacities as the Commissioners/ Board of Directors of the Local Transportation Authority, the Airport Land Use Commission, the Service Authority for Freeway Emergencies, the Consolidated Transportation Service Agency and the Congestion Management Agency, (hereinafter the "Commission"), and MARTIN ERICKSON, an individual (hereinafter “Erickson”).

RECITALS

WHEREAS, Commission employs the services of Erickson as Executive Director for Commission pursuant to an employment agreement executed on January 7, 2022 (“Employment Agreement”);

WHEREAS, Commission entered into a First Amendment to the Employment Agreement on May 12, 2023, to amend specific terms, including the term of the Employment Agreement and compensation;

WHEREAS, Commission entered into a Second Agreement to the Employment Agreement on May 10, 2024, to amend specific terms, including the term of the Employment Agreement and compensation;

WHEREAS, Commission entered into a Third Agreement to the Employment Agreement on May 9, 2025, to amend specific terms, including the term of the Employment Agreement and compensation.

NOW, THEREFORE, in consideration of the mutual promises, covenants and stipulations herein contained, the parties hereto agree to amend the Employment Agreement as follows:

1. **Section 5.5** of the Employment Agreement “Deferred Compensation” is amended such that the annual contribution amount by the Commission into the Executive Director’s Deferred Compensation Plan shall be Twenty-Four Thousand Dollars (\$24,000) for the year of 2026; Twenty-Eight Thousand, Two Hundred and Fifty Dollars (\$28,250) for the year of 2027; and Thirty-Two Thousand, Five Hundred Dollars (\$32,500) for the year of 2028.

Except as modified herein, all other provisions of the Employment Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the Commission has caused this Agreement to be signed and executed on its behalf by its Chairman, and duly attested by its officers thereunto duly authorized, and Erickson has signed and executed this Fourth Amendment

Ventura County Transportation Commission

Martha McQueen-Legohn, Chair

Date: _____

ATTEST:

Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

Lindsay D'Andrea, General Counsel

Executive Director

Martin Erickson

Date: _____

RESOLUTION NO. 2026 - 03

**A RESOLUTION OF THE VENTURA COUNTY
TRANSPORTATION COMMISSION APPROVING THE FOURTH AMENDMENT TO
THE EMPLOYMENT AGREEMENT BETWEEN THE VENTURA COUNTY
TRANSPORTATION COMMISSION AND MARTIN ERICKSON TO SERVE AS
EXECUTIVE DIRECTOR**

WHEREAS, On January 7, 2022, the Ventura County Transportation Commission (“VCTC”) entered into an Employment Agreement with Martin Erickson to serve as Executive Director of the Commission and its related agencies (“Agreement”); and

WHEREAS, Commission entered into a First Amendment to the Employment Agreement on May 12, 2023, to amend specific terms, including the term of the Employment Agreement and compensation; and

WHEREAS, Commission entered into a Second Agreement to the Employment Agreement on May 10, 2024, to amend specific terms, including the term of the Employment Agreement and compensation; and

WHEREAS, Commission entered into a Third Agreement to the Employment Agreement on May 9, 2025, to amend specific terms, including the term of the Employment Agreement and compensation; and

WHEREAS, it is the desire of the Commission to further amend the Agreement by increasing the annual contribution amount made to Mr. Erickson’s Deferred Compensation Plan to Twenty-Four Thousand Dollars (\$24,000) for the calendar year of 2026; Twenty-Eight Thousand, Two Hundred and Fifty Dollars (\$28,250) for the calendar year of 2027; and Thirty-Two Thousand, Five Hundred Dollars (\$32,500) for the calendar year of 2028.

NOW, THEREFORE, BE IT RESOLVED BY THE VENTURA COUNTY TRANSPORTATION COMMISSION:

1. The Ventura County Transportation Commission hereby approves the Fourth Amendment to the Employment Agreement between the Ventura County Transportation Commission and Martin Erickson to serve as Executive Director for VCTC and its related agencies, attached hereto and incorporated herein as Exhibit A.
2. The Chairperson of the Ventura County Transportation Commission is hereby authorized to execute the Fourth Amendment to the Agreement.

PASSED, APPROVED, AND ADOPTED this 1st day of May 2026.

MARTHA MCQUEEN-LEGOHN, Chair, VCTC

ATTEST:

Roxanna Ibarra, Clerk

APPROVED AS TO FORM:

Lindsay D'Andrea, General Counsel



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Item #9K

May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

**SUBJECT: APPROVAL TO UTILIZE SENATE BILL (SB) 125 INTEREST
EARNINGS FOR VENTURA COUNTY’S FREE FARE PROGRAMS
(FFP)**

RECOMMENDATION:

- Approve the use of interest generated from Senate Bill (SB) 125 funds allocated to regional projects, VCTC Intercity and Valley Express to support the continued implementation of the Ventura County Free Fare Program.

BACKGROUND:

Senate Bill (SB) 125 provided supplemental transit operating funds to transit operators statewide to address revenue shortfalls and support post-pandemic service recovery. VCTC administers SB 125 funds, which include Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP), on behalf of Ventura County operators, consistent with the allocation formulas and reporting requirements established by the California State Transportation Agency (CalSTA).

The countywide Free Fare Program (FFP), which includes Youth Ride Free, College Ride and Free Fare Days, was designed to increase ridership, reduce financial barriers to transit use, and support local/regional mobility and air-quality goals. The program continues to demonstrate strong popularity and consistent year-over-year growth. The program is funded primarily through the annual distribution of Low Carbon Transit Operations Program (LCTOP) funds and has been recently supplemented with SB 125 funds.

The FFPs currently cost a little under \$3 million a year, with expenses increasing each year due to growing popularity. Historically, these programs have been funded primarily through the LCTOP, which typically has provided a little over \$2 million annually over the past few years. However, program costs now significantly exceed LCTOP allocations, creating a substantial funding gap. To address this shortfall, SB 125 funds have been used on a temporary basis. Compounding this challenge, Cap-and-Trade/Cap-and-Invest revenues, which support LCTOP, are currently projected at only about 65% of their historical average.

Recent legislative changes to the Greenhouse Gas Reduction Fund (GGRF) expenditure plan prioritize funding for Tier 1 and Tier 2 categories. If revenues are insufficient to fully fund these tiers, Tier 3 programs, including LCTOP, will see substantially reduced funding. Furthermore, a separate proposed amendment that would increase the existing climate credit provided to utility customers, GGRF revenues could be halved further. Given ongoing funding challenges, additional resources are needed to continue fully supporting projected program costs.

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.

Goal C: Partnerships

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

DISCUSSION:

As part of VCTC's fund management responsibilities, SB 125 funds are held in VCTC accounts and accrue interest until disbursement. This includes interest earned on funds for projects VCTC leads, as well as interest on funds allocated to the operators prior to their distribution. Operators also accrue interest on the SB 125 funds they have received directly for their own projects. Interest earnings from SB 125 funds are an eligible and appropriate funding source for the Free Fare Program, which has been confirmed with the California State Transportation Agency (CalSTA).

Interest earnings from SB 125 Year 1 funding allocation have continued to accrue throughout the December accounting period. Because these earnings are tied to operator-specific allocations, VCTC must obtain approval from each operator before directing the interest toward the Free Fare Program.

The FFP has generated nearly \$50,000 in interest since SB 125 funds were received. The operators cumulatively have generated over \$1.5 million in interest. VCTC has over \$300,000 in interest generated from funding for other regional projects.

Based on current spending rates, it is expected that the SB 125 and LCTOP funds will not fully cover FY 26-27 expenditures, in large part due to the anticipated decrease in LCTOP funds. Additionally, by FY 27-28, all SB 125 funds allocated to Free Fare Programs thus far will have been fully expended and LCTOP funds are expected to cover only half of the cost of the program, assuming only a decrease in LCTOP revenues of 65%.

Program costs are expected to grow as ridership continues to increase and as some operators increase their fares in accordance with the Short Range Transit Plan.

VCTC staff brought to Transcom the request to dedicate interest from SB 125 TIRCP funds to the Free Fare Programs, which include:

- Funds generated by and held by the operators (or by VCTC for VCTC Intercity and Valley Express)
- Funds generated by allocations dedicated to the operators but held by VCTC
- Funds generated by regional transit projects led by VCTC that benefit all transit operators

Transcom approved the request at the April meeting. Staff suggested dedicating 50% of the current interest generated in FY 26-27 and the remaining interest in FY 27-28. This should allow the program to continue through FY 27-28 and help address the LCTOP cash flow issue, as LCTOP funds are not received until the middle of the fiscal year. However, if LCTOP funds are further reduced, there would be an additional gap in funding. Once the funding picture is more certain, staff will reevaluate budget and ridership projections.

Use of interest earnings for the Free Fare Program is consistent with SB 125's intent to support transit operations and ridership recovery. The Free Fare Program directly advances these objectives by:

- Increasing system accessibility for low-income and transit-dependent riders
- Supporting ridership growth across all operators
- Reducing fare-related barriers for youth, seniors, and other priority populations
- Enhancing regional mobility and reducing vehicle miles traveled
- Leveraging existing state funds without requiring additional local contributions

Each agency would show the SB 125 interest as a deduction on the FFP invoice on an annual basis and include back up.

FISCAL IMPACT:

No fiscal impact as this action does not affect the underlying SB 125 principal allocations and does not require additional local match or operator funding. All expenditures will continue to be tracked and reported in accordance with SB 125 requirements and VCTC financial policies and procedures. Approval of this item would require an amendment to the existing reimbursement MOU between VCTC and each operator.



Item #9L

May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: RADIO REIMBURSEMENT AGREEMENT WITH CITY OF THOUSAND OAKS FOR TRANSFER OF RADIO EQUIPMENT

RECOMMENDATION:

- Authorize the Executive Director to execute a Reimbursement Agreement with the City of Thousand Oaks to transfer radio equipment in lieu of reimbursement and revise the payment provisions accordingly.

BACKGROUND:

In 2025, VCTC procured radio equipment directly using SB 125 funds that can be utilized by the City as part of the original project scope. The radio equipment VCTC originally procured for VCTC's Intercity service did not perform adequately in portions of Santa Barbara County. Given the City of Thousand Oaks' need for onboard radios for Thousand Oaks Transit, Moorpark City Transit, and Kanan Shuttle service, VCTC contacted City staff to gauge interest in receiving a subset of the radios procured under this project.

As a result, the Intercity team is currently conducting demonstrations of alternative radio equipment models to confirm reliable performance beyond Ventura County service areas. Staff intends to return to the Commission at a later date with a recommended radio solution and authorization request for the Intercity fleet once testing is complete.

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:

This agreement authorizing VCTC to transfer radio equipment directly to the City of Thousand Oaks as partial satisfaction of VCTC's reimbursement obligations. Under the amendment:

- Ownership and title of the transferred radio equipment will vest with the City upon delivery or installation.
- The transferred equipment will be credited at a value of \$100,000 toward the \$275,000 maximum payment amount.
- Up to \$175,000 will remain available for reimbursement of eligible installation costs and/or supplemental equipment consistent with the original agreement.
- VCTC will not retain ownership, inventory responsibilities, depreciation tracking, or service agreement obligations associated with the transferred equipment.

All other terms and conditions of the original agreement remain unchanged. This amendment provides an efficient mechanism to meet project objectives, ensures continued eligibility of SB 125 funds, and clarifies ownership and payment responsibilities between the parties.

FISCAL IMPACT:

Approval of this item does not require additional appropriation. Of this amount, \$100,000 will be satisfied through the transfer of radio equipment, with up to \$175,000 remaining for reimbursement of eligible costs. No additional fiscal impact to VCTC is anticipated. VCTC will return to the Commission at a later date to request authorization for procurement of radios for Intercity service.

Attachment(s):

Attachment A – Radio Equipment Reimbursement Agreement – Amendment No. 1



Item #9M

May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT
PLANNING CLAIRE GRASTY, DIRECTOR OF PUBLIC
TRANSIT
SUBJECT: AMENDMENT TO RADIO REIMBURSEMENT AGREEMENT
WITH CITY OF CAMARILLO FOR TRANSFER OF RADIO
EQUIPMENT

RECOMMENDATION:

- Authorize the Executive Director to execute an amendment to the Reimbursement Agreement with the City of Camarillo to transfer radio equipment in lieu of reimbursement and revise the payment provisions accordingly.

BACKGROUND:

On August 13, 2025, VCTC entered into a Radio Equipment Reimbursement Agreement with the City of Camarillo to reimburse the City, using Senate Bill (SB) 125 Transit and Intercity Rail Capital Program (TIRCP) funds, for the procurement and installation of radio equipment. The agreement established a maximum reimbursement amount of \$90,000 for eligible equipment and related costs.

Subsequently, VCTC procured radio equipment directly using SB 125 funds that can be utilized by the City as part of the original project scope.

In parallel, the radio equipment VCTC originally procured for VCTC's Intercity service did not perform adequately in portions of Santa Barbara County. As a result, the

Intercity team is currently conducting demonstrations of alternative radio equipment models to confirm reliable performance beyond Ventura County service areas. Staff intend to return to the Commission at a later date with a recommended radio solution and authorization request for the Intercity fleet once testing is complete.

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:

Amendment No. 1 updates the agreement to allow VCTC to transfer radio equipment directly to the City of Camarillo in partial satisfaction of VCTC's reimbursement obligations. Under the amendment:

- Ownership and title of the transferred radio equipment will vest with the City upon delivery or installation.
- The transferred equipment will be credited at a value of \$60,000 toward the \$90,000 maximum payment amount.
- Up to \$30,000 will remain available for reimbursement of eligible installation costs and/or supplemental equipment consistent with the original agreement.
- VCTC will not retain ownership, inventory responsibilities, depreciation tracking, or service agreement obligations associated with the transferred equipment.

All other terms and conditions of the original agreement remain unchanged. This amendment provides an efficient mechanism to meet project objectives, ensures continued eligibility of SB 125 funds, and clarifies ownership and payment responsibilities between the parties.

Upon Commission approval, VCTC staff will coordinate with the City of Camarillo on equipment transfer, installation reimbursement, and project closeout activities in accordance with the amended agreement.

FISCAL IMPACT:

Approval of this item does not require additional appropriation. The total agreement cap remains unchanged at \$90,000. Of this amount, \$60,000 will be satisfied through the transfer of radio equipment, with up to \$30,000 remaining for reimbursement of eligible costs. No additional fiscal impact to VCTC is anticipated.

Attachment(s):

Attachment A – Radio Equipment Reimbursement Agreement – Amendment No. 1



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Item #9N

May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: ANDREW KENT, PROGRAM MANAGER
SUBJECT: VENTURA COUNTY TRAFFIC MODEL CONTRACT
AMENDMENT NO. 1

RECOMMENDATION:

- Approve Amendment No. 1 to the contract with Iteris, Inc. for the Ventura County Transportation Model Update to increase the Not-to-Exceed (NTE) amount by \$28,900 to \$399,810.

BACKGROUND:

The Ventura County Transportation Model (VCTM) is an analytical tool for studying traffic patterns and traffic forecasting. Historically, VCTC updates the VCTM every four to eight years with the regional transportation planning cycle to maintain consistency with the SCAG regional model. In September 2024, the Commission authorized the release of a Request for Proposals (RFP) soliciting qualified contractors to update the VCTM base year and baseline forecast year scenarios. The goals of the RFP included selecting a well-rounded consultant partner with traffic model development expertise and experience supporting model stakeholders.

In January 2025, the Commission approved Staff's recommendation to enter a consultant services contract with Iteris Inc. to update the VCTM. The contract scope-of-work included a wide range of tasks to overhaul the VCTM; including updating countywide land use, road and transit networks, vehicle volumes, forecast assumptions and automated data reporting. The contract includes funding for three (3) years of ongoing technical support for the contractor to assist VCTC and partner agency projects, support Countywide implementation of Vehicle Miles Traveled (VMT) analysis required by changes to CEQA under SB743, and leverage the model to support County planning and policy insights.

STRATEGIC PLAN COMMITMENT:

This report aligns with Commission-adopted VCTC Strategic Plan Objective A5, *“Leverage data to better inform transportation-land use decision making and grant seeking.”*

DISCUSSION:

VCTM is a refinement of the SCAG regional model for Ventura County which has traditionally inherited the SCAG geographic area, excluding SCAG external road networks and land use.

The VCTM update scope-of-work noted a need for contractor flexibility to address known and unknown technical challenges throughout the model development. Through the model development process, Staff requested the consultant address the absence of Santa Barbara County data inherited from the SCAG regional model. Data requests provided by VCTC to stakeholders using previous versions of the model, such as VMT data to support the Countywide Greenhouse Gas Inventory, required manual post-processing to factor external Santa Barbara trip data into model outputs for best results.

In March 2026, the Iteris project manager notified VCTC staff that the model development team and sub-consultant had incurred budget overages for model development tasks and requested approval to bill funds set aside for on-going model technical support tasks. Staff requested the contractor provide an analysis of the overages and written justification for additional funds spent on model development tasks.

Iteris project managers acknowledge they had underestimated the time requirements for updating the VCTM land use data and made the decision to credit charges on previous invoices to VCTC for these overages. Iteris management also found through review of the project that the model team had spent a significant amount of time incorporating data on external Santa Barbara trips into VCTM. The incorporation of Santa Barbara County into the model was not anticipated to be a significant modification to VCTM, however, the consultant encountered numerous challenges related to external land use, updating the street network files, and validating trip data from Santa Barbara County. The product of this effort resulted in a significant improvement to VCTM and fixed an issue which historically frustrated accurate modelling in west Ventura County.

The consultant has delivered the finalized VCTM to VCTC and is in the process of training VCTC staff on running the model and fulfilling data requests from stakeholders.

Deploying the updated VCTM is the beginning of a long working relationship with Iteris, as they will assist VCTC staff with supporting partner agencies and projects countywide in the coming years. The contract sets aside \$87,000 of the model budget for three years of model support. Staff recommend increasing the contract NTE to avoid having to spend down these technical support funds prematurely. The additional funding would increase the total contract amount from \$370,910 to \$399,810, an increase of \$28,900.

Staff believe the additional funds requested are fair compensation given contractor performance and work product. VCTM continues to be one of the best Countywide travel demand models supporting local traffic impact analysis in California.

Following final deployment of VCTM, staff and Iteris will follow up with a receive and file presentation to the Commission providing the forecast outlook for Ventura County travel demand and transportation impacts.

FISCAL IMPACT:

No impact to the current Fiscal Year 2025/2026 budget. Sufficient funds are available within the Regional Transportation Planning program budget, within the Consultant Services expenditures line item, for the proposed increase in the contract amount.



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Item #90

Date: May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: AFFORDABLE HOUSING SUSTAINABLE COMMUNITIES
GRANT APPLICATIONS SUPPORT AND PARTNERSHIP

RECOMMENDATION:

- Approve VCTC partnerships with various developers as well as the cities of Santa Paula, Fillmore and Moorpark on Affordable Housing and Sustainable Communities grant applications.

BACKGROUND:

The Affordable Housing and Sustainable Communities (AHSC) Program provides grants and/or loans for projects that achieve greenhouse gas (GHG) reductions and benefit communities across California, particularly disadvantaged communities (DACs), Low-Income Communities, and Low-Income Households, through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation. These investments result in fewer vehicle miles traveled (VMT) through shortened or reduced vehicle trip length or mode shift to transit, bicycling, or walking. AHSC is part of the Cap-and-Invest program.

Typically, housing developers partner with cities to submit grant applications, as well as transit agencies. For applications to score well, applications must have high GHG reductions, which typically occur because of transit investments. Earlier this year, VCTC was approached by three developers to collaborate and partner on transit components in three separate AHSC grants. VCTC is partnering with the following developers and cities on the following projects:

- Homes and Hope and City of Santa Paula for the Topa Vista project
- Many Mansions and the City of Fillmore for the Mountain View II project

- Alliant and the City of Moorpark for the Arroyo Spring project

VCTC has previously partnered with developers and cities to support these applications, sometimes as a liaison between CalVans and the developer, recommending bus stop and pedestrian improvements and/or recommending transit projects.

The AHSC program presents a wonderful opportunity for transit to be included in the beginning of project planning, rather than towards the end of a project, which is more often the case. Additionally, the program allows for more ambitious transit projects, as applications are rewarded for having more GHG reductions and because funding can be used for up to ten years without a local match. The program is very competitive and unfortunately will likely see significant changes to the program or reduction to funding levels due to the changes in Cap-and-Invest Program priorities and less funding generated by Cap-and-Invest overall.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

- B10. Identify possible funding for expanding transit (bus and/or rail) operations
- B12. Support improved transit and transportation services for those with disabilities.
- B23. Evaluate and consider continuation of the free transit pass programs (college ride, youth pass) to maximize ridership and ensure efficient use of resources.
- B24. Promote transit ridership recovery to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.
- C2. Assist cities and the county to seek supplemental federal and state funding including through Caltrans.
- C3. Assist local agencies in implementing Senate Bill 743 by identifying and encouraging land use and transportation strategies to reduce vehicle miles traveled (VMT).

DISCUSSION:

As eligible transit improvements within the application must be located within a mile of the project site and/or benefit the project location, the projects VCTC identified fit this criterion. Staff selected projects that are in line with goals and strategies identified as part of the Unmet Transit Needs (UTN) process, VCTC Strategic Plan, and the recently adopted Short Range Transit Plan. The following projects are included:

Topa Vista project with Homes and Hope and City of Santa Paula

- Extension of the Highway 126 route between Fillmore and Santa Clarita, while continuing to stop in Ventura and Santa Paula on the way. VCTC staff worked with Santa Clarita Transit to ensure their support and coordinate route planning

efforts. This route has been requested many times over the years as part of the UTN.

Mountain View II project with Many Mansions and the City of Fillmore

- Continuation of the Free Fare Programs, which include Youth Ride Free, College Ride and Free Fare Days. As outlined in the Approval to Utilize Senate Bill (SB) 125 Interest Earnings for Ventura County's Free Fare Programs (FFP) item, expenditures for this program continue to be higher than revenues available and with SB 125 expected to be drawn down by the end of FY 27/28, even after allocating interest to the FFPs, this request is to fund one year of the program.

Arroyo Spring project with Alliant and the City of Moorpark

- Extension of Valley Express Fillmore-Moorpark route. This route began in August 2024 and has since become the second most popular route, carrying 20% of Valley Express ridership. Grant funding will run out in FY 27/28 and this funding seeks to continue operation.
- Metrolink Moorpark Layover Yard & CP Las Posas Signal Upgrades. This project, led by Metrolink on right-of-way owned by VCTC, will make significant improvements, helping to reduce the time crossing gates are down.

FISCAL IMPACT:

There is no fiscal impact as a result of this report.



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Item # 9P

May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: SESPE CREEK BRIDGE REPAIR INCIDENTAL TAKE PERMIT

RECOMMENDATION:

- Authorize an expenditure in an amount up to \$1,012,500 in Habitat Enhancement fees to the California Department of Fish and Wildlife (CDFW) associated with an Incidental Take Permit (ITP) for the Sespe Creek Bridge Repair Project and authorize the Executive Director to execute any associated agreements therewith.

BACKGROUND:

Severe winter storms in January 2023 and February 2024 damaged the Sespe Creek Overflow railroad bridge near Fillmore on the Santa Paula Branch Line (SPBL). With contractor support, VCTC continues efforts to design, engineer, permit and secure Federal and State emergency funding to repair the damaged bridge to reconnect the eastern section of the SPBL to the rail network. After weather- and permitting-related delays, bridge repair construction is currently scheduled to restart on May 4, 2026 to ensure completion prior to the September 30, 2026 deadline for the Regional General Permit (RGP) #63 issued by the U.S. Army Corps of Engineers (USACE). Construction originally began on September 3, 2025 and has faced multiple unforeseen 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.

The approved Fiscal Year 2025/2026 Santa Paula Branch Line Program Budget includes coordination with Federal, State, and local partners to repair the Sespe Creek overflow bridge and respond to storm damage.

STRATEGIC PLAN COMMITMENT:

This report aligns with the following VCTC Strategic Plan commitment:

- 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:

VCTC staff submitted an Incidental Take Permit (ITP) application for Southern steelhead to CDFW on December 16, 2025 per CDFW's request. After weather-related challenges caused the project team to defer construction to the dry season, VCTC submitted a revised ITP application to CDFW on January 22. On April 20, staff met with CDFW to review the draft ITP in anticipation of its issuance. Most of the permit provisions aligned with existing planned reporting, avoidance and minimization measures, and other requirements of the federal RG-63 permit.

The draft ITP includes a Habitat Enhancement fee of \$1,012,500 to mitigate a CDFW-estimated take of 27 steelhead trout, which includes the four trout handled during dewatering activities in Fall 2025. The railroad bridge repair project has .053 acres of permanent impacts and 1.54 acres of temporary construction-related impacts. The Habitat Enhancement fee would be applied to a habitat improvement project in Ventura County, the [Harvey Diversion Fish Passage Remediation project](#) on Santa Paula Creek, north of the City of Santa Paula along State Route 150.

Assuming a May 4 restart date, the current permanent repair target completion date is mid-September 2026. Delaying construction beyond May 4th would likely affect the completion timeline, risking that project construction would extend beyond the current RG-63 permit deadline and the FEMA activity completion deadline and push construction into the fall/winter rainy season.

FISCAL IMPACT

There is no fiscal impact to the Fiscal Year 2025/2026 SPBL Program Budget. Though the Habitat Enhancement fee was unanticipated at this scale, sufficient funds are available within the Bridge Reconstruction expenditure line item within the current fiscal year due to the extended construction timeline. Remaining funds required to complete the bridge repair are included in the draft Fiscal Year 2026/2027 budget.

VCTC continues to work with the Federal Emergency Management Agency (FEMA) and California Office of Emergency Services (CalOES) to secure reimbursement for the costs of emergency repairs and bridge reconstruction. As of April 25, 2026, the Category C project remains pending FEMA Large Project Review and obligation since September 16, 2025. Habitat mitigation fees required by State and Federal environmental regulatory agencies are generally FEMA-reimbursable expenditures, with cost-share rates of 75% Federal, 18.75% State, and 6.25% Local.



Item #10

May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

**SUBJECT: PUBLIC HEARING PURSUANT TO GOVERNMENT CODE SECTION
3502.3 (AB 2561) REGARDING A REPORT ON VCTC VACANCIES,
AND RECRUITMENT AND RETENTION EFFORTS**

RECOMMENDATION:

- Conduct a public hearing to receive testimony on the informational report on VCTC Vacancies, and Recruitment and Retention Efforts Pursuant to Government Code Section 3502.3 (AB 2561)
- Receive the informational report on VCTC Vacancies, and Recruitment and Retention Efforts Pursuant to Government Code Section 3502.3 (AB 2561)

BACKGROUND:

Assembly Bill (AB) 2561, codified in Government Code section 3502.3 was passed in November 2024. The assembly bill requires that public agencies report out the agency's vacancy status through a public hearing. This public hearing will ensure compliance with this new law.

AB 2561 imposes three requirements on local agencies during the hearing:

- 1) At least once each fiscal year, an agency's governing board must hold a public hearing and receive the agency's report on the status of vacancies and recruitment and retention efforts before the budget is adopted.

- 2) During the hearing, the agency must identify any necessary changes to policies, procedures, and recruitment activities that may lead to hiring obstacles; and,
- 3) The agency must allow the recognized employee organization for a bargaining unit to make a presentation at the hearing. VCTC does not have bargaining units.

VCTC is fully staffed and has not identified any necessary changes to policies, procedures, or recruitment activities to avoid hiring obstacles, as there are no identified hiring obstacles at this time.

For the Fiscal Year 2025/2026 Annual Budget, the Commission approved a total of 24.9 full-time equivalent budgeted positions (including two part-time intern positions).

Following is a list of VCTC staff by Program and vacancy rate.

| Program | Fiscal Year 2025/2026 Approved | | |
|----------------------------|--------------------------------------|----------|-----------|
| | FTE's | Vacancy | Rate |
| Transit and Transportation | 4.4 | 0 | 0% |
| Highway | 0.4 | 0 | 0% |
| Rail | 1.5 | 0 | 0% |
| Commuter Assistance | 3.1 | 0 | 0% |
| Planning and Programming | 7.2 | 0 | 0% |
| General Government | 8.3 | 0 | 0% |
| TOTAL | 24.9 | 0 | 0% |

Vacancies within an organization can arise for a variety of reasons, including the addition of newly funded positions, internal promotions or transfers, or the departure of employees due to retirement, voluntary resignation, or termination. When a position becomes vacant, VCTC contracts with CPS HR Consulting to develop a recruitment plan and strategically fill the vacancy.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment 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.”

FISCAL IMPACT:

None. This item does not require an expenditure of funds.



Item #11

May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT
PLANNING
SUBJECT: DRAFT DEMAND-RESPONSE INTEGRATION PLAN (DRIP)

RECOMMENDATION:

- Receive and file draft Demand-Response Integration Plan (DRIP) Customer Experience Plan

BACKGROUND:

Over the past several years, the Ventura County Transportation Commission (VCTC), in coordination with local transit operators and partner agencies, has undertaken a series of efforts to evaluate and improve the delivery, efficiency, and integration of public transit services throughout Ventura County. Central to this work is the Transit Integration and Efficiency Study (TIES), a countywide study initiated in 2021 at the direction of the VCTC Commission to assess opportunities to enhance coordination among the region's multiple transit providers while improving rider experience and managing long-term operating costs.

The TIES process included extensive stakeholder engagement and technical analysis, including individual Commissioner interviews, Operator Working Group meetings, completion of an Existing Conditions Report, surveys of riders and stakeholders,

meetings with city managers, and presentations to city councils. The study evaluated fixed-route and demand-response services, governance structures, operational practices, and fare and customer service policies across Ventura County's transit systems. At subsequent Commission meetings, staff presented updates on key findings and alternatives developed through TIES. These alternatives ranged from enhanced coordination among operators to varying degrees of service and governance consolidation, with a particular focus on improving the efficiency and sustainability of demand-response services, including ADA paratransit and dial-a-ride programs. Commission discussions emphasized the need to balance regional coordination with local control, while addressing rising unit costs, service fragmentation, and inconsistent rider experiences.

In parallel with the policy and governance analysis conducted through TIES, VCTC and several transit operators began implementing near-term, operational improvements aligned with the study's findings. A key effort has been the phased implementation of RideCo, a dynamic scheduling and dispatch platform for demand-response services. RideCo is intended to improve trip scheduling efficiency, reduce duplication across jurisdictional boundaries, support better data collection, and enhance the rider experience through more reliable and flexible service delivery. These implementation efforts are consistent with TIES recommendations to leverage technology and shared systems as foundational steps toward improved integration, regardless of long-term governance decisions.

Additional coordination and efficiency initiatives undertaken during this period have included continued operator collaboration through working groups, data sharing and performance monitoring, and exploration of service standardization opportunities related to eligibility, fares, and customer information. Collectively, these efforts represent an incremental, multi-year approach to advancing the goals identified in TIES, improving service quality, enhancing regional connectivity, and ensuring the fiscal sustainability of Ventura County's public transit network.

As a parallel effort to the Ventura County Short Range Transit Plan (SRTP), VCTC initiated the development of the Demand Response Integration Plan (DRIP) to explore how local transit providers can work together to make ADA paratransit service more seamless, efficient, and cost-effective. Paratransit provides essential transportation service for riders with disabilities, but today each local operator manages its own system. This can make countywide travel challenging, especially when trips cross city or service boundaries. The DRIP examines how bringing services together could:

- Enhance the rider experience with consistent policies and scheduling
- Improve trip coordination and regional connectivity
- Identify potential opportunities to achieve cost savings
- Support more unified data collection, reporting, and planning

The DRIP is intended to provide a foundation for decision-makers and local bus operators to consider how best to move forward. VCTC will continue to refine the draft DRIP with its' partners and the community to identify the most effective path to improve the rider experience.

Progress Over the Last 15 Years – Foundational Regional Coordination

Formation of the East County Transit Alliance (ECTA):

The creation of ECTA represents one of Ventura County's earliest efforts to provide cross-jurisdictional demand-response service. Through an interagency agreement among east county jurisdictions, ECTA established a shared operational model for intercity dial-a-ride and ADA paratransit trips, allowing riders to travel point to point across city boundaries without navigating multiple local systems. The City of Thousand Oaks serves as the fiscal agent and operator, demonstrating early consolidation of administrative and operational functions while preserving local participation.

Premium Direct Camarillo-Gold Coast Service and other Regional Connectivity Improvements:

The City of Camarillo elected not to fully participate in ECTA cost sharing but instead implemented direct ADA and senior dial-a-ride service for eligible Camarillo residents traveling to Simi Valley, Moorpark, and Thousand Oaks. This approach reduced the need for vehicle transfers and improved rider convenience while maintaining local operational control. Camarillo and GCTD established procedures allowing ADA-certified riders and seniors to travel deeper into the GCTD service area from Camarillo and vice versa for GCTD ADA certified riders and seniors, using coordinated dispatch and transfer points. While still requiring coordination, these measures represented incremental progress toward more seamless regional trips.

Implementation of RideCo for Demand-Response Services:

Building on TIES findings, VCTC and local operators initiated implementation of RideCo, a shared dynamic scheduling and dispatch platform. RideCo supports same-day scheduling, improved vehicle utilization, and better data consistency across agencies, representing a tangible, near-term step toward operational integration without requiring immediate governance changes.

Policy Alignment Driven by RideCo Implementation and Operator Experience:

As RideCo has been implemented across participating operators, VCTC and local operators have used the platform as a practical tool to identify and address long-standing policy inconsistencies that affect both riders and operations. Through regular coordination, including recurring operator working meetings and RideCo implementation

calls, agencies have surfaced real-world issues related to trip scheduling, negotiated pick-up times, no-show and late cancellation policies, dwell time expectations, reservations, and transfer coordination. These discussions, grounded in operational challenges have informed incremental policy alignment across agencies, particularly in areas where inconsistent rules created confusion for riders or limited the effectiveness of dynamic scheduling. RideCo has enabled agencies to see where differing policies directly impact on-time performance, productivity, and customer experience, creating momentum for greater consistency and enforcement of shared standards as a precursor to broader integration efforts.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

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:

Since receiving comments back from all operators in July and August 2025, staff has worked with consultants AMMA and Fehr & Peers on path forward, met with the commissioners to update them and met with staff at the applicable operators. Staff has been working to identify areas where there is most alignment and agreement between operators and the Commission, areas that are easiest to accomplish and in particular, areas that will have the biggest impact on improvements to riders.

Based on feedback from the operators, the report has been modified to phase in improvements. This phased approach will focus on passenger facing items in the near term, which will be done within the existing operator and agency structure (without transitioning to a single paratransit agency). The attached draft Ventura County Demand-Response Customer Experience Plan, which is first component of the larger Demand Response Integration Plan, focuses on the following items in the near term.

Demand-Response Customer Experience Plan

The Demand Response Customer Experience Plan presents an incremental, countywide strategy to improve customer experience across dial-a-ride, ADA paratransit, and on-demand services while preserving local operations and ensuring ADA and FTA compliance. The Plan emphasizes near-term, low-risk improvements that build on existing coordination, including countywide use of RideCo and a unified ADA eligibility program.

Key recommendations include implementing customer-facing tools:

- Countywide ADA eligibility
- Embracing Dynamic Scheduling
- One Mobile Application
- One Phone Number
- Localized Dispatching
- Service Branding
- Uniform policy and policy alignment
- Regional Service Model Evaluation (one seat rides throughout the county)
- Contract Enforcement and Centralized Reporting
- Role of TRANSCOM
- Developing a Memorandum of Understanding

The Plan also recommends contracting with an independent Client Representative to lead implementation, support TRANSCOM in advancing action-oriented outcomes, coordinate activities, and track performance. Collectively, these actions are intended to improve rider clarity and accessibility, support regional trip making, and provide data to inform future decisions before any consideration of full-service consolidation.

Once all the aforementioned have been implemented and are in effect for one year, then the operators and VCTC will reevaluate whether there is a need to integrate into one agency or whether the implementation of the passenger-facing items is sufficient. Additionally, as these principles are enacted, they will each be evaluated based on applicable performance metrics.

Demand-Response Integration Concept Report

This Concept Report, which will be brought forth to TRANSCOM in May and the Commission June, presents a conceptual framework for integrating Ventura County's nine demand-response and paratransit programs to improve rider experience, increase operational efficiency, and support long-term financial sustainability. Building on prior

Commission direction from the Transit Integration and Efficiency Study (TIES), the plan documents existing conditions, identifies challenges such as fragmented policies, rising costs, and declining productivity, and outlines how coordinated service standards, shared technology (RideCo), and phased integration could address these issues.

The Concept Report does not recommend immediate consolidation, but instead describes incremental, voluntary steps to advance regional coordination, including:

- Call center consolidation
- Standardized service policies
- Unified trip-scheduling platform
- Equitable cost-allocation models.

It also evaluates integration scenarios modeled through RideCo, identifies potential efficiency gains, and provides governance and funding considerations to inform future Commission direction should deeper integration be pursued. This Concept Report provides a clear roadmap of near-term integration opportunities and decision points to support future Commission direction on the scope and pace of countywide demand-response integration.

While the goals and tasks outlined in the Customer Experience Plan are what would be enacted in the short and medium term if adopted by the Commission and agreed upon by the operators, the Concept Report provides valuable information, is responsive to the Commission direction of the study of demand-response integration and provides a roadmap to full integration if ultimately pursued.

Next Steps

Staff bring the draft Concept Report to TRANSCOM and the Commission, will incorporate community, TRANSCOM, and Commission feedback and prepare the final Plan for VCTC Commission consideration for this summer. Upon adoption, the DRIP will serve as a guiding document for improving the customer experience and paratransit operations throughout the County.

FISCAL IMPACT:

This item does not have a fiscal impact.

Attachments:

Attachment A – Demand-Response Customer Experience Plan



Item #12

Date May 1, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: DOLORES LOPEZ, TRANSIT PLANNER
AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
SUBJECT: VENTURA COUNTY BUS STOP INVENTORY AND ASSESSMENT PROJECT UPDATE

RECOMMENDATION:

- Receive and file a presentation on the Ventura County Bus Stop Inventory and Assessment project-

BACKGROUND:

Though bus stops are owned by the cities and County, the Ventura County Transportation Commission (VCTC), as the Regional Transportation Planning Agency (RTPA), is responsible for supporting safe, accessible, and high-quality transit infrastructure throughout Ventura County. Bus stops represent a critical component of the transit rider experience, yet prior to this effort, Ventura County had not conducted a comprehensive, countywide assessment of bus stop conditions.

To address this gap, VCTC initiated the Ventura County Bus Stop Inventory and Assessment. The project evaluates rider experience at bus stops by documenting amenities, pedestrian and ADA access conditions, and transit operational characteristics at approximately 1,180 bus stops countywide. This effort represents the first time Ventura County has completed a comprehensive inventory of bus stop conditions across all jurisdictions and transit operators.

The assessment is intended to provide a data-driven foundation to support future bus stop improvements, guide investment decisions, and improve coordination between VCTC, local jurisdictions, and transit operators.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

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 Bus Stop Inventory and Assessment included a comprehensive field inventory of approximately 1,180 bus stops across Ventura County, combined with rider engagement and stakeholder outreach. The project is nearing completion and will provide a countywide dataset and framework to inform future bus stop improvement efforts.

The assessment identified several key trends related to bus stop conditions and the overall rider experience. While a majority of stops include basic amenities such as seating and lighting, higher-quality amenities such as shelters remain limited across the county. Sidewalk width was identified as a significant constraint, with many locations lacking sufficient space to accommodate shelters without infrastructure modifications. In addition, a small number of stops lack sidewalks entirely, creating fundamental barriers to accessing transit.

The assessment also highlights that many improvements related to pedestrian access and ADA compliance, such as sidewalks, curb ramps, and roadway modifications, fall outside the direct control of transit operators and require coordination with local jurisdictions, the County, or Caltrans.

Feedback from the rider survey further supports these findings, with passengers consistently identifying shelters, seating, lighting, and real-time arrival information as the most desired improvements, particularly at stops with longer wait times and in higher heat areas.

To help guide future investments, the project includes a prioritization framework that evaluates bus stops based on factors such as ridership, equity, climate conditions, transfer activity, and accessibility. Bus stops were also categorized based on site conditions and service characteristics, with corresponding recommendations for improvements appropriate to each location. Stops without sidewalks were identified

separately, as these locations require underlying infrastructure improvements before amenities can be installed.

The final project deliverables will include a GIS-based inventory, a web-based dashboard, and detailed recommended improvements by stop, operator, and jurisdiction. These tools are intended to support future planning, funding pursuits, and coordination with partner agencies.

FISCAL IMPACT:

There is no fiscal impact as a result of this report.



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Item #13

May 01, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: CAITLIN BROOKS, PROGRAM MANAGER- TRANSPORTATION PLANNING
SUBJECT: COMMUNITY TRAFFIC CALMING AND PEDESTRIAN & BICYCLE SAFETY PROGRAM

RECOMMENDATION:

- Receive and file a presentation on the Community Traffic Calming and Bicycle & Pedestrian Safety Program.
- Authorize the Executive Director to negotiate and execute an amendment to the Agreement with NN Engineering, Inc. for Consultant Services to complete the revised scope of work.
- Authorize the Executive Director to amend the Memorandum of Understanding with the Southern California Association of Governments (SCAG) to reallocate \$270,000 from Project VC01 (Countywide Transit Stops and Stations Assessment and Infrastructure Improvements) to VC04 (Community Traffic Calming and Bicycle & Pedestrian Safety Program).

BACKGROUND:

The Community Traffic Calming and Pedestrian & Bicycle Safety Program (CTCP) is funded through the Southern California Association of Governments (SCAG) Regional Early Action Planning (REAP) County Transportation Commissions (CTC) Partnership Program (PP) through a grant to SCAG from the State of California Department of Housing and Community Development (HCD). Projects must have a demonstrated nexus to housing and infrastructure to support new housing and meet all defined program objectives: (1) Accelerating Infill Development that Facilitates Housing Supply, Choice and Affordability; (2) Affirmatively Furthering Fair Housing, and (3) Reducing

Vehicle Miles Traveled (VMT). VCTC staff released a Request for Proposals in September 2024 and awarded the contract to NN Engineering Inc. with subconsultant CR Associates in December 2024.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of Goal C: Partnerships, specifically C8. Integrate safety into transportation plans, projects and services, including but not limited to a community traffic calming program, Arroyo Simi Bridge suicide prevention task force, and bicycle and pedestrian safety education.

DISCUSSION:

The Community Traffic Calming & Pedestrian and Bicycle Safety Program (CTCP) will result in educational safety campaigns and project recommendations to ultimately construct safety improvements in Ventura County. The original scope of work included the following:

The scope of work includes the following tasks:

1. Project Management
2. Community Traffic Calming and Bicycle Safety Technical Memorandum (3 parts).
 1. Existing Conditions and Data Collection (Memo Part 1)
 2. Existing Plans Review Summary (Memo Part 2)
 3. Collision Hotspot Map
 4. Project Location Recommendations (Memo Part 3)
3. Safety Educational Campaign and Public Outreach Strategy
 1. Project Steering Committee
 2. Temporary Infrastructure Installation Location Identification
 3. Targeted Safety Public Outreach Campaign
 4. Community Walk Audits and Bike Rodeos
 5. Temporary Infrastructure Installations
 6. Community Workshops
 7. Data Collection
 8. Project Recommendations with Preliminary Engineering and VCTC Board Approval

After contract execution and commencement of work, VCTC staff and the consultant team encountered several logistical and implementation challenges that were not readily apparent during the project scoping phase. As the consultant began coordination with local jurisdictions, community stakeholders, and partner agencies, it became clear that certain original deliverables could not be implemented as envisioned within the existing timeframe, budget, and operational constraints.

Specifically, challenges related to scheduling, multi-jurisdictional coordination, and community readiness limited the feasibility of advancing the bike rodeos, community walk audits and temporary pop-up demonstrations as they were originally planned.

These constraints necessitated a strategic pivot to ensure the project continued to meet REAP 2.0 program objectives while remaining deliverable, compliant, and effective.

In response, VCTC and the consultant collaboratively refined the scope of work to prioritize revised deliverables that emphasize data-driven analysis, community-informed recommendations, and scalable implementation strategies. The revised scope reflects a commitment to partnering with local agencies and community members to meet their needs and align the available resources with achievable outcomes and ensure the project remains consistent with REAP funding requirements and VCTC strategic priorities.

The primary revisions to the scope of work include the following:

- Task 3: Reduce the number of temporary infrastructure installations (aka pop-up safety pilot projects) from five to three and enhance the installations at each location.
 - o After completing Task 2 and developing the existing conditions report, collision hotspot figure, and list of location recommendations countywide, the consultant surveyed the local cities' public works departments to determine interest and readiness for the project. After reviewing the survey results, the project team transitioned from five key locations to three key locations in the cities of Ventura, Oxnard, and Simi Valley. The pop-ups are planned to be a higher intensity (longer duration) and completed with the assistance of a third-party contractor.
 - o The three host cities have requested signed/stamped traffic control and striping plans, which results in an increase in project scope and cost.
- Task 3: Transition from bike rodeos to the development of Parent/Caregiver Support Materials
 - o Project partner Bike Ventura is at capacity for existing planned bike rodeos and could not consider implementing additional rodeo events. Therefore, the project team partnered with Bike Ventura to prepare Parent/Caregiver support materials to be distributed in local schools.
- Task 3: Transition from community walk audits in the five key temporary installation locations to partnering with Nyeland Promise to host one community walk audit in the unincorporated community of Nyeland Acres.
 - o The CTCP is a result of a recommendation from the Ventura County Freight Corridors Study (FCS). As part of outreach conducted during the FCS, we received extensive feedback from the community of Nyeland Acres regarding traffic calming and transportation safety. As a result of the survey of local agencies for the temporary installations, the project team reached out to Nyeland Promise to gauge their interest in a community walk audit for the one remaining unaudited street in Nyeland Acres.
- Task 3: Reduce the number of project recommendations with preliminary engineering from five to three based on the reduction in temporary infrastructure installations.

As a result of the scope changes, the project consultant, NN Engineering, Inc. is proposing a contract amendment to accommodate the additional work. VCTC Staff requests that the Board authorize the Executive Director to negotiate and execute a contract amendment to adjust the scope of work as described above and increase the not-to-exceed amount by \$270,000.

The changes in the scope of work also require a revision to the SCAG MOU to amend the project deliverables and extend the VCO4 (CTCP) project timeline to expire on December 31, 2026.

FISCAL IMPACT:

Sufficient funds are available in the Fiscal Year 2025/2026 budget. Approval of this item requires a reallocation of funds between Program Budgets as follows:

- Regional Transportation Planning Budget – An increase in revenue of \$270,000 from REAP 2.0 funding and an increase in consultant services expenses in the same amount for project VC04 (Community Traffic Calming & Pedestrian and Bicycle Safety Program).
- Regional Transit Planning Program Budget – A decrease in revenue of \$270,000 from REAP 2.0 funding and a decrease in Capital Enhancement Program in the same amount. The funds are available in the Regional Transit Planning Program budget resulting from cost savings from Task 3-Site Design Plans, and Task 5-Construction and Installation within Project VC01 (Countywide Transit Stops and Stations Assessment and Infrastructure Improvements).



Item #14

Date: May 1, 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 for a total Not to Exceed of \$1,844,107 representing an increase of \$167,646.
- Authorize the Executive Director to amend the Memorandum of Understanding with the Southern California Association of Governments (SCAG) to reallocate \$150,000 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 \$134,422 Regional Early Action Planning (REAP) County Transportation Commissions Partnership Program grant from SCAG and a \$1.6 million 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 an 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.

In response to feedback from agricultural stakeholders received by VCTC in advance of the April 3, 2026 Commission meeting, the proposed amendment package has been revised to reflect the following:

- Revised Agricultural Working Group (AWG) scope and assumptions to provide for two (2) in-person and two (2) virtual working group meetings within the Master Plan Update preparation, Draft EIR development, and public review periods, and to clarify how and where within the Master Plan Update and Draft EIR the feedback received from the AWG will be incorporated; and,
- Reallocates budget to ensure continuation of one-on-one meetings with agricultural and other stakeholders; and,
- Revised assumptions associated with Task 11.1 – Findings and Statement of Overriding Considerations, to clarify that it will not be known or determined until the Final EIR stage whether a Statement of Overriding Considerations will be needed.

VCTC staff and the consultant team are committed to listening to and incorporating feedback from agricultural stakeholders through the AWG into the Master Plan Update and Draft EIR as appropriate. One important tool to ensure that segments of the trail are implemented in a way that best meets the needs of the community and addresses stakeholder concerns is Phasing. For example, construction of trail segments near citrus could be phased to take place only after effective exclusion/treatment methods for the HLB virus or resistant citrus tree varieties have been implemented. This is an example of one way that agricultural stakeholder concerns could be addressed through preparation of the Master Plan Update and Draft EIR, in collaboration with the AWG.

FISCAL IMPACT:

Approval of this item does not require additional appropriation of funds. Sufficient funds are available in the SPBL Program Budget. A transfer between Budget Programs will be required as follows:

- SPBL Program Budget – An increase in revenue of \$150,000 from REAP funding and an increase in consultant services expenditures in the same amount.
- Regional Transit Planning Program Budget – A decrease in revenue of \$150,000 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)