

VENTURA COUNTY TRANSPORTATION COMMISSION

“Transforming Transportation in Ventura County, California.”

FISCAL YEAR 2026/2027 BUDGET

Presented by:

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Fiscal Year 2026/2027 Budget



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EXECUTIVE SECTION

BUDGET LETTER

June 5, 2026

Honorable Commissioners
Ventura County Transportation Commission

Subject: Fiscal Year 2026/2027 Annual Budget

Dear Chair McQueen-Legohn, Vice Chair Parvin, and Commissioners:

On behalf of myself, Ms. Lupe Acero, Director of Finance, and the entire VCTC staff, the Fiscal Year 2026/2027 Ventura County Transportation Commission Annual Budget is submitted to the Commission for your consideration and approval. This budget is both a fiscal document and policy directive that conveys the goals, programs, and priorities VCTC has set to serve its community and fulfill its mission. As presented, the Fiscal Year 2026/2027 Budget is a balanced budget with no bond debt obligation. The total annual budget for this fiscal year is approximately \$165.9 million, an increase of 21.1 percent from the revised Fiscal Year 2025/2026 budget.

As required by the VCTC Administrative Code, the proposed Draft Budget was reviewed by the VCTC Finance Committee on March 25, 2026. The Commission reviewed the Draft Budget and held a public hearing on April 3, 2026. The Finance Committee reviewed the proposed Final Budget on May 27, 2026. The Commission will review the Final Budget and hold a public hearing on June 5, 2026. As the final budget was prepared, staff prepared it with conservative revenue assumptions in an effort to minimize the chances of having to return to the Commission with service cuts or other cost-cutting measures.

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

Before describing the tasks for the coming year, it is important to understand VCTC's revenues. In November 2021, President Joe Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law. This landmark legislation authorized approximately \$1.2 trillion in infrastructure investment over



five years (FY2022 to FY2026), including roughly \$550 billion in new federal spending. It is widely regarded as the largest federal investment in U.S. infrastructure in generations.

The IIJA also provided significant increases in federal transit funding, including substantial growth in core formula programs such as the Urbanized Area Formula Program (Section 5307), Rural Area Formula Grants (Section 5311), Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), and the State of Good Repair Program (Section 5337). Overall, federal transit funding under IIJA increased by approximately 60 percent compared to levels authorized under the prior FAST Act, with more modest annual growth in subsequent years.

The IIJA reauthorized federal surface transportation programs through September 30, 2026, and Congress is currently developing the next multi-year surface transportation authorization. In May 2026, leaders of the House Transportation & Infrastructure Committee released the BUILD America 250 Act, an initial proposal for reauthorization that would authorize approximately \$580 billion over five years (FY2027 to FY2031). This proposal marks the beginning of the reauthorization process, and final legislation has not yet been enacted.

The Commission receives funding primarily from three State revenue sources, two principally for public transit purposes and a third for freeway improvement projects. Local Transportation Funds, or LTF, comes from a statewide ¼ cent sales tax on retail sales and partially funds VCTC Administration and Planning, Metrolink operations, bicycle and pedestrian improvements, bus transit services, and local streets and roads projects. State Transit Assistance, or STA, are revenues derived from the sales tax on diesel fuel. STA funds regional transit programs including the VCTC Intercity bus service and Metrolink commuter rail.

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

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

VCTC does receive one stream of locally generated revenues and that is the \$1 for each vehicle registered in Ventura County. These funds support VCTC in its role as the Service Authority for Freeway Emergencies, or SAFE. The SAFE administers motorist aid programs such as the Freeway Service Patrol, Enhanced Traffic Enforcement, SoCal Call 511, and Incident responder grant program.



Now a brief description of the tasks ahead for Fiscal Year 2026/2027:

Financial Management

The Finance Department safeguards the Commission's assets and maintains strong and prudent fiscal controls in accounting, budgeting, investing, and financial reporting including ongoing transparent disclosure to all interested parties. The Department is responsible for performing the day-to-day accounting functions consisting of cash management, accounts receivable, accounts payable, payroll, general ledger, budgeting, and financial and investment reports. The Department coordinates the budget planning and, monitoring and timely accounting for all funding sources, including compliance with all applicable laws and regulations governing those funds. The Finance Department oversees multiple state and federal audits throughout the year including financial compliance with various state and federal regulations including the Government Accounting Standards Board (GASB). The Commission adheres to new financial reporting standards and regulations.

VCTC maintains a general fund, five special revenue funds, Local Transportation Fund (LTF), the State Transit Assistance (STA) fund, the Service Authority for Freeway Emergencies (SAFE) fund, the State of Good Repair (SGR) fund, and the Santa Paula Branch Line (SPBL) fund and two proprietary funds (the VCTC Intercity Services fund and the Valley Express fund). VCTC has received the Government Finance Officers Association's (GFOA) Certificate of Achievement for Excellence in Financial Reporting for fifteen consecutive years, and staff submitted the most recent Annual Comprehensive Financial Report (ACFR) for the award. Furthermore, GFOA has awarded VCTC the Distinguished Budget Presentation Award for the last five years and staff plans to submit this budget document for an award as well. Fiscal Year 2021/2022 was the first year VCTC submitted for the budget award.

Accessibility Services

The Accessibility Services program provides countywide coordination of transportation services for people with disabilities and seniors - in addition to those mandated activities required by state and federal regulation. For example, as required by the Americans with Disabilities Act (ADA), VCTC administers a countywide "paratransit eligibility certification" process for persons with disabilities. This is done centrally on behalf of all transit operators in Ventura County, streamlining the federally mandated process for riders and transit providers alike. The importance of providing this regional service to our most vulnerable riders has repeatedly come up through outreach and multiple plans.

Additional initiatives and staff responsibilities include participation in planning efforts and serving on advisory committees, as well as representing VCTC with peer agencies. VCTC has completed the 2025-2034 Short-Range Transit Plan (SRTP) that will evaluate strategies identified in the Transit Integration and Efficiency Study (TIES) and the Coordinated Plan. The Demand Response Integration Plan (DRIP), which provides recommendations pertaining to better coordinating passenger-facing items for paratransit services and the potential consolidation of paratransit services in Ventura County into a countywide paratransit agency. VCTC will also work with a contractor to conduct travel training services.

The Accessibility Services program leverages VCTC's central position and regional focus to provide impactful and accessible transportation services for seniors and people with disabilities.



Regional Transit Technology

The Regional Transit Technology budget provides technology services to the many county operators such as countywide fare payment systems such as Tap2Ride, VCbuspass, fareboxes and payment options for dial-a-ride through RideCo. It also supports real-time arrival passenger information system, GoVCbus, which is an integrated technology network that provides passengers with up-to-the-second tracking of arriving buses, trip planning tools, real-time alerts, onboard audio announcements for next stop and route information, as well as computer automated dispatching tools. Staff implemented the new paratransit and on-demand scheduling software, RideCo, on all demand-response operators in the county. Simi Valley Transit currently uses it only for their microtransit program but will transition to RideCo for paratransit within the next year.

Having all operators on the same system will reap many benefits, including all streamlined dispatching data, increased efficiency, passengers throughout the county being able to book trips on the same app and more efficient scheduling of cross jurisdictional trips. The goal of these programs is to provide centralized tools for passengers and operations, making transit easier to use (and operate) in Ventura County.

In addition, the systems give agencies data for planning and operational needs, as well as a clearinghouse for transit data across all operators. These shared regional platforms, provided by VCTC, allow for the planning, operation and fare policies of a more coordinated system and network of transit operators.

Transit Grant Administration

VCTC will continue to administer transit grants, including federal and state funds passed through to local transit agencies and nonprofit organizations. Staff will submit required grant applications, file necessary reports, and work closely with subrecipients to support ongoing compliance with applicable federal and state requirements. During Fiscal Year 2026/2027, staff will complete any remaining closeout activities associated with the recently completed Federal Transit Administration (FTA) Triennial Review and coordinate with subrecipients to address outstanding follow-up actions or documentation needs.

In addition, staff will continue working in partnership with Caltrans, the LOSSAN Agency, and the Cities of Ventura, Camarillo, and Oxnard to facilitate the delivery of nearly \$75 million in Solutions for Congested Corridors Program (SCCP) funding for local projects identified through the U.S. 101 Communities Connected multimodal corridor study. These efforts will focus on maintaining grant compliance, supporting project implementation, and advancing the timely delivery of programmed improvements.



Valley Express

The Valley Express bus service serves the Santa Clara River Valley community, including the cities of Fillmore and Santa Paula, as well as the neighboring unincorporated areas of the County, such as Piru and Bardsdale. The service is managed by a policy advisory committee, which is made up of the VCTC Commissioners representing the two cities and the County. As the administrator of the service, VCTC staff work with the committee and local staff to ensure the service meets the needs of the community. This includes fixed routes, school “boosters”, general purpose Dial-a-Ride and ADA paratransit services. The Fillmore-Moorpark route was implemented in August 2024 and has quickly become the second highest ridership route.

The replacement of all 15 vehicles in the fleet was recently completed. Additionally, staff will work with the member agencies on implementation of the Short-Range Transit Plan which includes significant recommendations for the Valley Express service.

VCTC Intercity Transit Service

VCTC has operated intercity commuter bus service for thirty years, with two of its funding partnerships lasting over twenty-six years each [one with Santa Barbara County Association of Governments (SBCAG), and the other with California State University Channel Islands (CSUCI)]. While VCTC utilizes both federal and state funding, these partnerships provide local funding for two high ridership service lines in the VCTC Intercity system. VCTC looks to continue growing partnerships such as this in the future with local organizations. Over the last two years, VCTC has updated its fleet with five (5) electric buses purchased by SBCAG, five (5) repowered coaches, extending their useful life by three to four years, five (5) coaches were recently replaced with 2024 MCI coaches outfitted with ADA ramps instead of lifts for improved accessibility for those with mobility challenges and five (5) more of those on order.

Highway Project Management

VCTC will continue its work on the U.S. 101 High Occupancy Vehicle/Express Bus Lane Project Approval and Environmental Document (PAED) phase. The Commission’s decision to prioritize the use of Surface Transportation Block Grant (STBG) funds to expedite project development work and eventual implementation will position Ventura County to be ready with a major environmentally cleared project should additional funding become available. VCTC expects to release the environmental document for public review in Summer 2026. Upon completion of public circulation, VCTC will select a preferred alternative and finalize the environmental document for approval. Once a final environmental document has been approved, VCTC will proceed with right-of-way clearance, final design and engineering for an early action project phase, with construction anticipated to begin in 2031. VCTC will also conduct a Coordinated Adaptive Ramp Metering (CARM) Feasibility Study.



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

Fiscal Year 2026/2027 Motorist Aid program priorities follow from higher value uses of SAFE funds identified in the Callbox Program Decommissioning Plan: Freeway Service Patrol, Enhanced Traffic Enforcement, and SoCal Call 511. The operation, administration, and oversight of three Freeway Service Patrol (FSP) beats will continue, including coordination with Caltrans and California Highway Patrol. With a new Tow Contractor Services agreement in place, a new FSP deployment with expanded coverage on US101 and new trucks will be implemented in July 2026. VCTC is currently working with the California Highway Patrol to fund enhanced traffic enforcement on rural highways in the County.

Funding has also been set aside in Fiscal Year 2026/2027 to support the update of SoCal 511 technology and expand the mobile callbox program in Ventura County. Monitoring Round 3 of Incident Responder Grant Program awards will continue for agencies granted a third-year extension by the Executive Director. The SAFE fund balance will be reassessed in Fiscal Year 2026/2027 for a future fourth round of Incident Responder Grants. The SAFE Fund includes a \$1.5 million reserve balance that helps insulate program area revenues from fluctuations in the economy.

Passenger Rail (Metrolink and LOSSAN/Pacific Surfliner)

In the upcoming Fiscal Year, VCTC will contribute revenue-mile generated federal funding to Metrolink. VCTC is also using a portion of its Transportation Development Act LTF, STA and State of Good Repair SB 1 funds. In addition to funding operations and capital rehabilitation projects, these funds will help support the Simi Valley Double Track project and the Camarillo Station ADA Improvement Project. VCTC anticipates starting construction on the Camarillo Station ADA Improvement Project during Fiscal Year 2026/2027 with anticipated completion in Fiscal Year 2027/2028. Metrolink is facing significant financial hurdles due to ridership, and therefore revenue, has not returned since the pandemic coupled with increasing costs over the years. VCTC and the member agencies are working with Metrolink to address these issues, which likely will require significant service reductions. VCTC will also support Metrolink in identifying and strategizing to secure multiple dedicated revenue sources that could support commuter rail.

The Amtrak Pacific Surfliner service is fully funded by the State but is locally governed by way of the LOSSAN joint powers authority and the LOSSAN managing agency, of which VCTC is a member. VCTC and SBCAG worked diligently with LOSSAN to have train service implemented between Ventura and Santa Barbara counties to support the morning commute. VCTC will continue to provide policy direction for LOSSAN staff to coordinate capital planning projects along the corridor with LOSSAN as lead managing agency such as the Leesdale Siding Extension project and the Pedestrian Undercrossing Project led by the City of Camarillo. The Coast Rail Coordinating Council focuses on the longer distance intercity trips (such as the Amtrak Coast Starlight) and Amtrak Coast Route service between Los Angeles and San Francisco.



Santa Paula Branch Line

With the execution of the 35-year Railroad Lease and Operations Agreement with Sierra Northern Railway in December 2021, as amended in December 2023, VCTC will continue to transition responsibility for operations and maintenance of the Santa Paula Branch Line (SPBL) railroad and right-of-way. Under the Agreement, Sierra Northern has responsibility for implementation of the VCTC good neighbor policy through proactive management of the SPBL right-of-way, including weed abatement, debris cleanup, right of entry permitting, trespass removal, and compliance with Federal Railroad Administration (FRA) mandated Bridge Management Plan and annual bridge inspections. VCTC staff will continue to manage and assess leases and address encroachment issues within the right-of-way to ensure fairness, meet insurance requirements, bring fees up to date, and protect the right-of-way, including conducting a right-of-way survey. VCTC will continue efforts to achieve the Commission's goal to reinvigorate the process to complete the SPBL trail.

With grant funding from a Surface Transportation Block Grant (STBG) and the SCAG Regional Early Action Planning (REAP) 2.0 County Transportation Commissions Partnership Program, VCTC will continue stakeholder engagement and other planning activities to update the SPBL Trail Master Plan and Environmental Impact Report (EIR). In addition, VCTC staff will continue to support local partner efforts to implement the Trail Master Plan, including a four-mile section in Ventura and trail extension efforts in the City of Santa Paula. VCTC will continue to coordinate with Federal, State, and local partners to complete repair of the Sespe Creek overflow railroad bridge and respond to storm damage, including efforts to secure reimbursement of bridge repair costs through Federal and State emergency funding assistance.

Regional Transit Information Center

The Regional Transit Information Center (RTIC) provides trip planning assistance and mobility management information for the residents and travelers in the greater Ventura County region. This includes information on all public transit operators in Ventura County, transportation services offered by social service agencies and agency-sponsored or eligibility-based transportation programs. The RTIC also provides information on transit and transportation programs led by VCTC such as the Youth Ride Free, Rideshare or Freeway Service Patrol (FSP) programs, to name a few.

The RTIC provides a centralized clearinghouse for passenger information (1-800-438-1112), is the primary point of contact for customer service matters related to the VCTC Intercity service and manages the federally required formal complaint process for VCTC agency-wide, including VCTC Intercity, ADA Certification and Valley Express programs. The RTIC manages sales and accounting of the regionally accepted VCbuspass and also coordinates with the sales outlets across the County to ensure consistent and reliable availability of the passes to passengers.



Rideshare Programs

The Rideshare Program for commuter services has a concerted focus on overall mobility options for Ventura County residents, including building upon Mobility as a Service (MaaS) strategies as prioritized by the Commission. As travel patterns have shifted since the pandemic, reinvesting in rideshare strategies is critical as vehicle miles traveled (VMT) levels have returned to pre-pandemic levels. In addition to MaaS, staff will focus efforts on encouraging commuters to consider alternatives to single occupancy vehicles whenever possible, including telecommuting, biking, carpooling, and vanpooling. Data sharing from our commuter services database is critical to support these efforts. Staff is also working to make updates to the Guaranteed Ride Home program to make sure the program is as useful to the public as possible.

Airport Land Use Commission

The Airport Land Use Commission (ALUC) will continue to review development projects within defined Airport Comprehensive Land Use Plan (ACLUP) boundaries for four airports in Ventura County (Camarillo Airport, Oxnard Airport, Santa Paula Airport, and Naval Base Ventura County-Point Mugu). ALUC staff will continue to review airport-related applications submitted to the ALUC. ALUC staff will also continue to work with the County Department of Airports and local jurisdictions to ensure appropriate development around the County's airports.

During Fiscal Year 2026/2027, VCTC staff will work towards preparing a scope of work and request proposals and identify potential funding to update the ACLUP. Should Caltrans or other funding sources become available to update to the ACLUP and the associated Environmental Impact Report (EIR), staff will work with Caltrans, the County Department of Airports, and the Department of Defense to apply for project funding and move the update forward.

Regional Transit Planning

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

VCTC recently completed the Short-Range Transit Plan (SRTP), which provides a 10-year framework for planning and operating the various local transit systems within the County. Staff will continue the College Ride Program, Youth Ride Free Program, and select free fare days during the year. Additionally, VCTC staff anticipate procuring radio equipment, along with other county transit operators, that will be interoperable with the Ventura County Regional Radio System, which is listed as a priority in the Transportation Emergency Preparedness Plan (TEPP), funded by SB125 funds.



Regional Transportation Planning

VCTC's Regional Transportation Planning staff will continue to work closely with local jurisdictions, neighboring counties, and the Southern California Association of Governments (SCAG) to provide a regional perspective on Ventura County's regional transportation planning needs through review and comment on plans, projects, and environmental documents and participation in local, regional, and statewide planning efforts.

Staff will work to procure a consultant and prepare a Ventura County Multimodal Transportation Network Climate Vulnerability Assessment & Action Plan, in partnership with the Ventura County Community Foundation with funding from the Caltrans Sustainable Transportation Planning Grant Program. Staff will distribute the updated Ventura County Transportation Model (VCTM) and work with partner agencies to utilize the VCTM to make better informed land use and transportation decisions. Staff will continue to conduct community engagement and manage the consultant contract to develop and implement a Community Traffic Calming and Bicycle & Pedestrian Safety Program with grant funding from the SCAG REAP 2.0 CTC Partnership Program.

Emphasis will continue to be placed on active transportation planning and furthering efforts by sponsoring jurisdictions to fund and construct bicycle and pedestrian improvements. VCTC will identify and consider alternatives to an update to the 2009 Congestion Management Program.

Transportation Development Act Administration

As the State's designated Regional Transportation Planning Agency for Ventura County, VCTC is responsible for the administration of the Transportation Development Act (TDA) funds and associated programs which include Local Transportation Funds (LTF), State Transit Assistance (STA) funds, as well as State of Good Repair (SGR) funds, Proposition 1B funds and Local Carbon Transit Operations Program (LCTOP) funds.

VCTC processes claims and allocates funds in compliance with State laws and regulations. VCTC monitors receipt of these funds throughout the year to make sure the funds received are in line with apportionment estimates. When there are downturns in the economy, VCTC reviews the funds received and evaluates if a revision to the annual apportionment is necessary. For Fiscal Year 2024/2025, there were a total of 52 audits conducted. 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.

Transportation Programming and Reporting

Transportation Programming and Reporting staff will continue to work closely with local jurisdictions to secure state and federal funding for high-priority transportation projects and programs in Ventura County and to support the development and timely delivery of these projects. Ongoing uncertainty surrounding federal transportation funding may pose challenges to VCTC, particularly if future federal formula funding levels or program requirements change.



During Fiscal Year 2026/2027, VCTC anticipates administering and participating in several major funding initiatives, including coordination with the Southern California Association of Governments (SCAG) on the development of guidelines and project nominations for the upcoming Congestion Mitigation and Air Quality Improvement (CMAQ) and Surface Transportation Block Grant (STBG) Call for Projects covering Federal Fiscal Years 2029 and 2030.

Staff also expects to support the Active Transportation Program (ATP) Metropolitan Planning Organization (MPO) component, which is funded by the California Transportation Commission and administered by SCAG, administer a Section 5310 Call for Projects, and engage in programming activities related to Transportation Development Act (TDA) Article 3 funds, which may be implemented either through a standalone call for projects or in coordination with other funding efforts. In addition, VCTC staff will participate in the California Transportation Commission's SB 1 guidelines development process and remain engaged as the upcoming Call for Projects is developed.

Throughout the year, staff will continue working with local agencies to prepare and position projects for these funding opportunities, update applicable programming documents as needed, and assist jurisdictions in advancing projects to support the timely implementation of transportation improvements.

Community Outreach

Community outreach at VCTC is an ongoing task, with staff working throughout the year to provide information about all VCTC transit and transportation programs, including Intercity service, ridesharing, bicycling and motorist aid. Outreach efforts in the coming year will build upon initiatives that started in the most recent fiscal year: the regional rollout of the Tap2Ride contactless fare payment system, the Pacific Surfliner expanded service pilot program, and collaboration with local operators to promote available transit services countywide.

VCTC will continue to grow the Buenas con VCTC outreach campaign, which has been well-received among members of the Spanish-speaking community. VCTC will continue to collaborate with the county's Boys & Girls Clubs for the annual art contest and will also work to expand the youth outreach program. Staff will continue to support and attend wellness fairs and other community events, all of which are excellent opportunities to engage directly with community members and provide information about VCTC services. Lastly, the Community Outreach program will support public engagement efforts as needed for projects underway in other departments across the agency, including the Our Future 101 project.

State and Federal Governmental Relations

VCTC will continue to develop cooperative working relationships to carry out the annual Legislative Program and secure transportation funding in Ventura County. VCTC's adopted Legislative Program is updated every two years to coincide with the start of new legislative and congressional sessions. VCTC staff will bring an updated Legislative Program to the Commission for consideration in January 2027. During the year, the work to advance the Legislative Program will include monitoring transportation-focused legislation and regulations under development that could affect Ventura County; briefing legislative and congressional members and staff as appropriate; and participation in various advocacy groups.



At the state level, the Legislature's priorities will be managing the state budget this year and future years, as budget deficits are expected to continue. VCTC will engage in advocacy efforts and work with regional partners to ensure transportation funding is preserved. In Washington, D.C., the focus will be on reauthorization of a surface transportation bill to replace the Infrastructure Investment and Jobs Act, which will expire Sept. 30, 2026. Advocacy also is expected to include requests for federal funding to support the 2028 Olympic and Paralympic Games in Los Angeles.

Looking Ahead

VCTC continues to be a "high performing" organization, as well as a "healthy" organization where staff feels valued. I am happy to report that at the present time we are fully staffed as an organization and that the development of last year's five-year strategic plan included staff input and participation.

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

Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Distinguished Budget Presentation Award and a Certificate of Recognition for Budget Preparation to the Ventura County Transportation Commission for its comprehensive budget report for Annual Budget for the fiscal year beginning July 1, 2025. To receive this award, a government must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device.

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

Management and finance staff are proud of their commitment to open, accountable, and transparent financial reporting. Fiscal Year 2020/2021 was the first time submitting for the award and receiving this prestigious award, which recognizes conformance with the highest standards for preparation of state and local government financial reports.



VCTC has received this award five years in a row and plans to submit this document for the award. This effort would not have been possible without the collaborative and collective effort of the Commission staff. The undersigned are grateful to all involved for their time, efforts, and support to provide informative information.



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Ventura County Transportation Commission
California**

For the Fiscal Year Beginning

July 01, 2025

Christopher P. Morrill
Executive Director

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

Respectfully Submitted,

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

MARTIN R. ERICKSON
Executive Director



BUDGET SUMMARY

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

The Fiscal Year 2026/2027 Budget is a balanced budget with no bond debt obligations. Available resources to sustain the agency include sources, or new revenues, fund transfers-in, and fund balance in excess of assets over liabilities.

Total sources of funds to cover budgeted uses for Fiscal Year 2026/2027 are \$183.0 million consisting of \$141.6 million in new revenues, \$24.2 million in fund Transfers-In, and \$17.2 million in fund balance. (see Table 1 - *Total Sources and Fund Balance - Fiscal Year 2024/2025 to Fiscal Year 2026/2027*).

**Table 1 – Total Sources and Fund Balance –
Fiscal Year 2024/2025 to Fiscal Year 2026/2027**

	Actual Sources FY 2024/2025	Revised Budget* FY 2025/2026	Final Budget FY 2026/2027	Dollar Change	Percent Change
Federal	\$ 14,216,888	\$ 21,289,319	\$ 23,275,856	\$ 1,986,537	9%
LTF Sales Tax	50,762,053	49,200,000	52,300,000	3,100,000	6%
STA Sales Tax	9,780,615	9,743,429	8,770,949	(972,480)	-10%
Other State	44,005,187	24,997,061	50,983,425	25,986,364	104%
Local and Other	7,197,205	8,281,997	6,289,107	(1,992,890)	-24%
Transfers-In/Fund Balance	24,108,934	38,914,149	41,433,103	2,518,954	6%
Total Sources	<u>\$ 150,070,882</u>	<u>\$152,425,955</u>	<u>\$ 183,052,440</u>	<u>\$ 30,626,485</u>	<u>20%</u>

* Some budget revenue sources were amended after the Commission approved the budget in June 2025.

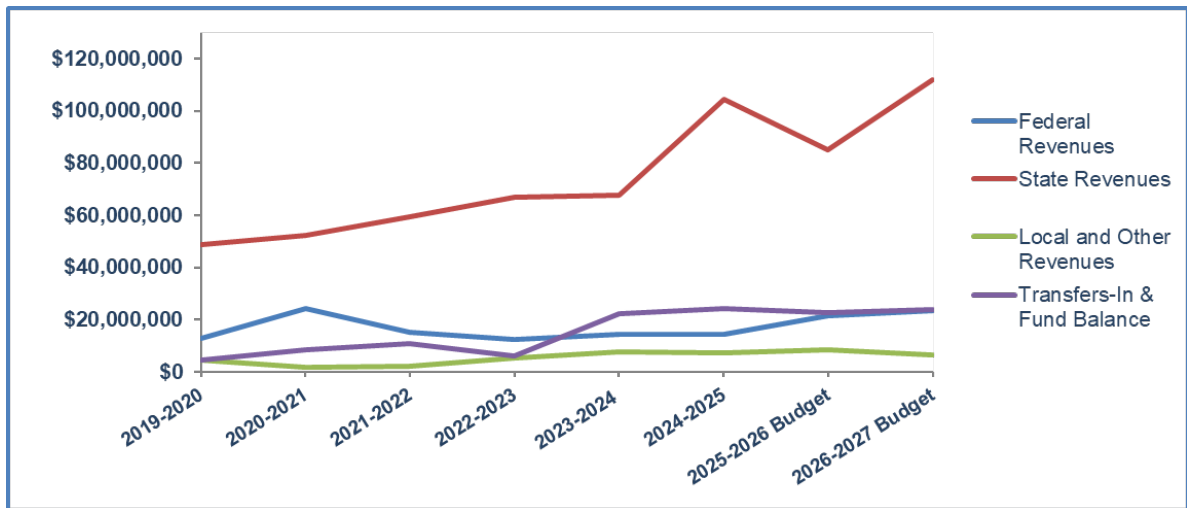
Federal revenues decreased \$1.9 million compared to the last fiscal year. The Local Transportation Fund (LTF) sales tax revenues increased by \$3.1 million based on the County Auditor-Controller’s estimate. STA sales tax decreased \$972,000 based on the State Controller’s early estimate and other state funding increased by \$25.9 million. The increase in other state funding is mostly due to \$13.7 million SB125 for pass thru grants to subrecipients and \$14.2 million for VCTC Intercity bus purchases. Local revenues, other revenues and investment income decreased by \$2.0 million from the previous fiscal year.

Local contributions (consisting of contributions and fees) are expected to decrease by \$2.0 million largely due to decreased contributions for VCTC Intercity bus services. The other revenues and interest are expected to decrease by \$0.3 million due to lower anticipated fund balances to generate interest.



Transfers-In (moving revenues from one fund to another) and fund balance (prior unspent earnings) sources vary from year to year based on estimated expenditures of operating and capital projects. Transfers-In and Fund Balance (sources available to fund expenditures) increased \$2.5 million. The funding source amounts will vary each year depending on consumer spending (for LTF and STA), grants availability for (State and Federal grants) and local amounts required for match and contributions. These sources are used for both on-going costs and one-time capital projects. Below in Chart 1 - *Total Sources Eight Year Trend*, indicates six years' worth of actual funding sources and two years of budgeted funding sources for comparison.

Chart 1 – Total Sources Eight Year Trend



Total Uses for Fiscal Year 2026/2027 consist of expenditures divided into six programs (see Table 2 - *Total Uses Fiscal Years 2024/2025 to Fiscal Year 2026/2027*). The program (each consisting of multiple budget tasks) usage amounts change from year to year depending on the on-going operational costs, planned studies and one-time capital costs.

In Fiscal Year 2026/2027, the uses increased \$28.9 million for a total budget of \$165,861,594. The primary reason for the increase is due to expenditures shifting from Fiscal Year 2025/2026 to Fiscal Year 2026/2027 as projects were delayed and moved to next fiscal year.



Table 2 – Total Uses Fiscal Year 2024/2025 to Fiscal Year 2026/2027

Program Budget Categories	Fiscal Year	Fiscal Year	Fiscal Year	Dollar Change	Percent Change
	2024/2025 Actual	2025/2026 Budget*	2026/2027 Budget		
Transit and Transportation	\$ 59,676,625	\$ 46,084,377	\$ 69,562,200	\$ 23,477,823	51%
Highway	1,963,566	4,022,900	4,391,400	368,500	9%
Rail	15,839,148	33,065,646	35,584,700	2,519,054	8%
Commuter Assistance	724,340	919,600	938,200	18,600	2%
Planning and Programming	48,208,088	51,131,503	51,854,694	723,191	1%
General Government	1,640,483	1,730,900	3,530,400	1,799,500	104%
Total Program Budget	<u>\$ 128,052,250</u>	<u>\$136,954,926</u>	<u>\$ 165,861,594</u>	<u>\$ 28,906,668</u>	<u>21%</u>

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

Each program and associated budget tasks contain VCTC staff and allocated indirect costs. This year VCTC staff includes 25 full-time employees, 2 part-time interns and a one-time temporary annuitant at 0.12 or 250 hours. Total staff costs are \$5.5 million, consisting of \$3.7 million in salaries and \$1.8 million in taxes and benefits. This year’s budget includes a three percent cost-of-living adjustment of \$99,643 for all employees, a 457 deferred compensation match of \$94,722 and a merit pool increase of \$61,473 for eligible employees who are not at the top of their range. Indirect costs represent expenditures that are attributable to the general operation of the organization but not directly tied to a particular task. Indirect costs vary from year to year and in Fiscal Year 2026/2027 the allocation is 75.9% (see pages 60-70 for personnel and pages 71-72 for indirect cost details).

The Transit and Transportation Program (pages 103-113) consists of five tasks, and program uses increased \$23.4 million or 51% from the prior year. The major changes to the program occurred in four of the five tasks. These changes include an increase of \$1.4 million in the Regional Transit Technology task mostly due to the replacement of fareboxes at all transit operators. The Transit Grant Administration task increased \$5.9 million primarily due to subrecipient funds shifting from Fiscal Year 2025/2026 due to delays in delivery of projects. There was also an increase of \$16.8 million in the VCTC Intercity services budget due to \$7.7 million shifting from the current Fiscal Year budget to next Fiscal Year as the five new buses that were expected this Fiscal Year will not be delivered until Fiscal Year 2026/2027 and \$7.0 million for new bus purchases in Fiscal Year 2026/2027. There was also an increase of \$2.1 million in contract services due to anticipated increases in service (hourly rates), monthly fixed fee and annual fuel costs.

The Highways Program (pages 115-119) consists of two tasks and program uses increased \$368,500 or 9%. The Highway Program Management task increased approximately \$273,300 for the draft environmental document shifting over to Fiscal Year 2026/2027. The Motorist Aid task increased by \$92,500 mostly due to the Freeway Service Patrol contract.

The Rail Program (pages 121-127) consists of three tasks, and program uses increased \$2.5 million or 8% from the prior year. The major changes occurred within the Metrolink Commuter Rail budget, which increased \$2.1 million mostly due to delays in the Station Rehabilitation project shifting anticipated costs from this fiscal year to Fiscal Year 2026/2027.



The Commuter Assistance Program (pages 129-133) consists of two tasks and program uses increased by 2% from the previous year. The Regional Transit Information Center task increased \$13,400 due to staff and software costs.

The Planning and Programming Program (pages 135-145) consists of five tasks and program uses increased by 1% from the previous year. The major changes within this program can be found within three tasks. The Regional Transit Planning task decreased by \$296,333 mostly due to completion of the Regional Radio Project. The Regional Transportation Planning task increased \$126,456 mostly due to the Sustainable Transportation Grant Match. The Transportation Development Act Administration task increased \$878,868 due to increases in pass-through to local agencies.

The General Government Program (pages 147-153) consists of three tasks, and program uses increased \$1.8 million. The Management and Administration task increased \$1.7 million primarily due to a \$1.0 million one-time paydown towards the CalPERS pension Unfunded Accrued Liability (UAL). An estimated \$500,000 for implementation of a cloud-based Enterprise Resource Planning (ERP) system. The proposed ERP system is essential as the currently operating legacy financial software has limitations, requires intensive manual intervention. The new ERP system will enable VCTC to transition to a single database, providing all departments with access to consistent and accurate information. Also included in the budget are \$100,000 in consulting services for a comprehensive ADA compliance evaluation, which is a requirement for Federal Highway Administration funding

VCTC is largely a planning and funding organization and therefore does not have large capital expenditures, or money spent on acquiring and/or maintaining capital assets. The on-going capital expenses of approximately \$39.0 million are largely found within five budgets: VCTC Intercity, Metrolink, and the Santa Paula Branch Line, Regional Transit Technology, and Regional Transit Planning. Expenditures vary from year-to-year based on the needs for the upcoming year. Capital projects are usually funded with current resources and/or grant awards. Currently, VCTC has no capital debt and no plans to issue debt. Please also see the Capital Asset Policy discussion on page 45.

The Valley Express and VCTC Intercity tasks (pages 110-113) include \$14.3 million in capital expense for the purchase of ten new buses for VCTC Intercity. This includes \$7.7 million for five buses that moved from the current Fiscal year to Fiscal Year 2026/2027 and an additional five new buses anticipated to be purchased in Fiscal Year 2026/2027. The capital expenditure will be funded by SB125 TIRCP funds.

The Metrolink budget (pages 124-125) includes \$12.4 million in one-time capital expenditures for capital rehabilitation on the Moorpark rail line and improvements to the Camarillo Station ADA Improvement Project. Most of these projects are multi-year projects and funding moved from prior years as projects were delayed. These expenditures support infrastructure improvements, updating rolling stock and bringing the station up to required ADA standards. It is unknown what the operational impact will be at this time but will likely be absorbed in the on-going operational costs. These projects will be funded with a combination of LTF, STA and SGR funds.



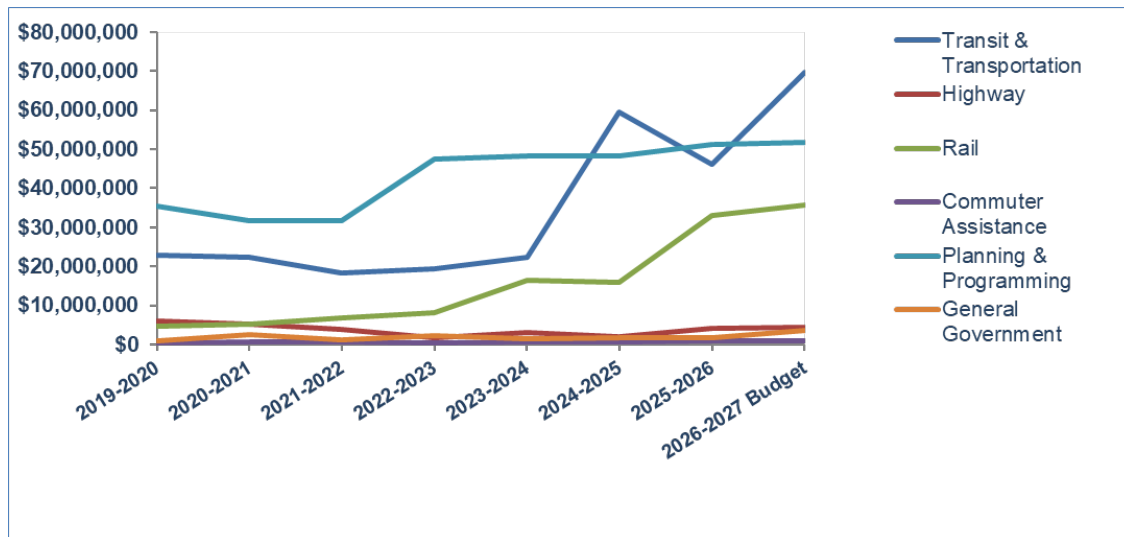
The Santa Paula Branch Line (pages 126-127) includes \$4.5 million in one-time capital expenditures for the repairs to the Sespe bridge due to storm damage. It is unknown what the operational impact will be at this time but will likely be absorbed in the on-going operational costs. The capital expenditure is funded by STA Funds. Staff will be seeking reimbursement for the costs associated with this project from FEMA and CalOES.

The Regional Transit Technology budget (pages 106-107) includes \$3.1 million in capital expenditures for software and equipment.

The Regional Transit Planning budget (pages 138-139) includes \$1.7 million in capital expenditures for the Regional Radio Project.

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

Chart 2 – Total Uses Eight Year Trend



At the end of Fiscal Year 2026/2027, the spendable fund balance (both discretionary and non-discretionary funds) is expected to be \$17.2 million. The ending available fund balances (excluding contingency reserves) are expected to be approximately \$27,923 for the General fund, \$683,730 for the Local Transportation Fund, \$13.6 million for the State Transit Assistance fund, \$1.9 million for the Service Authority for Freeway Emergencies fund, \$892,326 for the State of Good Repair fund, and \$25,367 for the Santa Paula Branch Line fund. The VCTC Intercity and Valley Express funds are designed to have \$0 spendable fund balances (see page 86).

This budget document serves as a policy document, an operations guide, a financial plan, and a communications device. It provides the information necessary for the Commission to manage its resources in Fiscal Year 2026/27 and provides the public, elected officials and other stakeholders with detailed information about the anticipated allocation of resources for the upcoming fiscal year.



The budget is prepared based on estimates and current economic facts, as the year unfolds, staff may need to make adjustments and will likely return with periodic budget updates and adjustments. VCTC will continue to aggressively seek new revenues to support the County's transit and transportation needs. Whether residents use public transit or not, public transit benefits all Ventura County residents by reducing congestion and improving air quality. In its role as the region's transit and transportation leader, VCTC will remain a capable steward of taxpayer dollars dedicated to transportation.



AGENCY PROGRAM GOALS AND IMPLEMENTATION PLAN

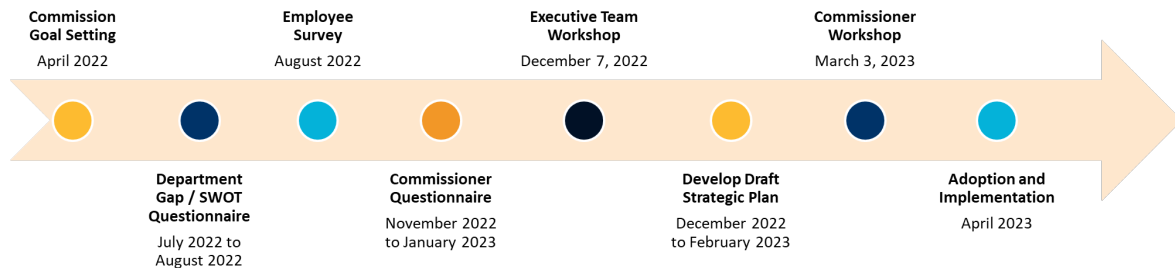
It is important to remember that the budget is more than just numbers. Regardless of the current and future economic conditions, the Commission faces on-going challenges to provide the on-going services, meet the necessary requirements while improving the quality of life of its constituents. To achieve this, VCTC has program strategies with detailed task objectives and work elements (and accomplishments for accountability) based on VCTC’s vision statement to “**Keep Ventura County Moving**”.

The program budgets and associated task budgets are prepared based on key assumptions as guided by the Commission, the Executive Director, and the adopted Strategic Plan. The budget tasks contain accomplishments from the prior year(s), budget task goals and related objectives as they support VCTC’s mission.

Strategic planning is a long-standing “best practice” in government. It is important to think strategically and in the long term in a volatile and resource constrained environment to provide positive, forward-moving results that support the agency’s mission. A strategic plan also promotes cooperation and coordination between and among the various organizational stakeholders. VCTC’s Strategic Plan sets VCTC’s path for the next five years.

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

In the Spring of 2022, VCTC began a new goal setting process. The Commission held a special meeting to discuss specific VCTC goals for Fiscal Year 2022/2023. VCTC’s mission, success, core functions and funding were reviewed before goals for Fiscal Year 2022/2023 were discussed. Then the Executive Director proposed ten (10) specific strategic near-term goals to be completed within Fiscal Year 2022/2023. The Commission and public then provided final comments. After leadership had carefully evaluated the financial priorities, they approved eleven goals for Fiscal Year 2022/2023 and six mid-term goals to be completed in the next two-three years. A long-term planning session with further refinement to the goal setting process was proposed for early 2023.



In March 2023 a Commission planning session was held. An overview of the Strategic Planning process was discussed. A vision statement, updated mission statement and values were developed, a reorganization of “goals” and “strategies” were developed, reviewed, and discussed. Then additional priorities for the next two years were developed. In April 2023,



the Final Strategic Plan was adopted with a defined and updated vision and mission statement, values, strategies, and implementation actions. The meetings were open to the public and public comment was received.

A Vision Statement, *To Keep Ventura County Moving*, was developed to state what the agency desired in the future. A Mission Statement, *To Create a More Connected, Resilient, Equitable, and User-Friendly Transportation System for Ventura County*, was developed to tell the purpose of the organization. Four Values, *Equity, Integrity, Service and Sustainability*, were established to drive the behaviors of the organization members.

Vision	<i>To keep Ventura County moving.</i>
Mission	<i>To create a more connected, resilient, equitable and user-friendly transportation system for Ventura County.</i>
Values	<p>Equity: We are inclusive in our plans, practice fairness, and recognize that needs vary by region and people served.</p> <p>Integrity: We serve our community, do our work with honesty, are accountable for our actions, and take responsibility for results.</p> <p>Service: We serve our partners and stakeholders with excellence and teamwork, and seek innovative and reliable solutions to meet transportation and mobility needs.</p> <p>Sustainability: We are mindful of the impacts of our work on the environment, the economy, and equity, for our community and the VCTC organization.</p>

The Commission then adopted some terminology changes for “Goals” and “Strategies.” Information for setting the new goals and strategies were gathered via a commissioner questionnaire, a Gap Analysis questionnaire completed by executive staff, a VCTC all employee survey, and an Environmental Scan was prepared by VCTC staff. Based on the information obtained, four broad multi-year goals were developed representing key categories for the agency. Each goal then contains a set of strategies intended to help the agency make progress in achieving the broad goals over a period of years. The 2023 Adopted Strategic Plan (including all the goals and strategies) can be found on the VCTC’s website www.goventura.org under the tab Plans and Projects, then VCTC Goals and Strategic Plan.

The implementation plan for the adopted goals was incorporated into the budget, tracking the progress of the goals through 2029. The Commission discussed over 50 possible “strategies” that support the four goals. The Commission then identified their top priorities upon which to focus for the first two years of implementation, Fiscal Year 2023/2024 and 2024/2025 (See A1, A6, B1, B6, B23, and C5). The existing goals from Fiscal Year 2022/2023 were reclassified as “strategies” to achieve the established goals and are included in the information below. The wording of some of the Fiscal Year 2022/2023 may have been slightly modified and are shown as adopted in the Strategic Plan. The remaining strategies in the Strategic Plan can be initiated as time allows and directed by the Commission. This plan will be reviewed and updated as needed.



Goal A: Transportation Planning and Programming

Complete transportation-related plans and studies and allocate funding and resources aimed at improving mobility within Ventura County through various types of multimodal transportation programs and services.

Strategies	Budget Task(s)	Estimated Start	Estimated Complete	Comments
(A1) Integrate the Comprehensive Transportation Plan (CTP) as VCTC's primary guiding document.	Management - Administration and Regional Transportation Planning (pages 150-151 & 140-141)	2023/2024	2027/2028	Accepted CTP in February 2023 with direction to amend the plan to incorporate comments from the public and advisory committees. Completed an amendment to CTP in Fiscal Year 2024/2025.
(A2) Complete the Transit Integration & Efficiency Study (TIES) and Coordinated Public Transit-Human Services Transportation Plan Update which will serve as a roadmap for improving transit and accessible transportation services.	Regional Transit Planning (pages 138-139)	2022/2023	2023/2024	Coordinated Plan completed in September 2022 and TIES completed in October 2023.
(A3) Complete and implement the zero-emission bus transition plan to meet State mandates and reduce greenhouse gas emissions related to transit.	VCTC Intercity Bus Service (pages 112-113)	2022/2023	2022/2023	Completed in June 2023. Battery electric buses now in service.
(A4) Reach consensus about the future of the US 101 corridor (congestion, wildlife connectivity, managed lanes, environmental review).	Highway Project Management and Regional Transportation Planning (pages 116-117 & 140-141)	2022/2023	2025/2026	Wildlife connectivity study complete by end of Fiscal Year 2025/2026. VCTC and Caltrans are finalizing VMT analysis and mitigation methodology. Draft Environmental Document anticipated for public circulation Summer 2026.
(A5) Leverage data to better inform transportation land use decisions making and grant seeking.	Regional Transportation Planning (pages 140-141)	2022/2023	on-going	VCTC Model Update completed during Fiscal Year 2025/2026. Model and resultant data shared with the public and agency partners. Model outputs available via two web pages, goventura.org/work-with-vctc/traffic-model/ and goventura.org/work-with-vctc/vmt-amp/ .
(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.	Rideshare and Regional Transportation Planning (pages 132-133 & 140-141)	2023/2024	2026/2027	Research and planning on MaaS has begun. Funds for this are included in the SB125 Year 2 funds, which have been deferred by the state. Implementation will begin after funds are received. MaaS also included in draft VMT mitigation program for US 101 HOV / Express Bus Lane environmental documents.
(A7) Update the Ventura County Airport Comprehensive Land Use Plan (ACLUP) to ensure the safety and welfare of airport users and nearby residents.	Airport Land Use Commission (pages 136-137)	2026/2027	2027/2028	VCTC has discussed cooperation to pursue funding for ACLUP Update with County of Ventura Department of Airports.



Goal A: Transportation Planning and Programming – continued

Complete transportation-related plans and studies and allocate funding and resources aimed at improving mobility within Ventura County through various types of multimodal transportation programs and services.

Strategies	Budget Task(s)	Estimated Start	Estimated Complete	Comments
(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.	Santa Paula Branch Line (pages 126-127)	2022/2023	2026/2027	VCTC applied for and received SCAG REAP CTC Partnership Program and Surface Transportation Block Grant awards to update the SPBL Trail Master Plan and EIR/EIS. In Fiscal Year 2024/2025, VCTC awarded a consultant contract and kicked-off an update to the Master Plan and environmental documents. VCTC conducted outreach to the agriculture industry, neighboring property owners, potential trail users, and others, prepare a phasing plan and develop an actionable implementation strategy and completed existing conditions and opportunities & constraints analysis.
(A9) Complete the Rail Corridor Strategic Plan aimed at taking a holistic review of the Metrolink/Amtrak Surfliner rail line.	Metrolink (pages 124-125)	2022/2023	2026/2027	Metrolink is nearing completion on the Service Growth Development Plan and LOSSAN has completed the Corridor Optimization Study, both of which plan for future service.
(A10) Complete the short-range transit plan (SRTP) to better plan and coordinate transit services and programs.	Regional Transit Planning (pages 140-141)	2023/2024	2025/2026	The SRTP was completed in April 2026.
(A11) Revisit VCTC's responsibility as it pertains to the Congestion Management Program (CMP), to consider alternatives to maintaining the program as currently constituted.	Regional Transportation Planning (pages 140-141)	2025/2026	2026/2027	VCTC staff to research and initiate revisions to CMP using a new big data license in Fiscal Year 2026/2027.
(A12) Conduct a regional transit fare study to benchmark and evaluate fare options.	Regional Transit Planning (pages 138-139)	2023/2024	2025/2026	This is included in the now approved SRTP.



Goal B: Transportation Services

Provide for an accessible, reliable innovative, multimodal transportation system to meet the needs of Ventura County residents and visitors, which is compatible with regional plans based on industry best practices and standards.

Strategies	Budget Task(s)	Estimated Start	Estimated Complete	Comments
(B1) Encourage city and county partners to plan and prioritize building new bike lanes and continue seeking funds for this purpose.	Regional Transportation Planning (pages 140-141)	2023/2024	on-going	VCTC updated the countywide Bicycle Map. Staff actively participates in various active transportation related efforts, including Cycle Cal Coast. However, due to competing VCTC priorities, establishing an advisory committee dedicated to implementing the Bicycle Wayfinding Plan has been deferred in favor of developing a Community Traffic Calming and Bicycle & Pedestrian Safety Program with stakeholder and community engagement. VCTC partnered with City of Ventura to design, engineer, and implement the Class I Rails with Trails project along the Santa Paula Branch Line from East Ventura to Saticoy, with construction anticipated in Fiscal Year 2026/2027.
(B2) Encourage integration of e-bikes as an alternative transportation mode by establishing an e-bike demonstration program to allow residents the ability to try e-bikes before they purchase them.	Regional Transportation Planning (pages 140-141)	2023/2024	2026/2027	Staff began research on e-bike safety education programs in Fiscal Year 2023/2024. Additional efforts will continue in Fiscal Year 2026/2027 with the Community Traffic Calming and Bicycle & Pedestrian Safety Program. Information and tips related to e-biking are included as resources on the VCTC website.
(B3) Partner with community organizations to create a bicycle distribution program for youth and low-income Ventura County residents aimed at increasing bike ridership.	Regional Transportation Planning (pages 140-141)	2025/2026	2026/2027	The Community Traffic Calming and Bicycle & Pedestrian Safety Program is still underway and findings will be incorporated in developing strategies.
(B4) Develop a model ordinance for consideration by the County and cities to replace a portion of vehicle parking at multi-family residential properties with bicycle lockers and/or secured parking.	Regional Transportation Planning (pages 140-141)	2025/2026	2026/2027	Community Traffic Calming and Bicycle & Pedestrian Safety Program findings to be incorporated in developing strategies.
(B5) Identify possible funding to replace buses or convert them to have zero emissions, following completion of the Zero Emissions Bus (ZEB) plan.	Valley Express and VCTC Intercity (pages 110-113)	2023/2024	on-going	VCTC is currently updating the ZEB plan as there have been changes in the zero emissions market. Staff is hiring a consultant to help with infrastructure planning for Valley Express.
(B6) Coordinate with Caltrans, Ventura County, and cities to prioritize the projects and submit grant application(s) for goods movement projects based on the recommendations of the Ventura County Freight Corridors Study.	Regional Transportation Planning and Transportation Programming & Reporting (pages 140-141 & 144-145)	2023/2024	on-going	Continue to implement recommendations of the Ventura County Freight Corridors Study (FCS). Complete and implement the recommendations from the Community Traffic Calming and Pedestrian and Bicycle Safety Program, which was a product of community engagement to improve safety and goods movement efficiency through the FCS. Continue to coordinate with the County of Ventura to request and administer awarded Trade Corridor Enhancement Program funding for the Hueneme Road Widening Project.



Goal B: Transportation Services - continued

Provide for an accessible, reliable innovative, multimodal transportation system to meet the needs of Ventura County residents and visitors, which is compatible with regional plans based on industry best practices and standards.

Strategies	Budget Task(s)	Estimated Start	Estimated Complete	Comments
(B7) Develop grant applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) or Solutions for Congested Corridors Program (SCCP) funds or other programs for making improvements to US 101 based on US 101 environmental document results and 101 Communities Connected.	Regional Transportation Planning and Transportation Programming & Reporting (pages 140-141 & 144-145)	2023/2024	2027/2028	VCTC applied for the Better Utilizing Investments to Leverage Development Grant Program to fund the Design Phase of Phase I of the US 101 High Occupancy Vehicle/Express Bus Lane Project. Continue to seek funding opportunities to ensure the Project is fully funded.
(B8) Identify funding for additional "free ride" services for veterans and seniors.	Regional Transit Planning (pages 138-139)	2024/2025	2026/2027	Staff is working with the schools to fund the College Ride program long term. Ventura County transit operators have agreed to contribute interest from SB 125 funds to continue this program for two more years.
(B9) Administer and expand VCTC's Motorist Aid programs as appropriate, including Freeway Service Patrol, Emergency Roadside Call Boxes, and Incident Responders Grant Program.	Motorist Aid (pages 118-119)	2022/2023	on-going	VCTC procured contracts for the next 5 years of FSP service during Fiscal Year 2025/2026 with an expanded FSP coverage area and new tow truck deployment anticipated July 1, 2026.
(B10) Identify possible funding for expanding transit (bus and/or rail) operations. In particular, pursue funding for Metrolink Southern California Optimized Rail Expansion (SCORE) operations in time for the 2028 Olympics.	Regional Transit Planning (pages 138-139)	2023/2024	2027/2028	The Simi Valley Double Track and Leesdale Siding projects will allow for increased capacity, helping to support the Olympics. VCTC will use SB 125 funds to support a commuter train to Santa Barbara County. Metrolink is identifying dedicated funding sources to support future operations.
(B11) Develop a set of multimodal transportation metrics to determine the effectiveness of various modes of transportation.	Regional Transportation Planning (pages 140-141)	2024/2025	2027/2028	Deferred due to competing workload.
(B12) Support improved transit and transportation services for those with disabilities.	Regional Transit Planning (pages 138-139)	2023/2024	2025/2026	Work is underway on the Demand Response Integration Plan, which is expected to be completed in 2026.
(B13) Continue new Spanish language public outreach campaigns to connect the Spanish-speaking community with VCTC Intercity and other public transportation options.	Community Outreach (pages 148-149)	2022/2023	on-going	This successful outreach campaign has continued into the fourth phase with new loteria card designs and videos created by a Spanish-speaking local influencer. New Spanish-language videos will focus on the Tap2Ride fare payment system.
(B14) Establish enhanced efforts (to include polls or surveys) to connect younger people in the community by creating a transportation/transit "road show" that VCTC staff can use for school and other presentation to expand youth outreach.	Community Outreach (pages 148-149)	2022/2023	on-going	The Youth Roadshow presentation was created in 2023, and VCTC staff have given the presentation at youth organizations, including several local Boys & Girls clubs. Work to expand youth outreach will continue in 2026/2027.
(B15) Develop a memorable and effective ad campaign to promote transit ridership and to address the myths and misconceptions about transit.	Community Outreach (pages 148-149)	2024/2025	on-going	Planning has begun for a "how to ride" outreach campaign that will use videos to demonstrate skills such as how to read a schedule, board the bus, and transfer between transit systems. Implementation of Tap2Ride has delayed this effort but work will resume in 2026/2027.



Goal B: Transportation Services – continued

Provide for an accessible, reliable innovative, multimodal transportation system to meet the needs of Ventura County residents and visitors, which is compatible with regional plans based on industry best practices and standards.

Strategies	Budget Task(s)	Estimated Start	Estimated Complete	Comments
(B16) Enhance outreach to senior population.	Community Outreach (pages 148-149)	2024/2025	on-going	VCTC has been attending senior wellness fairs to improve outreach. A Buenas con VCTC loteria card features an older couple to represent senior riders. VCTC will consider an outreach campaign targeted specifically at the senior population.
(B17) Develop an equity plan and framework to guide capital projects and transportation investments.	Regional Transportation Planning (pages 140-141)	2026/2027	2027/2028	Deferred due to competing workload.
(B18) Incorporate greenhouse gas emissions reductions in transportation planning and services.	Regional Transportation Planning (pages 140-141)	2024/2025	2025/2026	GHG emissions reductions are incorporated in VMT mitigation and integration of housing, land use, and transportation program efforts.
(B19) Implement future phases of Metrolink and Amtrak Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) capital projects (Simi Valley double track, Leesdale siding, Camarillo station, additional projects planned for completion prior to the 2028 Olympics) to improve future rail service.	LOSSAN and Metrolink (pages 122-125)	2022/2023	2027/2028	Progress continues with the Camarillo Station ADA Improvement Project with an anticipated solicitation for construction bids in Summer 2026. Leesdale siding in the design phase, funded from Solutions for Congested Corridors Program (SCCP), Simi Double track project utility agreements are nearing completion and solicitation for construction will follow.
(B20) Conduct a comprehensive review of current rail service compared with potential markets to ensure service meets community demand.	Metrolink (pages 124-125)	2023/2024	2025/2026	This will be done as part of Metrolink's Service Growth Development Plan (SGDP) and the S RTP .
(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.	Santa Paula Branch Line (pages 126-127)	2023/2024	on-going	VCTC staff meet monthly with Sierra Northern personnel to coordinate activities, solve problems in the operations, maintenance, and improvements to the SPBL railroad and ROW.
(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.	Santa Paula Branch Line (pages 126-127)	2023/2024	on-going	New Right-of-Entry (ROE) permit process approved by Commission in April 2024, outreach underway to ROE recipients for June 2024 implementation. Leasing and licensing activities continue as the need arises and time allows.
(B23) Evaluate and consider continuation of the free transit pass programs (college ride, youth pass) to maximize ridership and ensure efficient use of resources.	Regional Transit Planning (pages 138-139)	2022/2023	on-going	Funds to supplement the LCTOP funds in order to continue the program are included in the SB 125 funds. Staff is working on ways to fund the programs long term.
(B24) Promote transit ridership recovery to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.	Regional Transit Planning (pages 138-139)	2022/2023	on-going	Staff recently implemented a significant schedule change and route realignment on the Coastal Express to make it easier for passengers. Additionally, the back-to-basics marketing campaign has continued with the goal of demystifying transit and attracting new riders.



Goal C: Partnerships

Collaborate with agencies across the region to provide sustainable and improved transportation services within Ventura County.

Strategies	Budget Task(s)	Estimated Start	Estimated Complete	Comments
(C1) Establish an advisory committee and work with partner agencies to implement the signage strategies in the Bicycle Wayfinding Plan.	Regional Transportation Planning (pages 140-141)	2022/2023	2026/2027	VCTC updated the countywide Bicycle Map. Staff actively participates in various active transportation related efforts, including Cycle Cal Coast. However, due to competing VCTC priorities, establishing an advisory committee dedicated to implementing the Bicycle Wayfinding Plan has been deferred in favor of community and stakeholder engagement in the Community Traffic Calming and Bicycle & Pedestrian Safety Program.
(C2) Assist cities and the County to seek supplemental federal and state funding including through Caltrans.	Transportation Programming & Reporting (pages 144-145)	2022/2023	on-going	Continue to seek funding opportunities for transportation projects in Ventura County and coordinate with the cities, County, and Caltrans to secure allocation of awarded funds.
(C3) Assist local agencies in implementing Senate Bill 743 by identifying and encouraging land use and transportation strategies to reduce vehicle miles traveled (VMT).	Regional Transportation Planning (pages 140-141)	2023/2024	on-going	VCTC hosts two web pages with content and mapping resources for VMT information and mitigation. VCTC adopted VMT Adaptive Mitigation Program in May 2023.
(C4) Partner with the National Park Service to study wildlife movement and connectivity along the US 101 Conejo Pass area.	Regional Transportation Planning (pages 140-141)	2023/2024	on-going	US-101 Conejo Pass Wildlife Movement Study is currently underway in partnership with NPS. Expected completion July 2026.
(C5) 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).	State and Federal Relations (pages 152-153)	2022/2023	on-going	VCTC regularly communicates with federal and state legislators to request support when applying for grants. Likewise, VCTC sends letters of support and concern, or joins regional agencies on similar letters, regarding state and federal issues and legislation. VCTC staff also joins in delegation trips to meet with legislators and discuss priorities.
(C6) Utilize TRANSCOM in a more robust way as a Productivity Committee to better coordinate services regionally.	Regional Transit Planning (pages 138-139)	2022/2023	on-going	The processes for the SRTP, DRIP and Transportation Development Act (TDA) Performance Audit included coordination through TRANSCOM and gathering of robust data from all operators. Additionally, transit operators are now updating the regional transit matrix yearly.
(C7) Partner with Naval Base Ventura County and Channel Islands Air National Guard Station to explore Federal, State and other funding sources to provide transit service to the Naval Base and Air National Guard Station.	Regional Transit Planning (pages 138-139)	2025/2026	2027/2028	Gold Coast Transit District (GCTD) studied improving service to the naval bases but the study was never finalized. Staff will work with GCTD to resurrect the study.
(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.	Regional Transportation Planning (pages 140-141)	2023/2024	on-going	Transportation safety concepts and improvements are incorporated into each of the referenced programs and as other opportunities arise. Construction of a new Arroyo Simi Bridge suicide prevention barrier is expected May 2026. VCTC constructed a new suicide prevention webpage available on the VCTC website. The Community Traffic Calming and Bicycle & Pedestrian Safety Program is currently underway.



Goal D: Organizational Sustainability

Ensure sufficient resources and invest in our workforce for the long-term health and effectiveness of VCTC.

Strategies	Budget Task(s)	Estimated Start	Estimated Complete	Comments
(D1) Ensure the continued operational excellence of VCTC's financial operations and grants administration	Management-Administration (pages 150-151), Finance, and Transit Grant Administration (pages 108-109)	2022/2023	on-going	Participate in educational opportunities, evaluate and revise processes and procedures for continual improvement, apply best standards, etc.
(D2) Devise strategies to secure future revenue options for transportation-related programs and services.	Regional Transit Planning & Regional Transportation Planning (pages 138-141)	2023/2024	on-going	VCTC is using SB 125 funds to support several transit projects. Staff has also been working to secure Low Carbon Transit Operations Program (LCTOP) funding for the future.
(D3) Conduct a review of VCTC policies and procedures and revise to meet current needs.	Management-Administration (pages 150-151)	2022/2023	on-going	VCTC conducted a comprehensive update of its Personnel Policies and Procedures manual which was adopted by the Commission in April 2024.
(D4) Create a paid internship program to introduce careers in transportation and support VCTC operators.	Management-Administration (pages 150-151)	2024/2025	on-going	VCTC implemented a paid internship program in Fiscal Year 2025/2026. Two interns currently support VCTC's Planning & Sustainability and Transit departments.
(D5) Assess staffing levels and capacity to implement VCTC programs and services.	Management-Administration (pages 150-151)	2022/2023	on-going	Evaluate staffing levels and capacity with planned and budgeted activities.
(D6) Develop an internal comprehensive training program that supports skill development, preparing staff for advancement, and succession planning.	Management-Administration (pages 150-151)	2024/2025	on-going	Participate in educational opportunities, evaluate and revise processes and procedures for continual improvement, apply best standards, etc.
(D7) Increase public awareness of VCTC and build champions to support investments in transportation.	Management-Administration (pages 150-151)	2022/2023	on-going	Participate in educational opportunities, promote partnerships and local agencies.



Funding for the expenses related to achieving the goals are contained within the assigned main budget task and would be budgeted each year of the goal period. The funding may be specific grant related and/or a mixture of funding. The funding sources may also vary from year-to-year or remain constant depending on the goal and type of work performed. Please refer to each budget task for additional details.

Program Strategies (and the budget tasks within each Program) support the on-going goals of the agency and are summarized as follows:

Transit and Transportation Program (see pages 103-113)

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

Highway Program (see pages 115-119)

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

Rail Program (see pages 121-127)

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

Commuter Assistance Program (see pages 129-133)

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

Planning and Programming Program (see pages 135-145)

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



General Government Program (see pages 147-153)

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





VENTURA COUNTY TRANSPORTATION COMMISSION AND THE COMMUNITY WE SERVE

THE ORGANIZATION AND ITS RESPONSIBILITIES

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

Table 3 – Current Commissioners

Commissioner	Area Representation
Martha McQueen-Legohn	City of Port Hueneme, Chair
Janice Parvin	County of Ventura, Vice-Chair
Dani Anderson	Citizen Representative (Cities)
Carrie Broggie	City of Fillmore
Jenny Crosswhite	City of Santa Paula
Chris Enegren	City of Moorpark
Bob Engler	City of Thousand Oaks
Jeff Gorell	County of Ventura
Doug Halter	City of San Buenaventura
Mike Judge	City of Simi Valley, Past-Chair
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 Representative (County)
Gloria Roberts	Caltrans (Ex-Officio)

To fulfill VCTC’s mission “**to Create a More Connected, Resilient, Equitable, and User-Friendly Transportation System for Ventura County**”, VCTC establishes transportation policies and priorities ensuring an equitable allocation of federal, state, and local funds for highway, transit, rail, aviation, bicycle, pedestrian, and other transportation projects. Our mission is the foundation for all we do, the time we invest, and the resources we allocate, as can be seen in the budget program summaries and detailed budget tasks.



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

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



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

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

THE COMMUNITY WE SERVE

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

The California Department of Finance (DOF) now estimates that Ventura County's population is just over 824,000 (a 1.6% decrease since 2020) but it remains the thirteenth largest county in the State. Ventura County's population is largely concentrated in its ten cities, with four cities having a population in excess of 100,000: Oxnard (198,557), Simi Valley (123,842), Thousand Oaks (121,286), and San Buenaventura (108,061).



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

According to the 2024 United States Census American Community Survey 5-year estimates, Ventura County's population is largely comprised of two groups: White/Non-Hispanic at 41.9% and Hispanic at 44.3%. The median age of County residents is 39.6 which is slightly higher than the State's median age of 37.9. The senior population (over 65) at 17.4% continues to slowly grow while the population under 18 years at 21.8% continues to slowly decline. Over the next decade, it is estimated that the 55 and over population will continue to grow faster, bringing significant changes to Ventura's economy, social structure, and workforce composition.

Ventura County residents enjoy a favorable comparison to the State as a whole in median household income and education levels. The United States Census American Community Survey estimates the County's median household income increased to \$109,797 in 2024 (\$89,295 in 2020) and remains higher than the State's median household income of \$99,122. The percentage of people below the poverty level in Ventura County increased slightly to 9.3% in 2024 (8.9% in 2020), and the County is better off than the State as a whole at 12.0%. The percentage of Ventura County residents holding a bachelor's degree or higher has increased from 33.9% in 2020 to 36.1% in 2024 while the State is slightly higher at 37.1% in 2024.

The 2024 United States Census American Community Survey 5-year estimates for Ventura County's civilian workforce indicates a decrease to 435,970 in 2024 from 436,577 in 2022 workers, sixteen years old and above, in a wide variety of industries. More than half of Ventura County workers are found within the top four employment categories and over seventy percent within the top six:

- Educational, health care and social assistance workers – 87,483
- Government – 60,930
- Professional, scientific, management, administrative and waste management workers – 52,107
- Retail trade – 42,317
- Manufacturing workers – 41,812
- Arts, entertainment and recreation, accommodation, and food service – 37,117

Considering VCTC's mission of improving mobility, it is especially important to note how the County's workers travel to their jobs. With a mean travel time to work of 25.6 minutes (down from 26.8 minutes in 2021), the overwhelming majority of Ventura County's workers drive alone in private vehicles. The transportation mode split in 2024 in Ventura County was:

- Drove alone – 70.3%
- Carpooled – 10.1%
- Worked at home – 15.8%
- Walked – 1.6%
- Other means – 1.6%
- Public Transportation – 0.6%



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

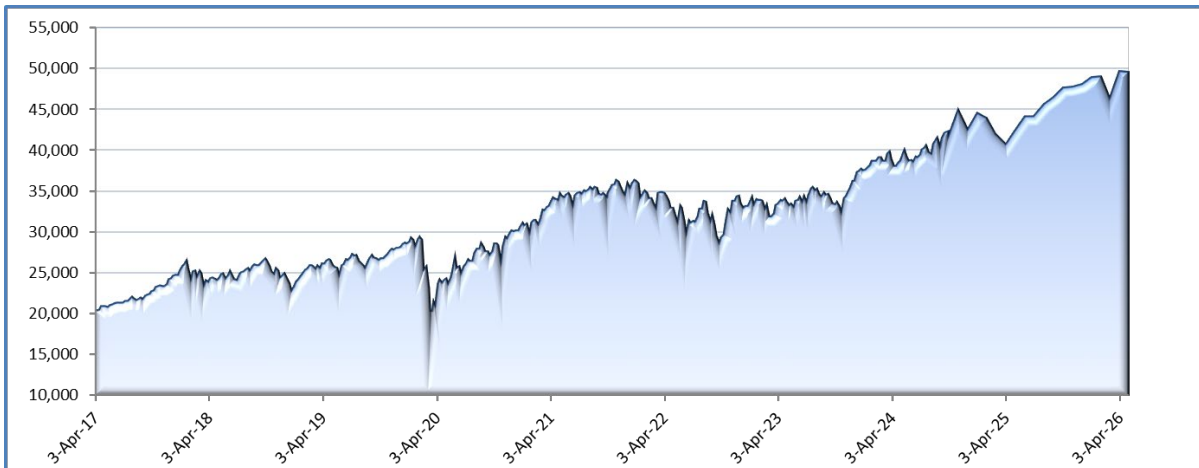
THE LOCAL ECONOMY

In 2026, the global economy faces significant economic uncertainty due to heightened trade tensions and policy uncertainty. The Conference Board estimates tariffs may substantially lower GDP growth, raise inflation, weaken the labor market and prompt Fed rate cuts. The latest developments also suggest the Fed may cut rates only twice this year.

The Conference Board Employment Trends Index (ETI) decreased in April to 107.57, from a downwardly revised 108.41 in March. The ETI is a leading composite index for payroll employment. The ETI fell in April to its lowest since October, reflecting growing economic uncertainty as businesses begin to anticipate the impact of tariffs.

The Dow Jones Industrial Average index has increased approximately 7,200 points from May's year-over-year (May 2025 at 42,270 to May 2026 at 49,542). The market hit an all-time high of 47,716 in November 2025. However, the market remains volatile and the spread for the year was over 7,200 points. Over the last ten years the market has climbed almost 35,800 points (see Chart 3 - *Dow Jones Industrial Average Ten Year History*).

Chart 3 - Dow Jones Industrial Average Ten Year History



The Conference Board Consumer Confidence Index® edged up by 0.6 points to 92.8 (1985=100) in April, from 92.2 in March's and 91.0 in February 2026. The *Expectations Index*—based on consumers' short-term outlook for income, business, and labor market conditions—rose by 1.2 points to 72.2. Consumer confidence edged up in April but was overall unchanged, despite the concerns with the economy and rising oil prices. On a six-month moving average basis, confidence improved among Millennials and Gen Z but declined among older generations

While the relationship between consumer confidence and spending is not always direct, the decline in consumer confidence could lead to a decrease in consumer spending as consumers become more cautious and cut back on discretionary purchases.

According to Beacon Economics, California's economy is slowing slightly but still performing strongly across key metrics. The state's GDP has stabilized aligning with U.S. growth rates and returning to pre-pandemic norms.

As of March 2026, Ventura County's unemployment rate was 4.4% as opposed to the State's unemployment rate of 5.2%. California has added 91,700 jobs since the beginning of 2026, which averages out to more than 30,560 jobs added per month. It's the strongest start to a calendar year since 2022. California has one of the highest minimum wages in the country.

The inflation index is another key economic measure as it tracks changes in the overall price level of goods and services over time, helping to gauge how much each dollar buys.

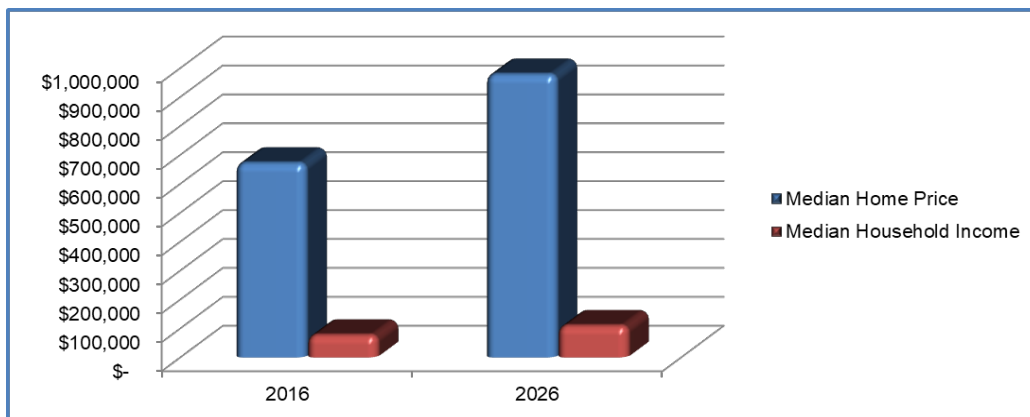
Although the U.S. inflation rate has been low and stable since the 1980s, it hit record highs in 2021 and 2022 because of the COVID-19 pandemic. Year over year inflation rate was 7.0% at the end of 2021 and 6.5% at the end of 2022. It was 3.4% and 2.9% at the end of 2023 and 2024, respectively. The Consumer Price Index for All Urban Consumers rose 0.6 percent in April 2026, seasonally adjusted, after rising 0.8 percent in March 2026; and it rose 3.8% over the last 12 months, not seasonally adjusted.

Home prices continue to According to the California Association of Realtors, California home sales and median price are projected to inch up in 2026 as housing affordability improves slightly. Existing single-family home sales are forecasted to increase 2.0% from 2025, and California's median home price is forecast to rise 3.6 percent in 2026. Housing affordability is expected to inch up to 18 percent from a 16 percent in 2024. In Ventura County, the median price of a single-family home was \$979,000 in March 2026 as compared to \$940,000 in March 2025.

California has the fifth highest median income in the U.S. in 2024, but the high costs of housing and living erode the consumers buying power. The same problem is amplified in Ventura County as housing costs remain high compared to household income (see Chart 4 - *Median Home Price to Median Household Income*). As housing prices continue to rise faster than incomes, the affordability index (percentage of households that can afford to purchase the median priced home) continues to decline.

In Ventura, the affordability index at the end of 2024 was at 17% as opposed to 27% in 2020 and 31% in 2016. In fact, the Ventura County area was considered the second most expensive housing market in the nation. This imbalance of housing costs to income continues to force young families to look outside Ventura County to raise their families resulting in a loss of sales tax revenue and property tax revenue that pay for government services and allow for improvements within the County.

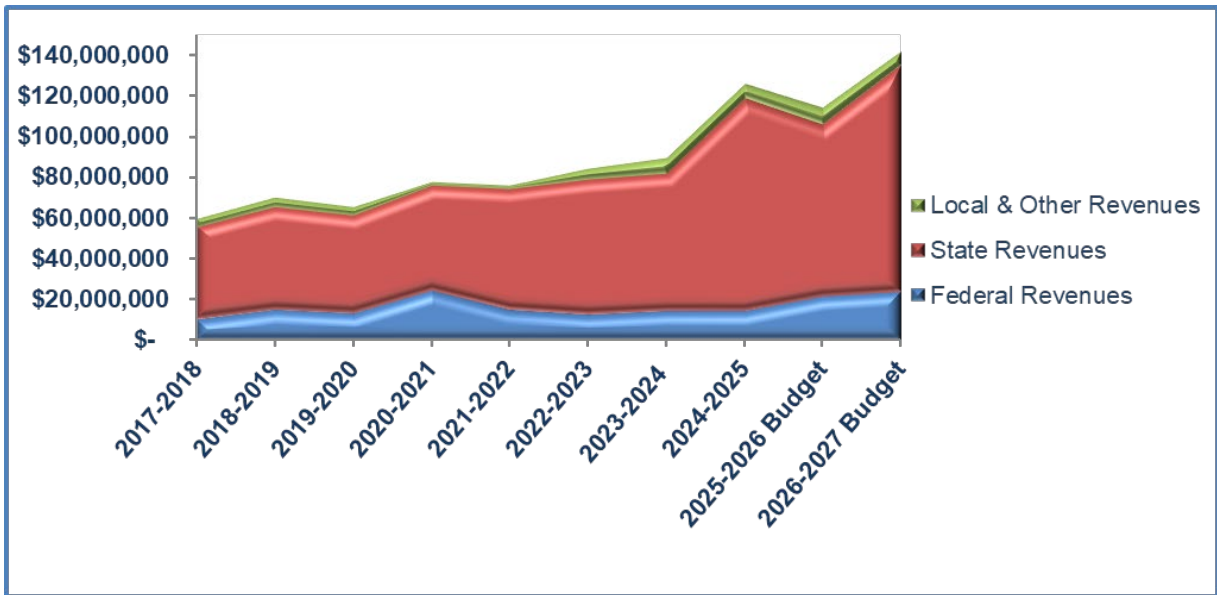
Chart 4 – Median Home Price to Median Household Income



Local, state, and federal governments are dependent on revenues generated by property taxes, income taxes, and sales taxes. Although housing prices have remained strong, the associated property taxes are slow to catch up. State and local government agencies continue to struggle to meet the demand for services they provide and are still recovering from the aftermath of the pandemic. Reductions in federal and state funding mean higher costs shouldered by State and local governments. VCTC is in similar circumstances and is entirely reliant on federal and state funds. Even a small cut to federal or state funds has a large impact on the services and projects VCTC provides to the County’s residents.

Federal funds comprise 16.4% of the budget. Most of the federal funds VCTC receives require a State or local match. If these State and local funds were unavailable or not eligible to be used on specific projects, VCTC would be unable to utilize federal funds that might be available causing those funds to go to other counties with the ability to provide local matching funds. Of the federal funds received this fiscal year, 45% of the funds are passed through to local agencies. Chart 5 - *Federal, State and Local Revenues Ten Year History*, reflects the historical funding mix of VCTC.

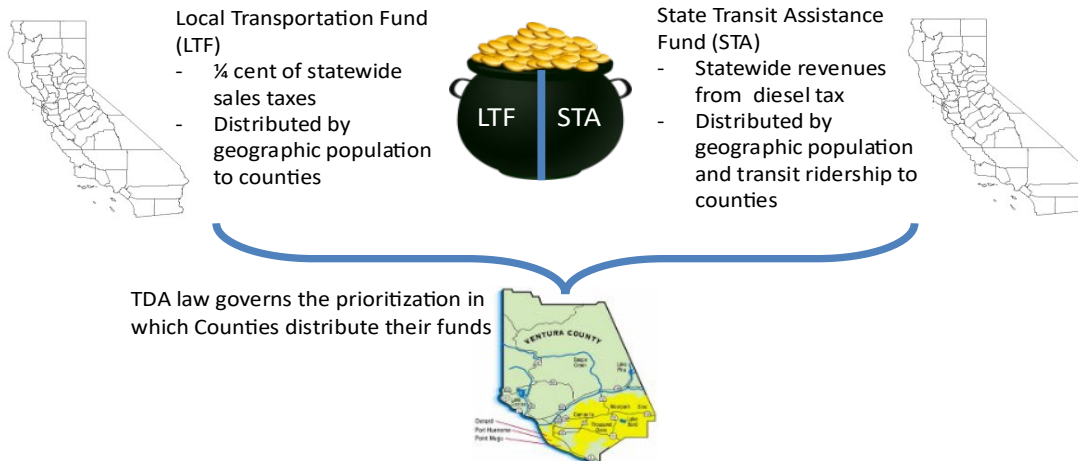
Chart 5 - Federal, State and Local Revenues Ten Year History



The Infrastructure Investment and Jobs Act (IIJA), the five-year surface transportation bill, is set to expire in September 2026, and Congress has been working on a reauthorization bill.

VCTC receives its largest source of funding from the State Transportation Development Act (TDA). TDA is further divided into two sources: Local Transportation Funds (LTF) and State Transit Assistance (STA). Although both funds support transit and transportation, they are derived from two different sources. LTF funds are from the ¼ cent statewide sales tax while the STA funds are derived from Statewide revenues from diesel sales.

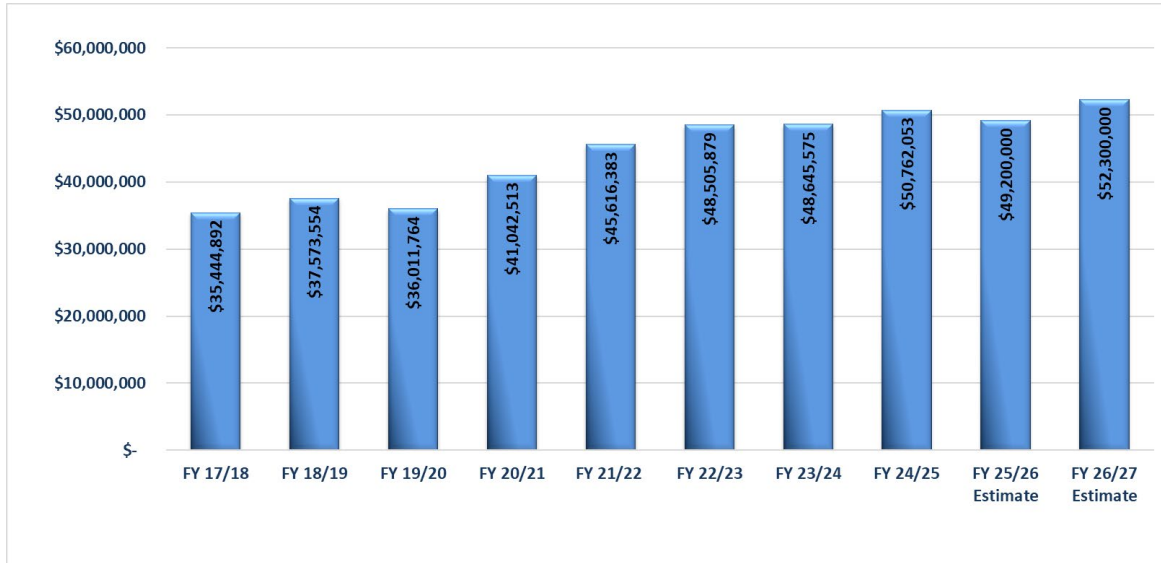




In Fiscal Year 2026/2027, VCTC will receive 36.9% of its revenue from the statewide one-quarter cent Local Transportation Fund (LTF) sales tax. The Ventura County Auditor-Controller expects LTF sales tax revenues to increase by \$3.1 million as consumer spending remains strong but cautions that the current spending level is not sustainable. VCTC passes through the majority (72.6% in Fiscal Year 2026/2027) of the new LTF funds to local agencies. With the passage of SB 716, SB 203, SB 508, and AB 664 a larger portion of LTF funds is used for transit. A small portion will still be used for bicycles and pedestrian projects and cities with a population under 100,000 receiving TDA allocations can use these funds for streets and roads purposes after transit needs are met. With a legislative exemption from SB 848, the City of Thousand Oaks is now allowed to claim street and roads funds even though its population is over 100,000. VCTC uses the majority of its LTF funds for passenger rail with a smaller portion used for planning and administrative purposes.

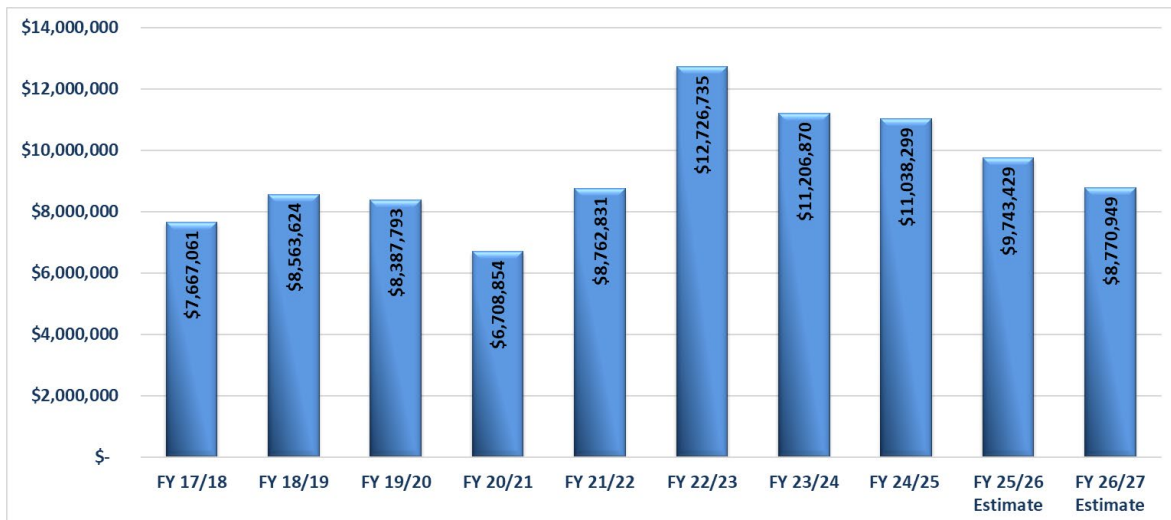
The County's LTF receipts are subject to the economy (see Chart 6 - *Local Transportation Fund Revenues ten Year History*). Although the County has enjoyed periods of LTF receipt growth, sharp downturns in the economy cause disruption in the transit revenue stream. Although the COVID-19 pandemic caused a slight temporary drop in LTF sales tax receipts, with the consumer shifting its spending from services to goods and online sales, the impact was minimized. In fact, spending remained strong and sales tax receipts have increased an average of 5.6% per year since Fiscal Year 2019/2020.

Chart 6 - Local Transportation Fund Revenues Ten Year History



The second largest source of State TDA revenues is the State Transit Assistance (STA) funding. STA revenues are 6.2% of the budget. These funds are used to fund VCTC Intercity Bus Service, Metrolink Commuter rail services within the County, LOSSAN, the Santa Paula Branch Line, as well as other transit projects. VCTC also receives State of Good Repair (SGR) funds from the State, which is 1.2% of the budget. STA revenues have decreased an average of 10.0% over the last two years. STA revenues have declined due to more efficient vehicles and/or vehicles that use alternative fuels; the reduction has been partially offset by higher diesel prices (see Chart 7 – State Transit Assistance Revenues Ten Year History).

Chart 7 - State Transit Assistance Revenues Ten Year History



With the passage of Senate Bill 1 (Beal), *The Road Repair and Accountability Act of 2017*, STA revenues increased, and new funding was added with the State of Good Repair program. The SGR funds have remained constant and increased slightly as written in the SB 1 legislation that created these funds. The SGR revenues are estimated at \$1,718,790 for Fiscal Year 2026/2027.

SB 1 raised gas taxes and vehicle registration fees to generate funds for transit and road repairs as well as provide funding for transit improvements. These funds go to State and local governments with some funds automatically allocated and some funds allocated by a competitive grants process.

VCTC also receives approximately 34.8% of its budget from other State funding sources.

According to the UCLA Anderson School of Management, the US economy in 2025 was marked by tariff hikes, supply chain disruptions, reduced immigration flows and a record-setting 43-day federal government shutdown, but despite these headwinds, Gross Domestic Product (GDP) expanded 2.2% for the year. Looking ahead, 2026 is expected to bring stronger growth. The most significant policy shift entering 2026 is the fiscal expansion through the One Big Beautiful Bill Act. GDP growth is projected to approach 3 % in 2026, supported by tax-cut-driven consumption and continued AI investment. As VCTC's budget is largely funded with sales tax revenues, a decline in consumer spending could have significant impacts to both the agency itself and the local agencies that rely on TDA funding to run transit.

The effects of the pandemic on transit ridership and farebox recovery were significant. Although local buses are picking up ridership, if ridership does not return soon, local transit agencies may have to reduce transit operations, delay capital expenditures, and postpone needed studies until discretionary money is once again available. Furthermore, if long-term funding shortages occur, agencies will likely need to reduce costs which will put operating and capital services at risk.

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

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





FINANCIAL SECTION

BUDGET PROCESS

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

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

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

The VCTC budget details each task the agency has undertaken and its associated task budget to provide a crisp snapshot of the agency's workload and expenses. The VCTC budget is prepared for a fiscal year beginning on July 1st and ending on June 30th and includes information about the general fund, the special revenue funds, and the proprietary funds. The budget is divided into two main sections: The Main Budget and the Program Task Budgets. The Main Budget contains program overviews, projections, and strategic goals and is intended to provide a general understanding of the programs for which VCTC is responsible. The Program Task Budgets contain task level details of projects within the six programs including objectives and accomplishments. This task driven budget is designed to provide fiscal accountability and a method to evaluate VCTC's services.

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



The Finance Director compiles the task budgets, prepares, and reviews the main budget, analyzes the revenue sources, alerts the Executive Director of any financial issues, and adjusts the budget as directed by the Executive Director. The Executive Director prepares the budget letter that provides a task overview of the budget as well as a long-term view of upcoming issues and direction for VCTC. The Finance Director prepares a budget summary of financial, organization, community, and local economy information. Financial policies are updated if there have been any changes along with revenue and personnel information. The Finance Director presents the budget to the Executive Director who reviews the entire budget for overall presentation, consistency with VCTC’s goals and objectives, the appropriateness of the funding sources for the identified tasks, and any recommended staffing changes.

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

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

The budget is a living document that may require budget amendments during the fiscal year due to changing needs influenced by the economy, legislation, updated project costs, estimates and other special circumstances. Administrative budget amendments that do not result in an increase in the overall budget but require line-item transfers within tasks or programs only require approval of the Executive Director. Similarly, the Executive Director’s approval is only required for the reallocation of salary costs and revenues from one program to another or when substituting one approved funding source for another. Amendments that result in an increase to revenue and expenditure appropriations require Commission approval through an agenda item. The budget process for the development of the Fiscal Year 2026/2027 budget and continued monitoring of the fiscal year is illustrated below in Chart 8 - Budget Process.

Chart 8 – Budget Process



FINANCIAL POLICIES

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

Budget Policies

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

Balanced Budget Policies

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

Revenue and Cash Management Policies

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

Investment Policies

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



Auditing Policies

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

Fund Balance and Net Position Policies

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

Capital Assets Policies

Capital assets are assets that are used in operations and have an initial useful life in excess of one year. Tangible assets with an initial cost in excess of \$10,000 and an estimated useful life greater than one year shall be depreciated over the asset's useful life. Intangible capital assets with a cost more than \$50,000 and an estimated useful life in excess of one year will be amortized over the asset's useful life. Intangible right to use assets are leases that convey control of the right to use another entity's non-financial assets as specified in the contract for a period of time in exchange or exchange-like transaction with a cost of more than \$10,000. Capital assets not meeting these requirements will be expensed in the year of purchase. Repair and maintenance costs are expensed in the period incurred. Capital assets will be recorded in the capital asset ledger and a physical inspection compared against the inventory ledger shall be performed every two years. Depreciation is not included for Governmental Funds because they are fully expensed under the modified accrual accounting method but is included for the Enterprise Funds. The Commission is in compliance with the existing Capital Asset policy. The revised policy is effective July 1, 2026.



Basis of Accounting Policies

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

Basis of Budgeting Policies

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

Debt Policies

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

Risk Management Policies

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



RESOLUTION NO. 2026-05
A RESOLUTION OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION,
THE VENTURA COUNTY AIRPORT LAND USE COMMISSION,
VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
VENTURA COUNTY CONSOLIDATED TRANSPORTATION SERVICE AGENCY
VENTURA COUNTY CONGESTION MANAGEMENT AGENCY
ADOPTING THE FISCAL YEAR 2026/2027 BUDGET

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

WHEREAS, the VCTC budget for Fiscal Year 2026/2027 has been presented to the Commission who has conferred with the Executive Director and appropriate staff in public meetings, and has deliberated and considered the proposed budget; and

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

NOW, THEREFORE, the Commission hereby resolves as follows:

Section 1. The Commission hereby approves the Fiscal Year 2026/2027 Budget and authorizes expenditures of \$165,861,594. Included in the budget adoption is the approval for all identified estimated revenues, expenditures, and transfers between funds as well as all salaries and applicable cost-of-living-adjustments as presented in the schedule of salary ranges for the fiscal year.

Section 2. The Executive Director and/or his designee is authorized to make payments as herein above set forth commencing on/or after July 1, 2026 in the manner and to the extent authorized by the VCTC Administrative Code.

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

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

Adopted this 5th day of June 2026.

Martha McQueen-Legohn, Chair

ATTEST:

APPROVED AS TO FORM:

Roxanna Ibarra, Clerk of the Commission

Lindsay D'Andrea, General Counsel



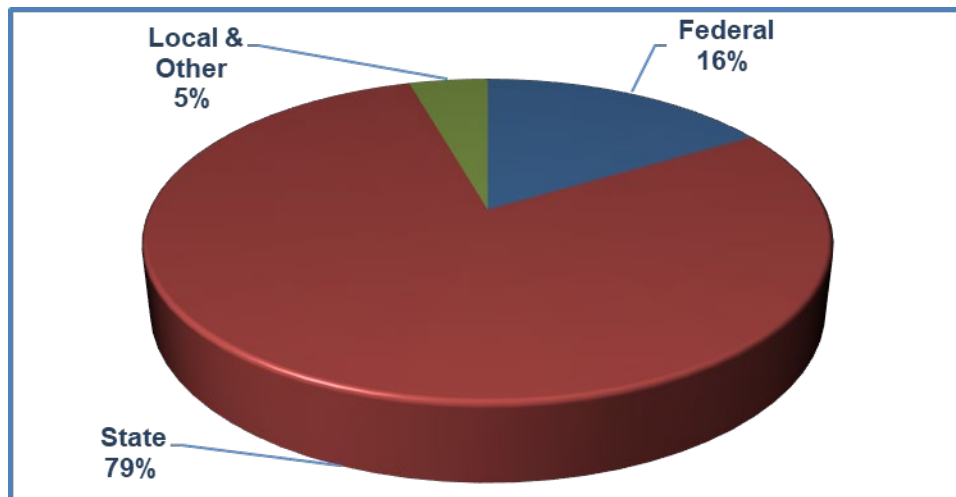
REVENUES AND FUNDING SOURCES

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

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

The new revenues budgeted for VCTC in Fiscal Year 2026/2027 are estimated to be \$141,619,337. Below in Chart 9 - *Funding Source Summary*, the revenue split by federal, state, local and other sources is shown. The Federal revenues total \$23,275,856. State revenues total \$112,054,374. The Local and Other revenues total \$6,289,107. VCTC uses state and local funding to maximize federal funding of projects. More detailed information can be found following the discussion of revenues and funding sources in Chart 10 - *Funding Sources*, Table 4 - *Revenue Sources* and Chart 11 - *Funding Source Detail* that provide further information about the budgeted revenues.

Chart 9 – Funding Source Summary



Federal Revenues

Federal Transit Administration (FTA)

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

- Section 5304 “Statewide Planning” funds are available for planning studies conducted by Metropolitan Planning Organizations or their subrecipients. Eligible uses of the funds include urban, small urban, or rural transit planning studies, surveys, and research, as well as internship programs. The matching ratios are generally 88.53% federal and 11.47% local.
- Section 5307 “Urban Area Formula” funds are available for capital, capital leases and maintenance, planning projects, and for operating in urbanized areas under 200,000 residents or in the case of transit operators with fewer than 100 buses. Capital and planning ratios are generally 80% federal to 20% local match, while there is a 50% funding share for operating subsidy. Most FTA funds received by VCTC are Section 5307 funds.
- Section 5310 “Specialized Transportation” funds are for transportation capital and operating expenditures for paratransit services to seniors and individuals with disabilities. The ratio is generally 80% federal to 20% local match for capital, and 50% funding share for operations.
- Section 5311 “Rural” funds provide support for rural transit operating subsidies and capital projects. An operating match can be up to 50% of net operating costs whereas the capital match is usually 20%. Historically, the majority of the 5311 funds were programmed by VCTC and administered by the State but used by other agencies. In the past these funds went directly to City of Ojai, a few years ago VCTC approved an action whereby a portion of the funds will go to VCTC for the Highway 126 VCTC Intercity line, in view of the significant COVID transit funds that went to Ojai. Fiscal Year 2024/2025 was the final year for Section 5311 funds going to VCTC Intercity under this arrangement. As of Fiscal Year 2025/2026, all Section 5311 funds are going to the City of Ojai for the Trolley.
- Section 5337 “State of Good Repair” funds are provided under the Moving Ahead for Progress in the 21st Century (MAP-21) transportation authorization. Funds may be used for rail capital projects including rehabilitation. These funds are programmed by VCTC and go directly to Metrolink, the only eligible recipient in Ventura County.
- Section 5339 “Bus and Bus Facilities Program” funds are apportioned to urban areas by formula. The funds can be used for bus-related capital projects.



Federal Transit Administration (FTA) continued:

- CMAQ transfer funds are transit project revenues transferred from the Federal Highway Administration (FHWA) to the FTA. These projects are implemented by VCTC and its sub-recipients and then included in FTA-administered grants to VCTC. The match rate is 88.53% federal and 11.47% local for capital projects and 50/50 match rate for transit operations “demonstration” projects which can only be used to subsidize the first 5 years of costs for new or expanded service.

The budget includes \$15,549,510 in FTA revenues.

Federal Highway Administration (FHWA)

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

Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant (STBG) funds provide revenue for federal-aid highways, bridge projects on public roads, and transit capital projects, as well as local streets and road improvement projects. The matching ratio is generally 88.53% federal to 11.47% local match. STBG funds are allocated by the Commission and administered through Caltrans. Caltrans publishes STBG estimates and apportionments. Projects are programmed by VCTC in the Transportation Improvement Program (TIP) based on the Caltrans estimates and then Caltrans obligates funds against the apportioned amounts they publish. VCTC’s budget includes \$2,763,900 in STBG revenues for activities related to the Route 101 environmental document preparation.

Congestion Mitigation and Air Quality (CMAQ)

The Commission allocates the Congestion Mitigation and Air Quality (CMAQ) funds for transportation projects that reduce transportation related emissions. These funds provide revenue for public transit projects, rail transit capital improvements, pedestrian and bicycle paths and other projects that serve to reduce congestion and improve air quality. Caltrans publishes the CMAQ estimates and apportionments. Projects are programmed by VCTC in the TIP based on Caltrans’ estimates and then Caltrans obligates funds against the apportioned amounts they publish. VCTC’s budget includes \$4,962,446 in CMAQ revenues.



State Revenues

Transportation Development Act (TDA)

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

Local Transportation Fund (LTF)

The Transportation Development Act, Public Utilities Code 99200, authorizes the creation of a Local Transportation Fund in each county for transportation purposes. Revenues for the Local Transportation Fund are derived from one-quarter cent of the general statewide sales tax and are returned to the County of origin. These funds are received monthly (in-arrears) from the State and are held in trust by the County of Ventura. Disbursement of LTF revenues requires a three-step process: apportionment by the Commission, allocation by VCTC staff and disbursement by the County. The LTF revenues for the upcoming fiscal year are estimated by the Ventura County Auditor-Controller to be \$52.3 million.

As the administrator of the Local Transportation Funds, VCTC will apportion and allocate \$55,700,000 (LTF fund balance, plus new revenue, less contingency reserve, less committed funds not yet claimed) in the upcoming year. Of this amount, \$19,850 is for County Administration, \$1,011,763 is for Article 3, Bicycle and Pedestrian projects and Class I maintenance projects. Local agencies will receive an apportionment of \$39,429,481 based on population for Article 4, Public Transportation, Article 8a, Streets and Roads, and Article 8c, Transit. In addition to the role of administrator for the LTF, VCTC is a direct recipient of the Local Transportation Funds. VCTC is budgeted to receive planning funds of \$1,114,000, administration funds of \$3,978,000, and commuter rail programs funds of \$10,146,906. These funds will be reflected as a fund transfer from LTF to the general fund in the budgeted amount of \$15,238,906.

The VCTC administration funds of \$3,978,000 include a proposed \$1,000,000 one-time paydown to VCTC's CalPERS pension Unfunded Liability. This paydown will lower the unfunded liability from the current \$1,452,190 to \$452,190 and increase the pension funding ratio from 90.9% to 97.2% (based on the most recent actuarial assumptions). Historically, when LTF revenues have increased, VCTC has been strategic making additional contributions to reduce the pension liability. An estimated \$500,000 is included in the budget for a proposed new cloud-based Enterprise Resource Planning (ERP) system, which will replace the current legacy accounting system. The current legacy accounting software lacks compatibility with modern technology. Moving to a cloud-based accounting software increases efficiency, automates manual tasks and provides access to real-time financial data for decision-making at any time. The full costs to implement the ERP software will be available after the Request for Proposal is released. Staff will return to the Commission and present the full ERP proposal with the timeline and costs. The Fiscal Year 2026/2027 budget includes an estimate of \$500,000 to begin the implementation process.



State Transit Assistance (STA)

The Transportation Development Act provides a second source of revenue with the State Transit Assistance revenues. State Transit Assistance revenues are derived from the State portion of the sales tax on diesel fuel. The State Controller allocates these funds based on the County's population (PUC 99313 allocation) and operator revenues (PUC 99314 allocation) of each eligible transit operator. The State generally disburses the STA revenues on a quarterly basis (in-arrears) and the County holds the funds in trust. STA revenues are restricted for transit purposes and are administered by VCTC. The State's estimate is \$8,770,949 in STA revenues. The STA funded expenditures of \$21,976,174 will be expended directly from the fund or transferred out of the STA fund balance to other funds and thus, shown as an "other financing source/transfer in/out." The budget includes \$4,965,948 in STA Funds for the bridge reconstruction work that are expected to be reimbursable by FEMA and CalOES.

State of Good Repair (SGR)

In 2017, Governor Brown signed Senate Bill (SB) 1, to provide funding for new ongoing transportation projects. The provisions of SB 1 included the establishment of a new State of Good Repair (SGR) program, which apportions funding by formula directly to California's transit operators and regional transportation agencies. Funds can be used for any transit-related capital maintenance purposes, including repair, refurbishment and replacement of existing transit vehicles and infrastructure. Prior Caltrans approval of eligibility is required. The State generally disburses the SGR revenues on a quarterly basis (in-arrears) and the County holds the funds in trust. SGR revenues are restricted for transit purposes and are administered by VCTC. The State's estimate is \$1,718,790 in SGR revenues. The SGR funded expenditures of \$5,128,744 will be expended directly from the fund or transferred out of the SGR fund balance to other funds and thus, shown as an "other financing source/transfer in/out."

Service Authority for Freeway Emergencies (SAFE)

The Service Authority for Freeway Emergencies (SAFE) Vehicle Registration Fees (VRF) was created under Chapter 14 Section 2550 of Division 3 of the California Streets and Highways Code and Section 2421.5 and 9250.1 of the Vehicle Code. In 1991, the Commission began to manage the operation and expansion of the cellular callbox system and related operating and capital expenditures under the SAFE program. SAFE receives revenues from the \$1 fee levied on registered vehicles to be used to implement and maintain an emergency motorist aid system on the freeways and state highways in the County. Staff estimates the annual revenues based on prior receipts. VCTC's budget includes \$825,747 in SAFE revenues to fund the freeway service patrol, enhanced traffic enforcement and SoCal call 511 programs.



State Transportation Improvement Program (STIP)

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

Planning, Programming and Monitoring (PPM)

The Planning, Programming and Monitoring (PPM) funds are derived from the STIP. When SB 45 was enacted in 1999, many of the rules governing the funding and monitoring of projects in the Regional Improvement Program (RIP) changed. VCTC receives PPM funds to provide increased planning, programming, and monitoring responsibilities required by the State. VCTC can program up to 5% of the STIP County share for PPM purposes that are published by the CTC. VCTC's budget includes \$568,374 in PPM revenues.

Access for All (AFA)

In September 2018, Senate Bill (SB) 1376 was signed into law requiring the California Public Utilities Commission (CPUC), as part of its regulation of Transportation Network Companies (TNCs) such as Uber and Lyft, to establish a program to improve the accessibility of persons with disabilities to on-demand transportation services. As a result, the CPUC established the TNC Access for All Program (AFA) that requires TNCs to collect an "access fee" in the amount of \$0.10 for each TNC trip provided and remit such fees to the CPUC based on the geographic area (county) in which the trip originated. The collected fees are deposited into a TNC Access for All fund which are then distributed through approved Local Access Fund Administrators (LAFA) to qualified "Access Providers" that establish on-demand transportation programs or partnerships to meet the needs of persons with disabilities, including individuals who use wheelchairs, scooters, or other mobility devices. As the designated LAFA for Ventura County, VCTC initiates the required annual competitive solicitation process to select Access Providers receiving Access Funds each fiscal year. Award of funds to selected Access Providers occurs in April with obligation of funds no later than June. Per Program Guidelines, designated LAFAs can use up to 15% of the total funds to cover administrative costs of the program. VCTC's budget includes \$452,880 in Access for All revenues.



Low-Carbon Transit Operations Program (LCTOP)

Beginning in Fiscal Year 2014/2015, the State has provided a portion of its transportation-related cap-and-trade auction proceeds to transit operators by formula for public transit capital and operating assistance to reduce greenhouse gas emissions. Funds spent for ongoing transit can only be for new or expanded services. The State Controller publishes LCTOP apportionments, and then VCTC submits grant requests based on the apportionments. VCTC's budget includes \$1,461,100 in LCTOP funds.

Regional Early Action Planning (REAP) Grant

The State of California 2019/2020 Budget Act allocated \$250 million for all regions, cities, and counties to prioritize planning activities that accelerate housing production to meet identified community needs. With this allocation, the State of California Department of Housing and Community Development (HCD) established the Regional Early Action Planning Grant Program (REAP) with \$125 million to regions. REAP provides one-time grant funding to regional governments and regional entities for planning activities that will accelerate housing production and facilitate compliance in implementing the Regional Housing Needs Allocation. HCD awarded REAP grants to the Southern California Association of Governments (SCAG), which subsequently awarded grants to VCTC. VCTC's budget includes \$1,225,100 in REAP funding.

Sustainable Transportation Planning Grant (STPG)

SB 1 provides that a portion of the state transportation revenues are set aside for Sustainable Transportation Planning Grants (STPG), which include Sustainable Communities Grants and Strategic Partnership Grants. The Sustainable Communities Grants (SCG) encourage local regional planning that furthers state goals including goals and best practices cited in the Regional Transportation Plan Guidelines. The Strategic Partnership Grants are to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. VCTC's budget includes \$585,600 in STPG funds.

Freeway Service Patrol (FSP)

In 1992, the Freeway Service Patrol Act (FSPA) was established with funding from the State Highway Account (SHA). In 2017, Senate Bill (SB) 1 provided additional funding for the Freeway Service Patrol program. These funds are to be used by eligible regional and local agencies for traffic-congested urban freeways throughout the state to provide emergency roadside assistance. The FSP funds from the State Highway Account (FSP-SHA) are allocated by Caltrans by two methods: a baseline formula-based (County population, traffic congestion and freeway lane miles) and a competitive program. The FSP funds from SB 1 (FSP-SB 1) are also allocated by Caltrans and fall into three categories: inflation and service-hour adjustments, California Highway Patrol, and new or expanded services. These funds require a local match of 20%. VCTC's budget includes \$550,180 in FSP-SHA funds and \$475,546 FSP-SB 1 funds.



Solutions for Congested Corridors Program (SCCP)

The Solutions for Congested Corridors Program (SCCP) was established in 2017 as part of Senate Bill (SB) 1. It provides \$250 million per year from the increased vehicle fee for the construction or implementation phase of projects that reduce congestion in highly traveled and highly congested corridors, with projects being competitively selected by the California Transportation Commission (CTC). To be eligible for the program, projects must be included in a multimodal corridor plan. VCTC completed the US 101 Communities Connected multimodal corridor plan in 2020. In June 2022, the CTC approved \$74,897,000 for ready-to-projects in the VCTC plan for which VCTC had requested funding, and these funds will be used for project construction scheduled in Fiscal Year 2026/2027. The VCTC budget includes \$3,060,000 in SCCP funds.

TIRCP and ZETCP - Senate Bill (SB) 125

SB125 allocated \$4 billion in General Funds statewide in 2023 to provide one-time multiyear bridge funding for transit operators to address operational costs. Population-based formula funds through the Transit and Intercity Rail Capital Program (TIRCP) and revenue-based funds through the Zero-Emission Transit Capital Program (ZETCP) were provided to regional transportation planning agencies (RPTAs) to fund local transit operations or capital improvements. VCTC, acting as the RTPA for Ventura County, approved distribution of funds to local operators. Third year SB125 funds will be included in the final version of the budget as pass-through funds to local operators. The VCTC budget includes \$36,060,108 in SB 125 funds.

Priority Legislative Budget Project (PLBP)

Under AB 157, the Budget Act of 2024, the California State Legislature appropriated \$5,000,000 from the State General Fund to Caltrans, to be allocated to VCTC for the SPBL Trail Project, known as a Priority Legislative Budget Project (PLBP). The VCTC budget includes \$4,000,000 in PLBP funds.



Local and Other Funding Sources

Local Contributions and Fees

VCTC receives local funding from other agencies. These funds include contributions from the Air Pollution Control District (APCD), Santa Barbara County Association of Governments (SBCAG), local cities, County of Ventura, Moorpark College, California State University, Channel Islands (CSUCI), etc. to support VCTC and regional programs. Local funds also include fares paid on the VCTC Intercity and Valley Express buses and lease payments paid through the Santa Paula Branch Line and Moorpark Line. These funds are estimated by staff based on projected expenditures and prior receipts. VCTC's budget includes \$3,088,242 in local contribution revenues and \$1,311,884 in local fee revenues.

Investment Income and Other Revenues

Other funding sources include interest and miscellaneous income. VCTC utilizes investment income to offset expenditures when possible. Interest is estimated by staff based on prior receipts and current rates. VCTC's budget includes \$1,888,981 in investment income and other revenues



Chart 10 – Funding Sources

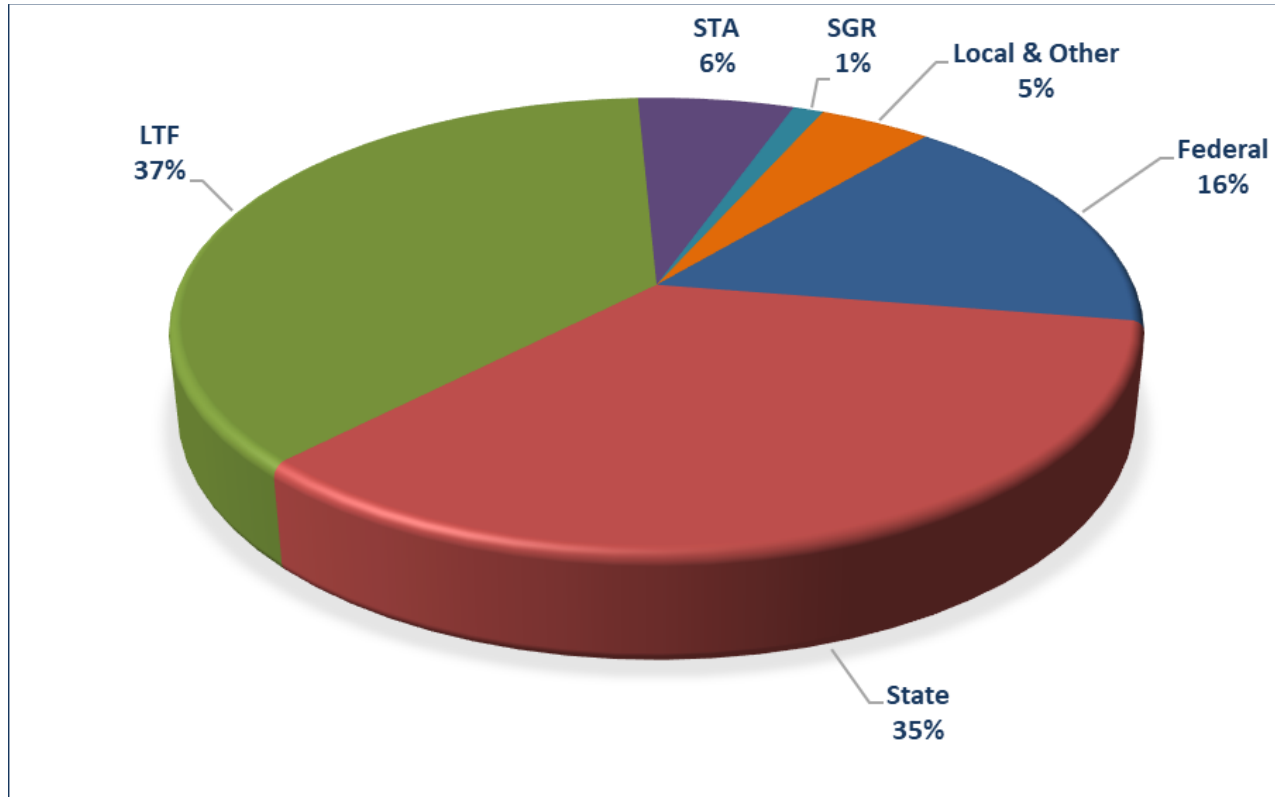
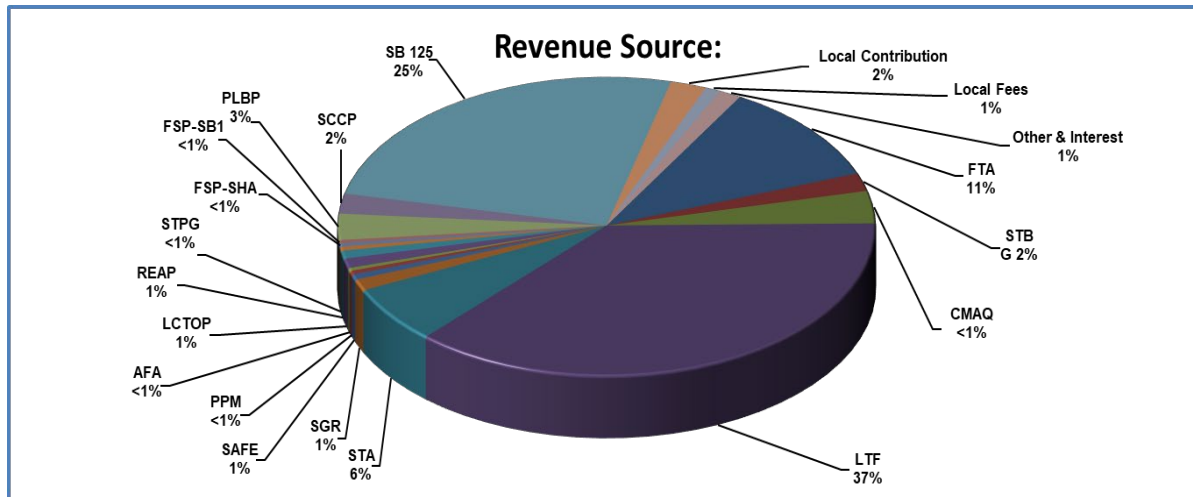


Table 4 – Revenue Sources

Funding Source	Fiscal Year 2024/2025 Actual Revenue	Fiscal Year 2025/2026 Revised Budget*	Fiscal Year 2026/2027 Proposed Budget
Federal Transit Administration (FTA)	\$ 13,351,761	\$ 17,917,344	\$ 15,549,510
Surface Transportation Block Grant (STBG)	552,976	2,980,875	2,763,900
Congestion Mitigation and Air Quality (CMAQ)	312,151	391,100	4,962,446
Local Transportation Fund (LTF)	50,762,053	49,200,000	52,300,000
State Transit Assistance (STA)	9,780,615	9,743,429	8,770,949
State of Good Repair (SGR)	1,665,731	1,689,795	1,718,790
Service Authority for Freeway Emergencies (SAFE)	825,747	1,064,714	825,747
Planning, Programming and Monitoring (PPM)	526,461	597,364	568,374
Access For All (AFA)	97,124	128,916	452,880
LCTOP – Cap and Trade	3,280,012	2,155,640	1,461,100
Regional Early Action Planning (REAP)	308,900	2,455,813	1,225,100
Sustainable Transportation Planning Grant (STPG)	201,127	133,886	585,600
Freeway Service Patrol (FSP) - SHA	460,300	614,513	550,180
Freeway Service Patrol (FSP) - SB1	408,200	294,167	475,546
Clean California (Clean CA)	443,168	0	0
Solutions for Congested Corridors Program (SCCP)	129,165	140,000	3,060,000
SB125	35,659,252	15,722,253	36,060,108
Priority Legislative Budget Project (PLBP)	0	1,000,000	4,000,000
Local Contributions	2,682,583	4,617,797	3,088,242
Local Fees	1,348,371	1,487,300	1,311,884
Other Revenues and Investment Income	3,166,251	2,176,900	1,888,981
Total Funding Sources	\$ 125,961,948	\$ 114,511,806	\$ 141,619,337

* Some budget tasks were amended after the Commission approved the budget in June 2025.

Chart 11 – Funding Source Detail





PERSONNEL AND OPERATIONS SECTION

PERSONNEL AND BENEFITS

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

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

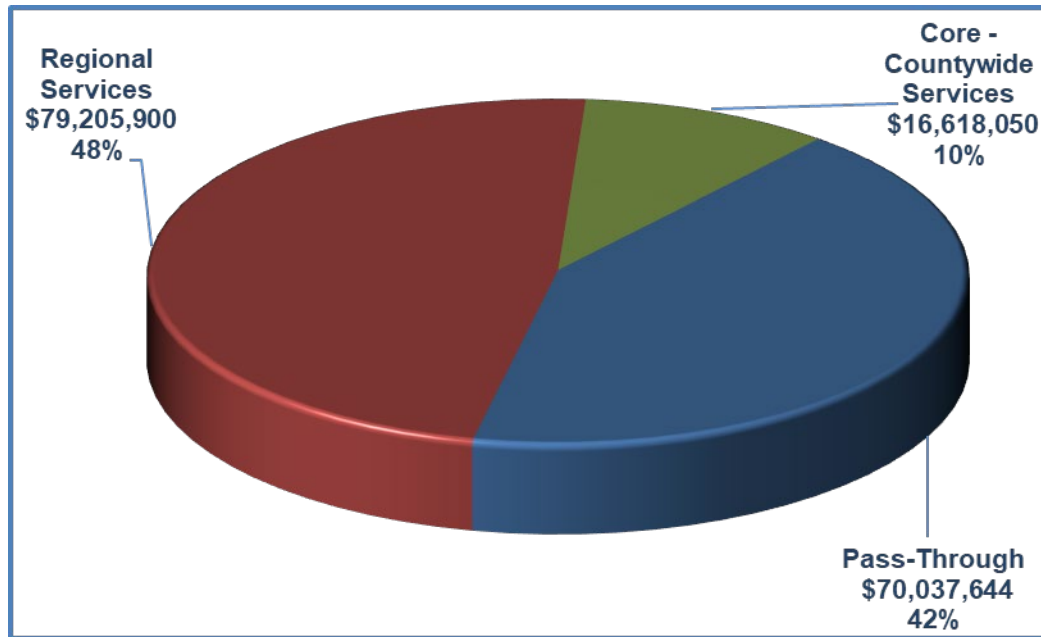
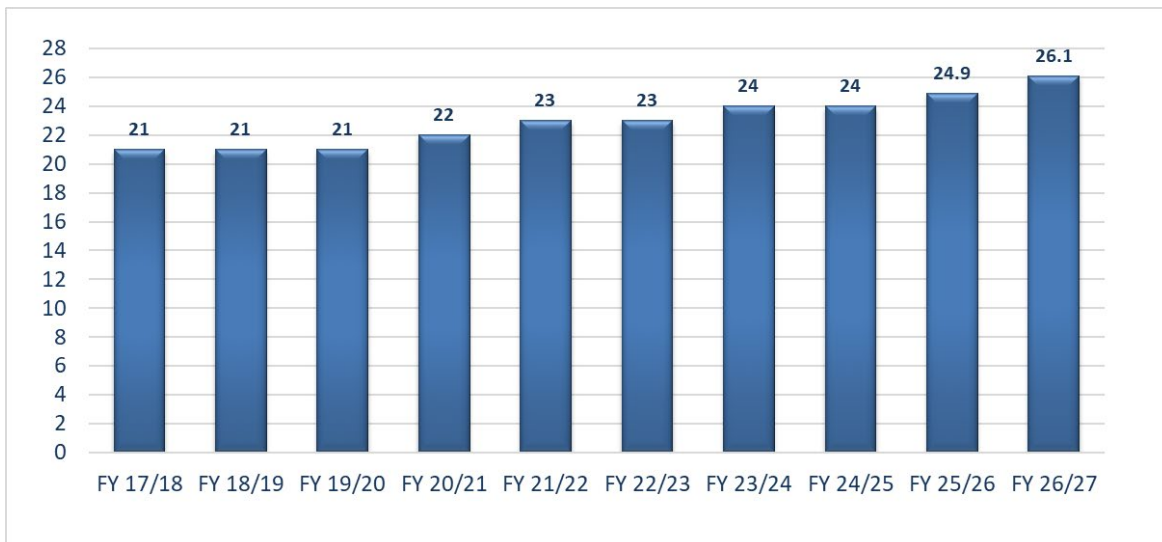


Table 5 – Pass-Through, Regional and Core-Countywide Services & Associated Hours

Core - Countywide Services		Regional Services		Pass-Through Services	
Airport Land Use Commission		Accessible Mobility Services		TDA Administration	
Motorist Aid Services		Highway Project Management		Transit Grant Administration	
Community Outreach		LOSSAN and Coast Rail Council			
Management and Administration		Metrolink Commuter Rail			
Regional Transit Planning		Santa Paula Branch Line			
Regional Transportation Planning		Regional Transit Information Center			
Rideshare Programs		Regional Transit Technology			
State & Federal Governmental Relations		Valley Express			
TDA Administration		VCTC Intercity Services			
Transit Grant Administration					
Transportation Programming & Reporting					
Staff Hours	35,273	Staff Hours	17,140	Staff Hours	1,957
Total Staff Hours = 54,370					

The proposed budget includes twenty-five regular full-time employees, two part-time intern positions, and a temporary part-time annuitant position budgeted at 250 hours for a total of twenty-six and one tenth full-time equivalent (FTE) positions in the fiscal year. The annuitant is needed to assist staff with the development and release of a request for bids for operations of the Intercity service and maintenance of the VCTC bus fleet. Full-time staffing includes nineteen professional positions and six support and customer service positions (see Chart 13 - *Number of Employees*, Chart 19 - *Staff Organization*, and Chart 20 - *Functional Organization*).

Chart 13 – Number of Employees



The budget includes a request for a new full-time accounting technician in the Finance Department. The level of responsibility in the finance department has increased significantly over the years due to new funding sources, increased accounting pronouncements to provide more transparent information to the reader of financial statements, increased disclosure requirements and a greater focus on internal controls and financial processes and policies. Finance is requesting approval to add an accounting technician position to support the team with integral financial duties that will enable the department to remain current with evolving accounting standards and pronouncements, while continuing to provide timely and accurate financial information to all constituents. The proposed full-time equivalent positions for Fiscal Year 2026/2027 budget is 26.1 Below in Table 6 - *Full Time Equivalents by Program* are the year-to-year full-time equivalent comparisons:

Table 6 – Full Time Equivalents by Program

Program	Fiscal Year	Fiscal Year	Fiscal Year
	2024/2025 Actual	2025/2026 Budget	2026/2027 Budget
Transit and Transportation	4.4	4.4	4.9
Highway	0.4	0.4	0.4
Rail	1.4	1.5	1.7
Commuter Assistance	2.8	3.1	3.0
Planning and Programming	6.7	7.2	6.8
General Government	<u>8.3</u>	<u>8.3</u>	<u>9.3</u>
TOTAL	<u>24.0</u>	<u>24.9</u>	<u>26.1</u>

Note: The total FTE is 26.1 due to a temporary annuitant position included in the budget at 250 hours, or a .12 FTE equivalent.

VCTC is focused on retaining existing staff and attracting top talent for future vacancy needs. To remain competitive in the market and retain and continue to attract the best talent, the budget includes:

- A proposed 3.0% cost-of-living adjustment to wages intended to offset inflationary cost pressures. The estimated cost is approximately \$99,644.
- A proposed 3.0% deferred compensation contribution to the employee’s deferred 457 retirement plan. The deferred compensation contribution is a match of up to 3.0%, and is a common benefit provided by employers to employees. The proposed maximum match is up to 3.0% of base wages. If an employee contributes less than 3.0%, VCTC will match the lower contribution percent. The estimated cost is approximately \$94,722; which is a conservative estimate as it assumes all employees will contribute a maximum of 3.0%.
- A merit pool of \$61,473 for potential merit increases (based on performance) for eligible employees not at the top of the range.



Below in Table 7, *Summary Schedule of Salary Ranges*, is the Fiscal Year 2026/2027 salary ranges detailed by classification. The Commission’s detailed Salary Schedule for Fiscal Year 2026/2027 is included in Appendix C and complies with Government Code §20636 “Compensation Earnable” and California Code of Register §570.5, “Requirements for a Publicly Available Pay Schedule.” The approved salary schedule will also be posted on the website at www.goventura.org under Finance when the budget is approved.

Table 7 – Summary Schedule of Salary Ranges

Staffing Level	Number of Employees	Range	
		Minimum	Maximum
Executive Director	1	\$257,696	\$299,764
Director	4	\$158,338	\$245,424
Manager	10	\$112,529	\$174,418
Planner/Analyst	4	\$84,970	\$123,631
Support Staff II	4	\$54,772	\$79,694
Support Staff I	2	\$47,314	\$68,843

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

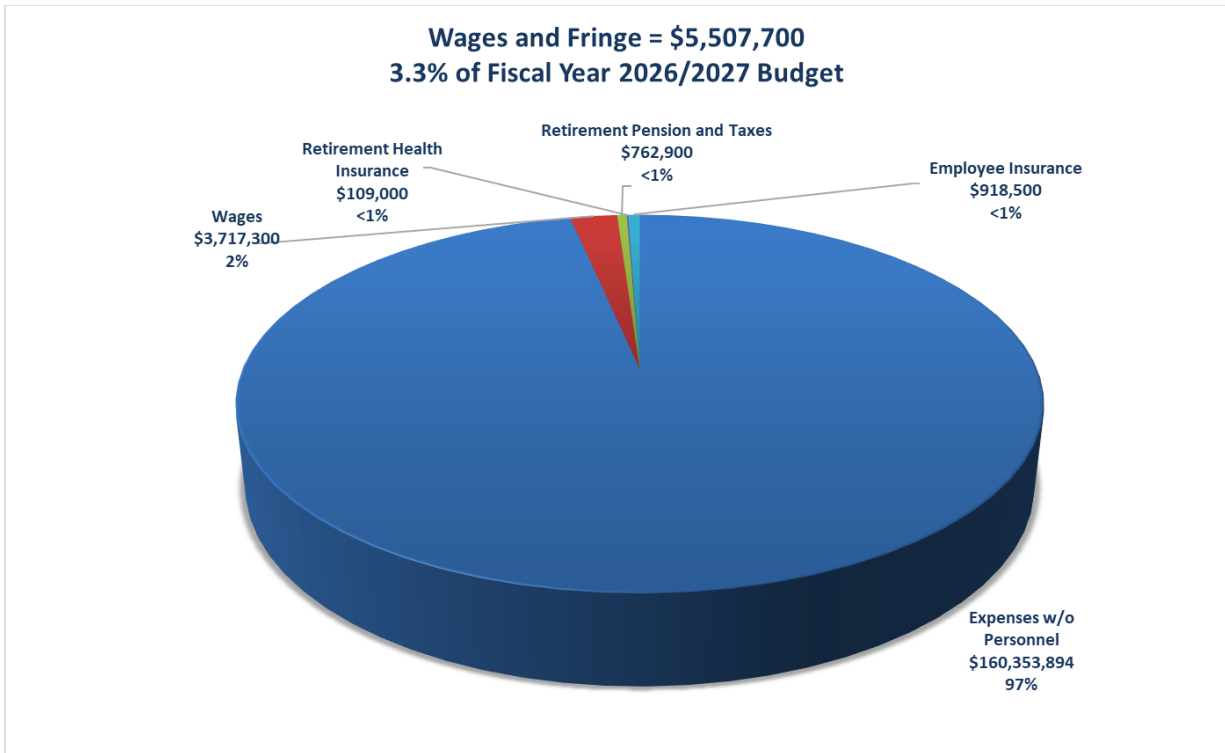
The Commission’s total salary and fringe benefits are estimated at \$5,507,700 and is 3.3% of the Fiscal Year 2026/2027 budget (see Table 8 - *Personnel Budget* and Chart 14 - *Personnel Costs*). This represents an increase of \$605,300 or 12.3% from the Fiscal Year 2025/2026 budgeted personnel costs. Of the \$605,300 increase, \$356,600 is attributed to salaries and wages. The wages total of \$3,717,300 include approximately \$61,473 for potential merit increases for eligible employees not at the top of their range; an estimated \$99,644 for a proposed 3.0% cost-of-living-adjustment (COLA) for all employees and \$94,722 for a proposed 3.0% deferred retirement contribution (match). Benefits account for 1.2% of the budget or \$1,790,400. This is an increase of \$248,700 from the Fiscal Year 2025/2026 budget and is largely due to increases in health insurance and a proportionate share of taxes for salary increases.

Table 8 – Personnel Budget

Personnel Costs	Fiscal Year	Fiscal Year	Fiscal Year
	2024/2025	2025/2026	2026/2027
	Actual	Budget	Budget
Wages	\$2,986,100	\$3,360,700	\$3,717,300
Retirement Pensions and Taxes	592,100	654,300	762,900
Retirement Health Insurance/OPEB	76,500	47,000	109,000
Employee Insurance	754,300	840,400	918,500
Total Expenditures	\$4,409,000	\$4,902,400	\$5,507,700



Chart 14 – Personnel Costs



Health Insurance and Other Post-Employment Benefits (OPEB)

The Commission has two tiers of retiree health insurance. The first tier provides single premium retiree healthcare coverage for the retiree. This tier was closed by Commission action in 2010 and will be eliminated over time as existing “grandfathered” employees separate from VCTC. Grandfathered employees only receive this benefit if they retire directly from VCTC. If an employee separates from VCTC before retirement, this benefit is forfeited. Currently, there are thirteen retirees in this tier and four employees/potential retirees. The second tier provides retiree healthcare coverage for the retiree at the minimum required California Public Employee’s Retirement System (CalPERS) contribution. Currently, there are two retirees in this tier and twenty employees/potential retirees. If an employee separates from VCTC before retirement, the retirement benefit is forfeited.

VCTC contributes 100% of the annual Other Post Employment Benefits (OPEB) requirement related to its proportionate share of the post-retirement health care benefit. The retiree healthcare cost of \$109,000 will be used to pay for retiree healthcare costs and may partially prefund the OPEB Trust. As of the 2025 actuarial valuation, the Unfunded Actuarial Accrued Liability (UAAL) was \$191,000 (\$188,000 higher than prior year due to more retirements). For a history of the OPEB cost and UAAL by fiscal year see Table 9 - *OPEB Costs, Unfunded Actuarial Accrued Liability and Funded Status*.



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

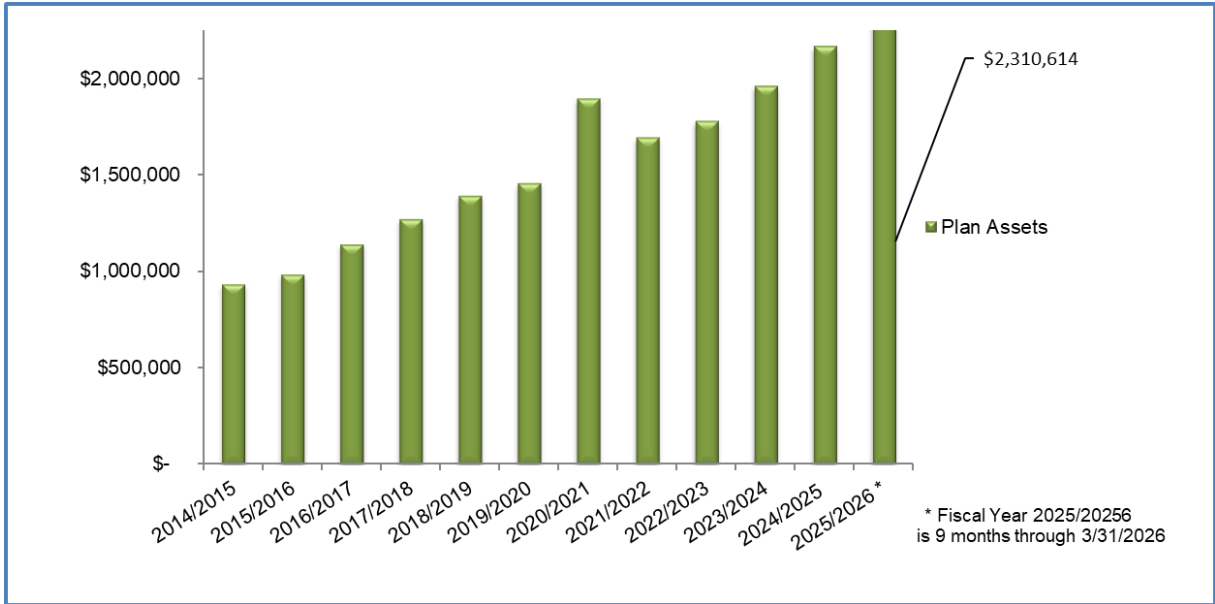
Fiscal Year	OPEB Costs	Unfunded Actuarial Accrued Liability	Funded Status
2026/2027*	\$ 109,000	<i>unknown</i>	<i>unknown</i>
2025/2026*	\$ 110,000	<i>unknown</i>	<i>unknown</i>
2024/2025	\$ 73,000	\$ 191,000	91.9%
2023/2024	\$ 94,000	\$ 3,000	99.8%
2022/2023	\$ 92,000	\$ 3,000	99.8%
2021/2022	\$ 136,000	\$ 88,000	106.9%
2020/2021	\$ 134,000	\$ 258,000	86.7%
2019/2020	\$ 109,000	\$ 352,000	79.9%
2018/2019	\$ 108,000	\$ 352,000	79.9%
2017/2018	\$ 109,000	\$ 365,000	75.8%
2016/2017	\$ 109,000	\$ 365,000	75.8%
2015/2016	\$ 107,000	\$ 561,000	62.0%
2014/2015	\$ 107,000	\$ 561,000	62.0%
2013/2014	\$ 152,000	\$ 720,000	45.9%
2012/2013	\$ 147,000	\$ 720,000	45.9%
2011/2012	\$ 142,000	\$ 1,023,000	24.6%
2010/2011	\$ 138,000	\$ 1,023,000	24.6%
2009/2010	\$ 122,000	\$ 1,016,000	16.4%

* Estimate based on GASB 75 Actuarial Reports and CalPERS CERBT account updates

In 2009 the Commission began prefunding its OPEB obligation with the California Employee’s Retiree Benefit Trust (CERBT) which allows the Commission to offset retiree healthcare/OPEB costs through compounded investment earnings and reduce its UAAL. In the past, VCTC made annual payments to the trust based on the Actuarially Determined Contributions and additional discretionary payments, when possible, to further decrease its unfunded liability. VCTC is now realizing the benefits of wise investment and may utilize some of the investment income to help pay for retiree health insurance costs in the future. The OPEB Trust fund’s balance as of March 31, 2026, was \$2,310,614 (see Chart 15 - *OPEB Trust Assets by Fiscal Year*). In March 2022, the Commission proactively changed the investment strategy in its CERBT OPEB trust to a more conservative investment strategy (Strategy 2) to protect accumulated gains and reduce possible future losses.

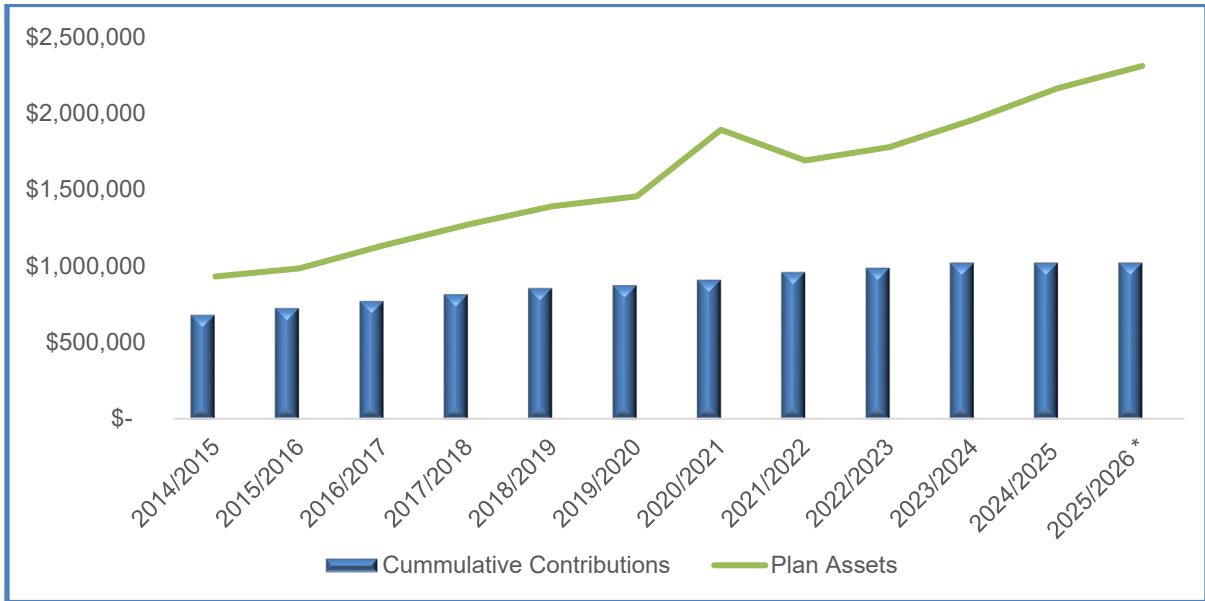


Chart 15 – OPEB Trust Assets by Fiscal Year



VCTC contributions to the trust are flattening as investment earnings have provided adequate returns to the plan. (see Chart 16 - *OPEB Trust Earnings and Contributions by Fiscal Year*). As of December 2025, VCTC’s contributions into the trust were approximately \$1,018,441 and VCTC’s OPEB trust net earnings were approximately \$1,292,173. The average annual internal rate of return in the last 3 years was 7.31%.

Chart 16 – OPEB Trust Earnings and Contributions by Fiscal Year



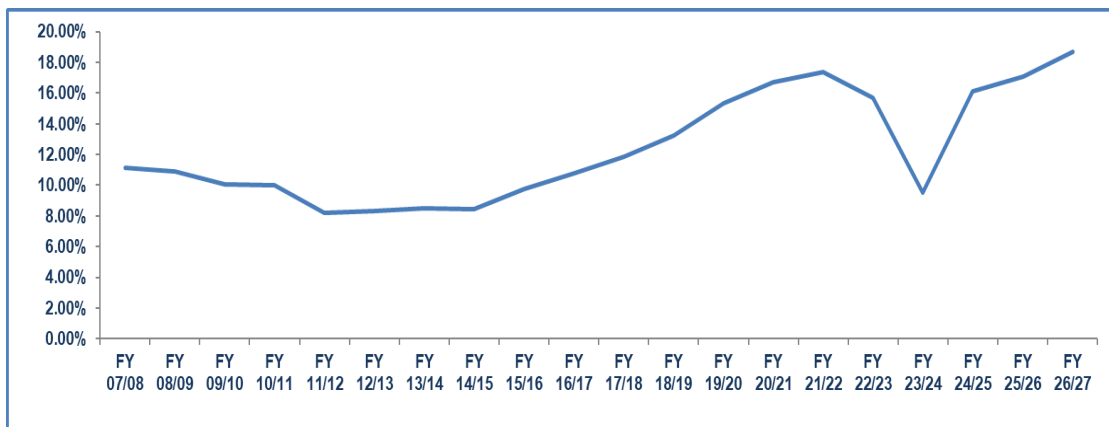
Pension

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

Employer contributions are made up of two costs: the annual estimated costs of benefits earned by employees currently working or "normal cost" and the amortized payment of the unfunded actuarial accrued liability (UAAL). Employers pay their "normal cost" or current contributions as a percentage of payroll and pay for their unfunded accrued liability (UAAL) as a set dollar amount both of which are determined by CalPERS through an actuary valuation. VCTC contributes 100% of the annual requirement related to its proportionate share of the net pension liability. In Fiscal Year 2026/2027 (based on the valuation for June 30, 2025), the weighted average, blended employer's current contribution is 18.68% of payroll (up from 17.05% in Fiscal Year 2025/2026 and 16.13% in Fiscal Year 2024/2025). This blended rate includes the UAAL payment of \$167,028 towards VCTC's total UAAL of \$1,452,190 and a blended funded ratio of 90.9% as of the valuation dated June 30, 2024.

VCTC remains among the agencies receiving the lowest increases in pension costs. The increase remains relatively small because VCTC made a fiscally prudent decision to keep the benefit factor at 2% @ 60 for Classic employees. VCTC is also starting to benefit from PEPRAs. Although the rates have fluctuated over the years (see Chart 17 - *Historical Pension Employer Rates*), VCTC's weighted average, blended employer rate since 2007 (20 years) is 9.251%.

Chart 17 – Historical Pension Employer Rates



The UAAL fluctuates based on investment returns, pension costs and contributions, covered payroll, amortization periods, discount rate, actuarial assumptions, etc. In addition, every few years, CalPERS performs an actuarial assumption study that reviews their economic and demographic assumptions and uses this information to compute the employer’s required contributions. These modifications include asset liability management, actuarial assumption changes like mortality rates, discount rate adjustments and changes necessitated by PEPPRA. Other adjustments occur annually, such as the adjustment for investment returns.

As of June 30, 2024 (the latest actuarial valuation), VCTC funded ratio was 90.9%. Pension assets were \$14,440,191 and the estimated accrued liability was \$15,892,381. The assets and funded ratio will change from year to year based on many factors including investment returns and pension payments. When investment returns are lower than anticipated, VCTC’s funded ratio will decrease. Conversely, when the returns are higher than anticipated, the funded ratio will increase.

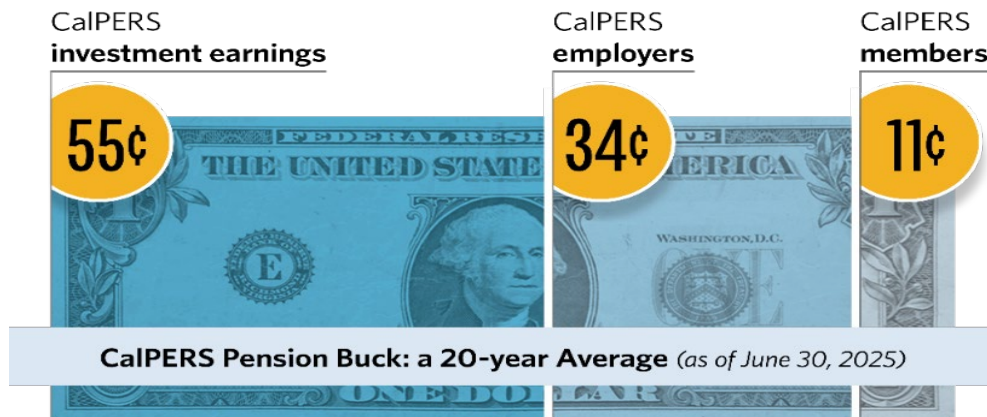
The Fiscal Year 2026/2027 budget includes a one-time paydown of \$1,000,000 to fund the Unfunded Accrued Liability. The funded ratio post this contribution would be approximately 97.2% (assuming all actuarial assumptions) remain constant.

Table 10 – Projected CalPERS Pension Funded Ratio

Funded Status	June 30, 2024
Entry Age Accrued Liability (AL)	15,892,381
Market Value of Assets (MVA)	14,440,191
Unfunded Accrued Liability (UAL)	1,452,190
Funded Ratio	90.9%

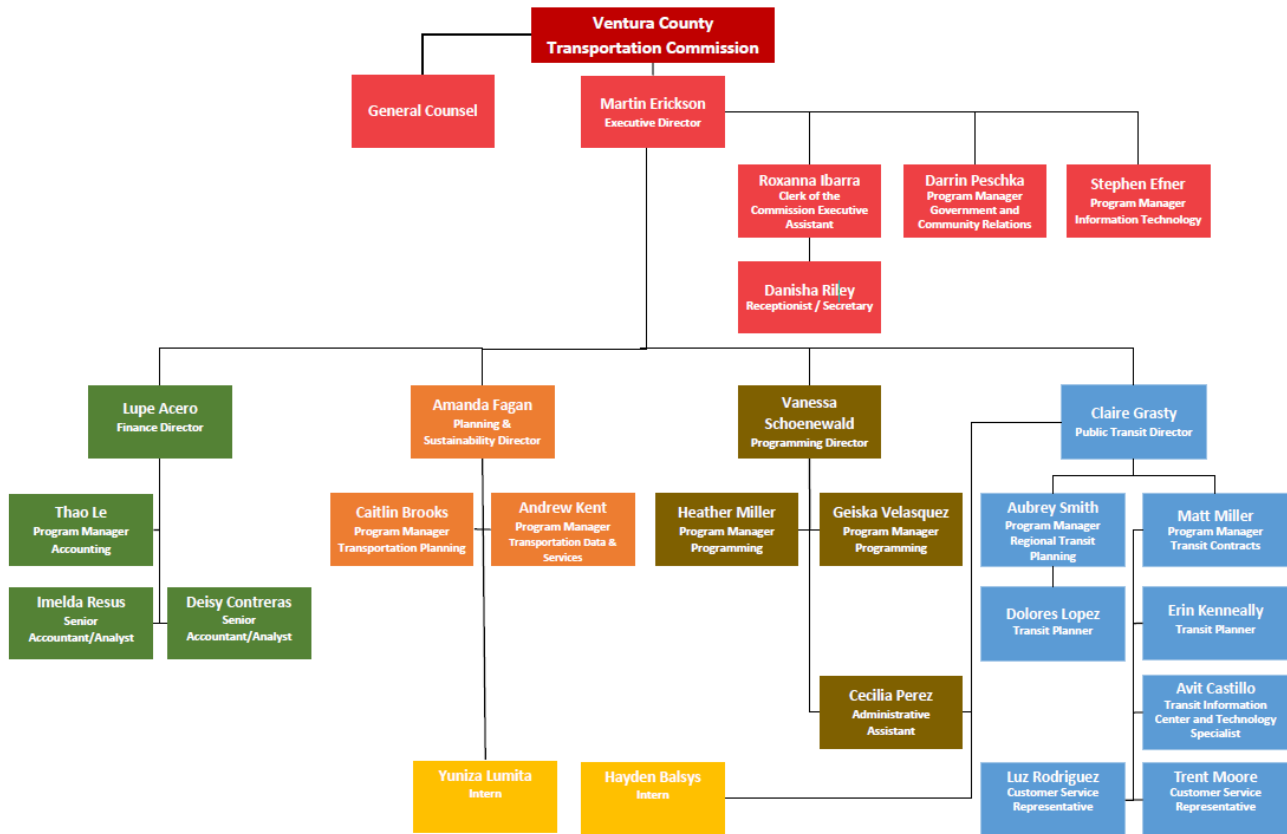
Pension benefits are largely funded (55%) from investment earnings (see Chart 18 - *CalPERS Pension Buck*) with employer and employee contributions filling in the gaps. As of Fiscal Year 2024/2025, CalPERS preliminary investment returns were 11.6% for the last year, 8.0% for the last five years, 7.1% for the last 10 years, and 7.6% for the last 30 years.

Chart 18 – CalPERS Pension Buck



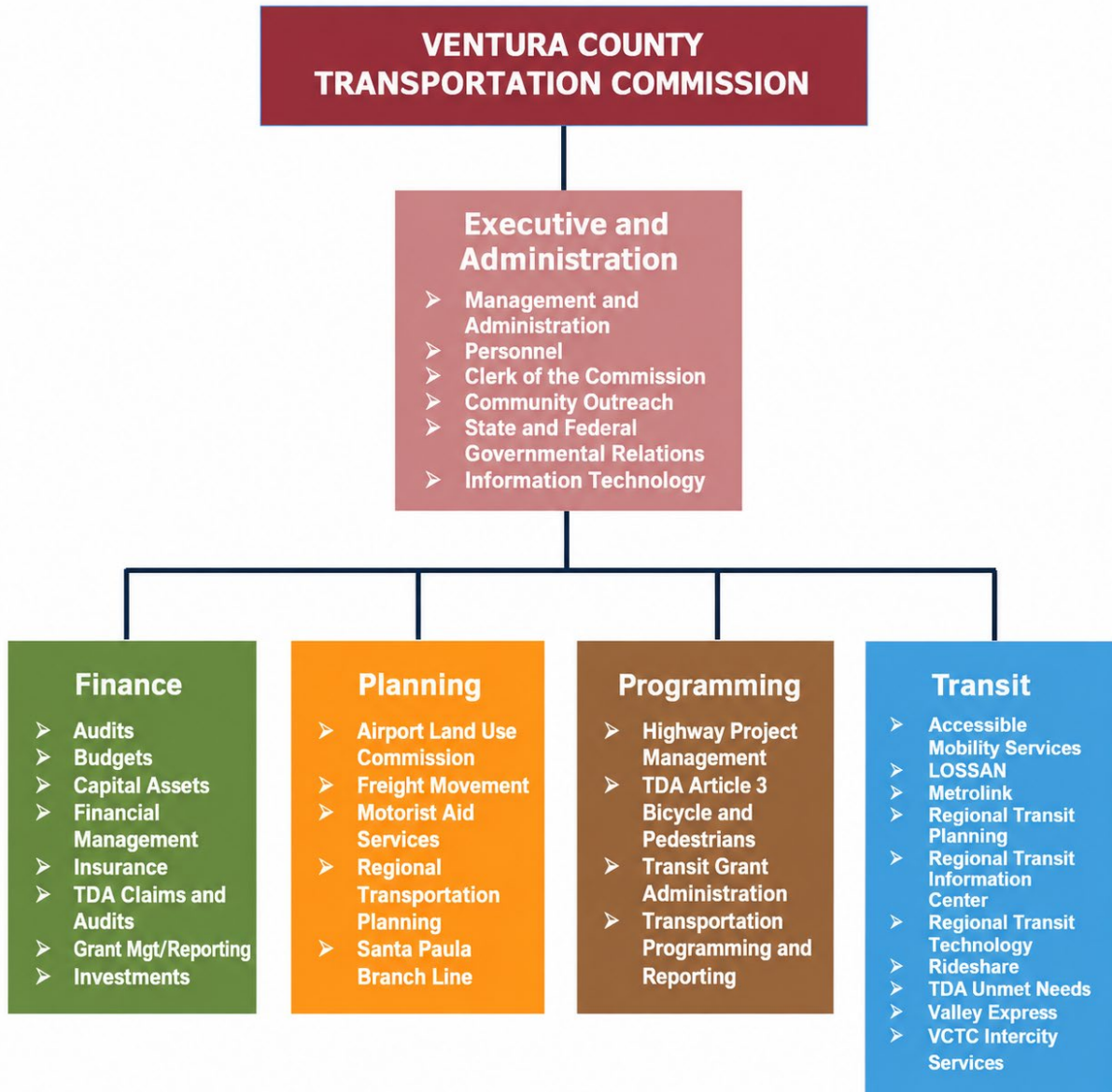
Staff Organizational Chart

Chart 19 – Staff Organization



Functional Organizational Chart

Chart 20 – Functional Organization



INDIRECT COST ALLOCATION PLAN

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

VCTC's indirect rate is calculated as a fixed rate with a carry-forward adjustment and thus changes each year. The fixed rate used is based on an estimate of the indirect costs for the period covered by the rate. When the actual costs for the fiscal year are determined after the audit is completed, any differences between the application of the fixed rate and actual costs will result in an over or under recovery of costs. The over or under recovery will be carried forward, as an adjustment to the calculation of the indirect cost rate, to the second fiscal year after the fiscal year covered by this plan. When applicable, the adjustment expense is paid out of the unassigned general fund balance and is shown under the Management and Administration budget task when over collected. If the costs were under collected, the adjustment is added to the indirect rate calculation and temporarily increases the rate. The indirect costs were under-recovered in Fiscal Year 2024/2025 and, therefore, an adjustment of \$106,946 is needed to this year's indirect costs.

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

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

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

Indirect costs for Fiscal Year 2026/2027 total \$2,972,500 and increased by \$248,200 from prior year. Details of the changes are as follows:

The Salaries and Benefits line item increased by \$252,900 for proposed merits, COLA, deferred compensation, and the new accounting technician position. Other adjustments to the indirect budget include increases and decreases based on actual results and projected cost increases. The decreases include \$1,000 to bank fees, \$4,000 to communications,



\$12,000 to insurance, \$16,600 to office lease and \$8,300 to legal services. The office lease was renegotiated resulting in a reduction in annual lease expense. VCTC's insurance is estimated to decrease primarily due to claim history. These decreases are partly offset by projected increases in various expense line items. The increases include \$10,000 to miscellaneous for unexpected expenses, \$3,000 to office supplies, \$2,000 to training, \$3,000 to travel and conferences, \$13,700 to audit and actuarial services and \$5,500 to professional and human resources.

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

Table 11 – Indirect Cost Allocation Plan

Operating and Professional Costs:	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget	Fiscal Year 2026/2027 Budget	\$ Change	% Of Change
Salaries and Benefits	\$1,106,460	\$1,197,600	\$1,450,500	252,900	21.1%
Bank Fees	0	2,000	1,000	-1,000	-50.0%
Books and Publications	302	1,000	1,000	0	0.0%
Business Meals	125	800	800	0	0.0%
Communications	21,052	25,000	21,000	-4,000	-16.0%
Insurance	744,322	894,000	882,000	-12,000	-1.3%
Maintenance and Repairs	5,471	10,000	10,000	0	0.0%
Membership and Dues	2,556	5,000	5,000	0	0.0%
Mileage	75	1,500	1,500	0	0.0%
Miscellaneous	1,691	10,000	20,000	10,000	100.0%
Office Supplies	45,552	55,000	58,000	3,000	5.5%
Postage	1,946	4,000	4,000	0	0.0%
Printing	1,548	4,000	4,000	0	0.0%
Lease	216,175	230,400	213,800	-16,600	-7.2%
Training	3,180	8,000	10,000	2,000	25.0%
Temporary Help	66,443	0	0		
Travel and Conferences	1,492	12,000	15,000	3,000	25.0%
Audit and Actuary Services	85,446	112,800	126,500	13,700	12.1%
Legal Services	21,065	46,200	37,900	-8,300	-18.0%
Professional and Human Resources	<u>121,394</u>	<u>105,000</u>	<u>110,500</u>	5,500	5.2%
Subtotal	<u>\$2,446,295</u>	<u>\$2,724,300</u>	<u>\$2,972,500</u>		
Adjusted Overhead Rate	85.91%	73.85%	75.90%		





BUDGET SUMMARY PROGRAM SECTION

PROGRAM OVERVIEW

The Fiscal Year 2026/2027 budget contains eight funds (the General, LTF, STA, SAFE, SPBL, SGR, VCTC Intercity and Valley Express funds) and is divided into six programs that support the public using VCTC’s mission and goals.

Each of the six programs consists of individual project or budget tasks. Details of each project budget can be found in the Program Task Budgets section and provide information about budget objectives, accomplishments, description, work elements, product, funding, and expenditures that support VCTC’s mission. Administrative support staff costs are allocated to all budget tasks via the indirect cost allocation plan.

The total budgeted expenditures for Fiscal Year 2026/2027 are \$165,861,594 and include an estimated \$39.0 million for capital expenditures. The significant nonrecurring capital expenditures within this budget are \$12.5 million in the Metrolink budget for capital improvements, \$16.3 million in VCTC Intercity for ten new buses, bus rehabilitation, equipment and depreciation, \$4.6 million in the SPBL budget for bridge repairs, and \$3.1 million in Regional Transit Technology for fareboxes for all transit operators.

The total budget expenditure increased by \$28.9 million or 21.1% as compared to prior year. This is primarily due to budget adjustments reducing the Fiscal Year 2025/2026 expenses by \$21.7 million for projects and services that moved to Fiscal Year 2026/2027. Below is a table and chart, which summarize these six programs: Table 12 - *Budgeted Expenditures Summary by Program*, and Chart 21 - *Budgeted Program Expenditures*.

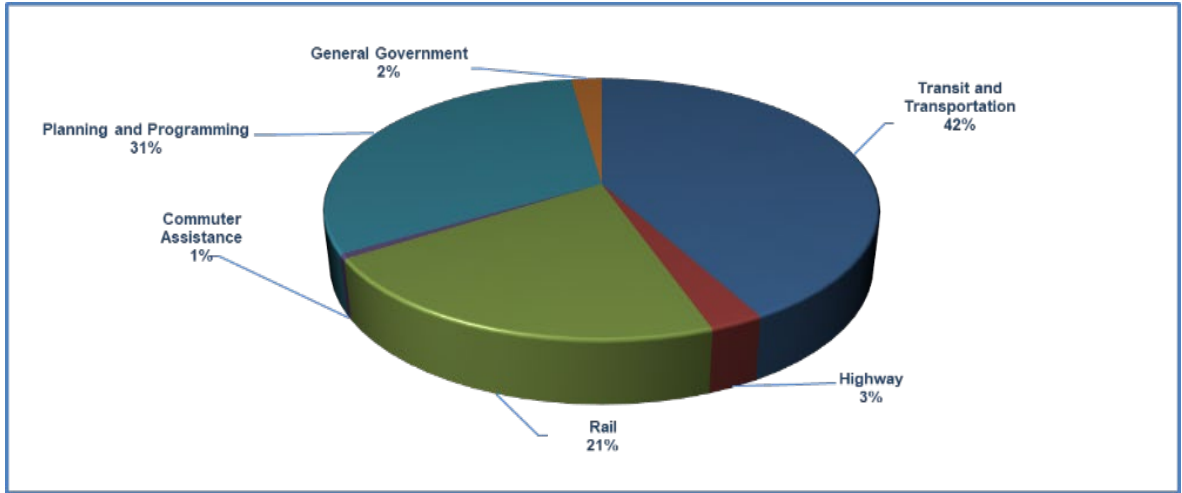
Table 12 – Budgeted Expenditures Summary by Program

Program Budget Categories	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget	Dollar Change	Percent Change
Transit and Transportation	\$ 59,676,625	\$ 46,084,377	\$ 69,562,200	\$ 23,477,823	51%
Highway	1,963,566	4,022,900	4,391,400	368,500	9%
Rail	15,839,148	33,065,646	35,584,700	2,519,054	8%
Commuter Assistance	724,340	919,600	938,200	18,600	2%
Planning and Programming	48,208,088	51,131,503	51,854,694	723,191	1%
General Government	1,640,483	1,730,900	3,530,400	1,799,500	104%
Total Program Budget	<u>\$ 128,052,250</u>	<u>\$136,954,926</u>	<u>\$ 165,861,594</u>	<u>\$ 28,906,668</u>	<u>21%</u>

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



Chart 21 – Budgeted Program Expenditures



TRANSIT AND TRANSPORTATION PROGRAM

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

At \$69,562,200, the Transit and Transportation Program is 41.9% of the budget. Major changes to the Program budget task include an increase of \$90,000 in the Accessibility Services budget for the completion of the study for the Demand Response Integration Plan (DRIP). The Regional Transit Technology budget increased \$1.4 million for the replacement of fareboxes at all transit operators, offset by a decrease in professional services as the implementation of the Tap2Ride program was completed this fiscal year. The Transit Grant Administration budget increased \$5.9 million, mostly due to pass through grants to subrecipients. Valley Express budget decreased by \$774,410 largely due to the procurement of buses in Fiscal Year 2025/2026. The VCTC Intercity budget increased \$16.8 million due to \$7.7 million for the procurement of five buses which moved from Fiscal Year 2025/2026 to Fiscal Year 2026/2027, procurement for five new buses in the budget year estimated at \$7.0 million, and \$2.1 million increase in contract services due to higher service costs including increases in hourly and fixed rates and fuel costs. This budget includes capital expenses representing the purchase of ten new buses. Capital expenditures funded by FTA and SB125 funds are found within the Regional Transit Technology (\$3,100,400), and VCTC Intercity (\$14,309,000) budget. Administrative support staff costs were allocated to all budget tasks via the indirect cost allocation plan.

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

Table 13 – Transit and Transportation Program Budget Tasks

Budget Tasks	Page #	Fiscal Year	Fiscal Year	Fiscal Year	% Of Change
		2024/2025 Actual	2025/2026 Budget*	2026/2027 Budget	
Accessibility Services	104	\$516,729	\$549,200	\$639,200	16.4%
Regional Transit Technology	106	2,584,827	3,075,923	4,479,700	45.6%
Transit Grant Administration	108	32,773,338	22,753,834	28,687,000	26.1%
Valley Express	110	4,394,767	4,379,710	3,605,300	-17.7%
VCTC Intercity Services	112	<u>19,406,964</u>	<u>15,325,710</u>	<u>32,151,000</u>	<u>109.8%</u>
Total Transit and Transportation Budget		<u>\$59,676,625</u>	<u>\$46,084,377</u>	<u>\$69,562,200</u>	50.9%
Program Costs:					
Personnel		\$761,845	\$847,200	\$996,700	
Indirect		\$591,858	\$625,500	759,800	
Project		<u>58,322,922</u>	<u>44,611,677</u>	<u>67,805,700</u>	
Total Transit and Transportation Budget		<u>\$59,676,625</u>	<u>\$46,084,377</u>	<u>\$69,562,200</u>	
Full-Time Employee Equivalent		4.4	4.4	4.9	

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



HIGHWAY PROGRAM

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

At \$4,391,400 the Highway Program is 2.6% of the budget. The Highway Project Management and Monitoring budget increased \$273,300 for the addition of the Coordinated Adaptive Ramp Metering feasibility study. The Motorist Aid Services budget increased by \$95,200 due to increases in the Freeway Service Patrol contract. Administrative support staff costs were allocated to all budget tasks via the indirect cost allocation plan.

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

Table 14 – Highway Program Budget Tasks

Budget Tasks	Page #	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget	% Of Change
Highway Project Management	116	\$479,680	\$1,935,800	\$2,209,100	14.1%
Motorist Aid Services	118	<u>1,483,886</u>	<u>2,087,100</u>	<u>2,182,300</u>	4.6%
Total Highway Budget		<u>\$1,963,566</u>	<u>\$4,022,900</u>	<u>\$4,391,400</u>	9.2%
Program Costs:					
Personnel		\$81,945	\$89,900	\$99,000	
Indirect		\$63,795	\$66,400	75,500	
Project		<u>1,817,826</u>	<u>3,866,600</u>	<u>4,216,900</u>	
Total Highway Budget		<u>\$1,963,566</u>	<u>\$4,022,900</u>	<u>\$4,391,400</u>	
Full-Time Employee Equivalent		0.4	0.4	0.4	

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



RAIL PROGRAM

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

At \$35,584,700, the Rail Program is 21.5% of the budget and includes three project tasks. The LOSSAN (Amtrak Pacific Surfliner) budget increased \$242,490 to support the implementation of the expanded service pilot in partnership with Santa Barbara County Association of Governments (SBCAG) to enhance travel options between Los Angeles/Ventura and Goleta. The Metrolink Regional Rail budget task increased by \$2.1 million due to the Camarillo ADA project which moved from Fiscal Year 2025/2026 to Fiscal Year 2026/2027; offset by completion of some of the work on Metrolink capital rehabilitation projects. The Santa Paula Branch Line budget increased \$157,703 due to an increase of \$2.9M of PLBP funds allocated for SPBL trail segments in the cities of Ventura and Santa Paula, offset by decreases of \$1.1million in Consultant Services and \$1.7million in Bridge Reconstruction resulting from progress on the Sespe Bridge repair.

Capital expenditures funded by LTF, STA, and SGR funds are found within the Metrolink task at (\$12.4 million) and SPBL at (\$4.6 million). Administrative support staff costs were allocated to all budget tasks via the indirect cost allocation plan.

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

Table 15 – Rail Program Budget Tasks

Budget Tasks	Page #	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget	% Of Change
LOSSAN - (Amtrak Pacific Surfliner)	122	\$66,266	\$645,010	\$887,500	37.6%
Metrolink Commuter Rail	124	12,688,473	21,260,139	23,379,000	10.0%
Santa Paula Branch Line	126	<u>3,084,409</u>	<u>11,160,497</u>	11,318,200	1.4%
Total Rail Budget		<u>\$15,839,148</u>	<u>\$33,065,646</u>	<u>\$35,584,700</u>	7.6%
Program Costs:					
Personnel		\$304,440	\$331,000	\$418,100	
Indirect		237,007	244,900	318,900	
Project		<u>15,297,701</u>	<u>32,489,746</u>	34,847,700	
Total Rail Budget		<u>\$15,839,148</u>	<u>\$33,065,646</u>	<u>\$35,584,700</u>	
Full-Time Employee Equivalent		1.4	1.5	1.7	

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



COMMUTER ASSISTANCE PROGRAM

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

At \$938,200, the Commuter Assistance Program is 0.6% of the budget. The Regional Transit Information Center budget increased by \$13,400 mostly due to salaries and benefits. The Rideshare budget increased by \$5,200 due to higher consulting costs. Administrative support staff costs were allocated to all budget tasks via the indirect cost allocation plan.

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

Table 16 – Commuter Assistance Program Budget Tasks

Budget Tasks	Page #	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget	% Of Change
Regional Transit Information Center	130	\$413,304	\$523,500	\$536,900	2.6%
Rideshare Programs	132	<u>311,036</u>	<u>396,100</u>	401,300	<u>1.3%</u>
Total Commuter Assistance Budget		<u>\$724,340</u>	<u>\$919,600</u>	<u>\$938,200</u>	2.0%
Program Costs:					
Personnel		\$273,286	\$335,500	\$337,100	
Indirect		212,753	247,800	\$257,200	
Project		<u>238,301</u>	<u>336,300</u>	343,900	
Total Commuter Assistance Budget		<u>\$724,340</u>	<u>\$919,600</u>	<u>\$938,200</u>	
Full-Time Employee Equivalent		2.8	3.1	3.0	

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



PLANNING AND PROGRAMMING PROGRAM

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

At \$51,854,694, the Planning and Programming program is 31.3% of the budget. The Regional Transit Planning budget decreased \$296,333 primarily due to substantial progress in the procurement of the interoperative radio equipment compatible with the Ventura County Regional Radio System; and implementation bus stop improvements as part of the Capital Enhancement Program. The Regional Transportation Planning budget increased \$126,456 due to consultant services and the sustainable transportation grant match, offset by the completion of the wildlife study. The TDA administration increased \$878,868 mostly due to increases in estimated pass through to subrecipients. Capital expenditures are found within the Regional Transit Planning budget at (\$1.7 million). Administrative support staff costs were allocated to all budget tasks via the indirect cost allocation plan.

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

Table 17 – Planning and Programming Program Budget Tasks

Budget Tasks	Page #	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget	% of Change
Airport Land Use Commission	136	\$7,363	\$59,500	\$58,400	-1.8%
Regional Transit Planning	138	4,260,047	6,104,833	5,808,500	-4.9%
Regional Transportation Planning	140	1,605,530	2,242,744	2,369,200	5.6%
TDA Administration	142	41,493,506	41,761,926	42,640,794	2.1%
Transportation Programming & Reporting	144	<u>841,642</u>	<u>962,500</u>	<u>977,800</u>	<u>1.6%</u>
Total Planning & Programming Budget		<u>\$48,208,088</u>	<u>\$51,131,503</u>	<u>\$51,854,694</u>	1.4%
Program Costs:					
Personnel		\$1,255,472	\$1,470,500	\$1,521,600	
Indirect		977,385	1,086,100	1,161,000	
Project		<u>45,975,231</u>	<u>48,574,903</u>	<u>49,172,094</u>	
Total Planning & Programming Budget		<u>\$48,208,088</u>	<u>\$51,131,503</u>	<u>\$51,854,694</u>	
Full-Time Employee Equivalent		6.7	7.2	6.8	

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



GENERAL GOVERNMENT PROGRAM

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

At \$3,530,400, the General Government Program is 2.1% of the budget. Notable changes to the Program budget tasks include an increase of \$1.7 million to Management and Administration. The increase is primarily due to a \$1.0 million one-time paydown towards the CalPERS pension Unfunded Accrued Liability (UAL). An estimated \$500,000 for implementation of a cloud-based Enterprise Resource Planning (ERP) system. The proposed ERP system is essential as the currently operating legacy financial software has limitations and requires intensive manual intervention. The new ERP system will enable VCTC to transition to a single database, providing all departments with access to consistent and accurate information. Also included in the budget are \$100,000 in consulting services for a comprehensive ADA compliance evaluation, which is a requirement for Federal Highway Administration funding. The Community Outreach budget increased \$29,000 mostly due to salaries and benefits. The State and Federal Government Relations budget increased \$82,800 primarily due to salaries and benefits and consultant services, representing a potential increase in the cost of state advocacy services. Administrative support staff costs were allocated to all budget tasks via the indirect cost allocation plan.

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

Table 18 – General Government Program Budget Tasks

Budget Tasks	Page #	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget	% Of Change
Community Outreach	148	\$584,465	\$579,700	\$608,700	5.0%
Management and Administration	150	774,947	804,400	2,492,100	209.8%
State and Federal Governmental Relations	152	<u>281,071</u>	<u>346,800</u>	429,600	<u>23.9%</u>
Total General Government Budget		<u>\$1,640,483</u>	<u>\$1,730,900</u>	\$3,530,400	104.0%
Program Costs:					
Personnel		\$627,165	\$630,300	\$686,200	
Indirect		488,248	465,600	523,500	
Project		<u>525,070</u>	<u>635,000</u>	2,320,700	
Total General Government Budget		<u>\$1,640,483</u>	<u>\$1,730,900</u>	\$3,530,400	
Full-Time Employee Equivalent		8.3	8.3	9.3	

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





FUND BUDGETS AND BALANCES SECTION

FUND BUDGETS

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

Table 19 – Budget Tasks by Fund Type

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

Details of the Fiscal Year 2026/2027 budget by Fund, Program, and Budget Task with summaries of revenues, expenditures and fund balance can be found in Table 20 - *Budget Summary by Fund*. For additional information about the individual funds’ revenues, expenses/expenditures, fund balances and changes to the fund balances, please see pages 84-86 for detailed information. For information about how revenues are generated see the Revenues and Funding sources section pages 48-58.



Table 20 – Budget Summary by Fund

VENTURA COUNTY TRANSPORTATION COMMISSION										
BUDGET SUMMARY BY FUND										
FISCAL YEAR 2026/2027										
	GENERAL FUND	LTF	STA	SAFE	SGR	SPBL	VCTC INTERCITY	VALLEY EXPRESS	TOTAL	
REVENUES										
Federal Grants	\$ 18,286,364	\$ -	\$ -	\$ -	\$ -	\$ 627,620	\$ 2,948,129	\$ 1,413,743	\$ 23,275,856	
State Grants	29,074,162	-	-	1,025,726	-	4,100,000	14,239,000	-	48,438,888	
Local Transportation Fund	-	52,300,000	-	-	-	-	-	-	52,300,000	
State Transit Assistance	-	-	8,770,949	-	-	-	-	-	8,770,949	
State of Good Repair	-	-	-	-	1,718,790	-	-	-	1,718,790	
Vehicle Registration Fees	-	-	-	825,747	-	-	-	-	825,747	
Local, Investment, and Other Revenues	274,488	320,668	1,033,478	118,961	272,874	430,000	1,807,281	2,031,357	6,289,107	
Total Revenues	\$ 47,635,014	\$ 52,620,668	\$ 9,804,427	\$ 1,970,434	\$ 1,991,664	\$ 5,157,620	\$ 18,994,410	\$ 3,445,100	\$ 141,619,337	
EXPENDITURES										
Transit and Transportation										
Accessibility Services	639,200	-	-	-	-	-	-	-	639,200	
Regional Transit Technology	4,479,700	-	-	-	-	-	-	-	4,479,700	
Transit Grant Administration	28,687,000	-	-	-	-	-	-	-	28,687,000	
Valley Express	-	-	-	-	-	-	-	3,605,300	3,605,300	
VCTC Intercity Services	-	-	-	-	-	-	32,151,000	-	32,151,000	
Total Transit and Transportation Budget	\$ 33,805,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,151,000	\$ 3,605,300	\$ 69,562,200	
Highway										
Highway Project Management & Monitoring	2,209,100	-	-	-	-	-	-	-	2,209,100	
Motorist Aid Services	90,800	-	-	2,091,500	-	-	-	-	2,182,300	
Total Highway Budget	\$ 2,299,900	\$ -	\$ -	\$ 2,091,500	\$ -	\$ -	\$ -	\$ -	\$ 4,391,400	



VENTURA COUNTY TRANSPORTATION COMMISSION
BUDGET SUMMARY BY FUND
FISCAL YEAR 2026/2027

	GENERAL FUND	LTF	STA	SAFE	SGR	SPBL	VCTC INTERCITY	VALLEY EXPRESS	TOTAL
Rail									
LOSSAN - Coast Rail Coordinating Council	887,500	-	-	-	-	-	-	-	887,500
Metrolink Commuter Rail	23,379,000	-	-	-	-	-	-	-	23,379,000
Santa Paula Branch Line	289,900	-	-	-	-	11,028,300	-	-	11,318,200
Total Rail Budget	\$ 24,556,400	\$ -	\$ -	\$ -	\$ -	\$ 11,028,300	\$ -	\$ -	\$ 35,584,700
Commuter Assistance									
Regional Transit Information Center	536,900	-	-	-	-	-	-	-	536,900
Rideshare Programs	401,300	-	-	-	-	-	-	-	401,300
Total Commuter Assistance Budget	\$ 938,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 938,200
Planning and Programming									
Airport Land Use Commission	58,400	-	-	-	-	-	-	-	58,400
Regional Transit Planning	5,808,500	-	-	-	-	-	-	-	5,808,500
Regional Transportation Planning	2,369,200	-	-	-	-	-	-	-	2,369,200
TDA Administration	397,100	41,722,612	435,701	-	85,381	-	-	-	42,640,794
Transportation Programming and Reporting	977,800	-	-	-	-	-	-	-	977,800
Total Planning and Programming Budget	\$ 9,611,000	\$ 41,722,612	\$ 435,701	\$ -	\$ 85,381	\$ -	\$ -	\$ -	\$ 51,854,694
General Government									
Community Outreach	608,700	-	-	-	-	-	-	-	608,700
Management and Administration	2,492,100	-	-	-	-	-	-	-	2,492,100
State and Federal Governmental Relations	429,600	-	-	-	-	-	-	-	429,600
Total General Government Budget	\$ 3,530,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,530,400



VENTURA COUNTY TRANSPORTATION COMMISSION
BUDGET SUMMARY BY FUND
FISCAL YEAR 2026/2027

	GENERAL FUND	LTF	STA	SAFE	SGR	SPBL	VCTC INTERCITY	VALLEY EXPRESS	TOTAL
Total Revenues	\$ 47,635,014	\$ 52,620,668	\$ 9,804,427	\$ 1,970,434	\$ 1,991,664	\$ 5,157,620	\$ 18,994,410	\$ 3,445,100	\$ 141,619,337
Total Expenditures	74,741,800	41,722,612	435,701	2,091,500	85,381	11,028,300	32,151,000	3,605,300	165,861,594
Revenues Over (Under) Expenditures	(27,106,786)	10,898,056	9,368,726	(121,066)	1,906,283	(5,870,680)	(13,156,590)	(160,200)	(24,242,257)
Other Financing Sources (Uses)									
Transfers In (Out)	23,810,367	(14,198,201)	(21,540,473)	(90,800)	(5,043,363)	5,870,680	11,191,790	-	-
Fund Balance Beginning of Year	3,374,342	7,983,875	25,802,015	3,658,098	4,029,406	25,367	8,846,766	1,783,753	55,503,622
Less Contingency Reserve	(50,000)	(4,000,000)	-	(1,515,000)	-	-	-	-	(5,565,000)
Less Capital and Accrual Adjustments	-	-	-	-	-	-	(6,881,966)	(1,623,553)	(8,505,519)
Unassigned Fund Balance End of Year	\$ 27,923	\$ 683,730	\$ 13,630,268	\$ 1,931,232	\$ 892,326	\$ 25,367	\$ -	\$ -	\$ 17,190,846

LTF, STA, SAFE, SPBL and SGR funds are "transferred" to the general fund to pay for project or staffing expenditures shown within the general fund. STA is also transferred to the VCTC Intercity fund and SPBL fund for project expenses.

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



General Fund

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

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

Chart 22 – General Fund Sources

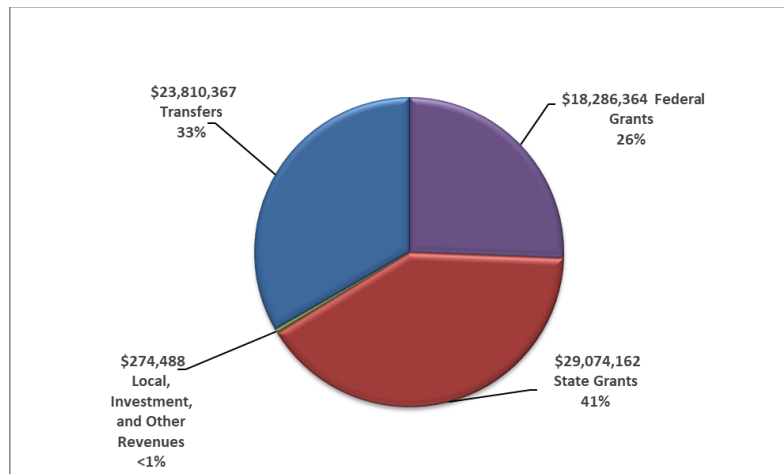
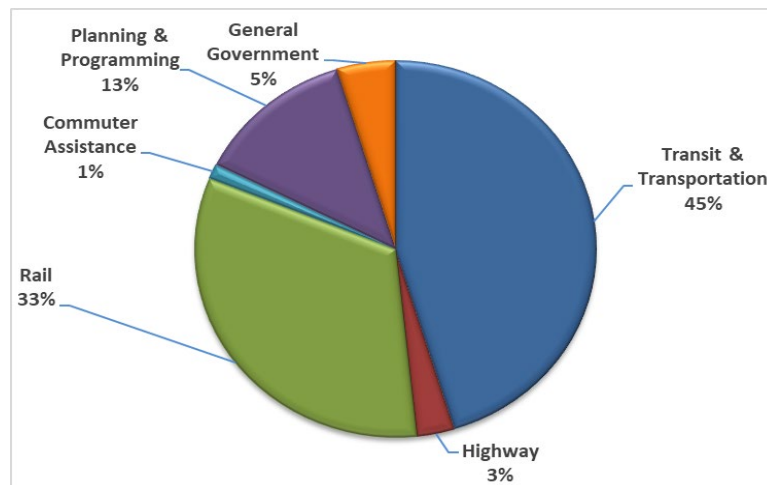


Chart 23 – General Fund Uses



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

- An increase in revenues of \$11.3 million or 31.2% overall in Fiscal Year 2026/2027 as follows:
 - Federal funds increased \$2.0 million mostly in FTA funds within the Transit Grant Administration budget related to pass-through funding.
 - State grant funding increased by \$9.5 million largely due in the Transit Grant Administration for pass-through grants to subrecipients and SB125 funding for the replacement of fareboxes.
 - Local funds and investments decreased \$(119,946) due to lower anticipated fund balances in the investment accounts.

- Expenditures increased \$11.8 million or 18.8% overall in Fiscal Year 2026/2027 as follows:
 - In the Transit and Transportation Program:
 - A \$90,00 increase in the Accessibility Services budget in consultant services for the completion of the study for the Demand Response Integration Plan (DRIP).
 - An increase of \$1.4 million in the Regional Transit Technology budget primarily due to the replacement of fareboxes at all transit operators, and equipment and maintenance costs.
 - A \$5.9 million increase in the Transit Grant Administration budget mostly for pass-through grants to subrecipients.
 - In the Highway Program:
 - A \$273,300 increase in the Highway Project Management and Monitoring budget largely due to the addition of the Coordinated Adaptive Ramp Metering (CARM) Feasibility Study.
 - In the Rail Program:
 - An increase of \$242,490 in the LOSSAN budget to support the implementation of an expanded service pilot in partnership with SBCAG to enhance travel options between Los Angeles/Ventura and Goleta.
 - A \$2.1 million increase in the Metrolink budget due to some work on the Camarillo ADA project and Metrolink capital rehabilitation projects shifting from Fiscal Year 2025/2026 to Fiscal Year 2026/2027.
 - A \$96,600 increase in the Santa Paula Branch Line budget due to \$2.9million of PLBP funds allocated for SPBL trail segments in the cities of Ventura and Santa Paula, offset by decreases of \$1.1million in Consultant Services and a decrease of \$1.7 million in Bridge Reconstruction resulting from progress on the Sespe Bridge repair
 - In the Commuter Assistance Program:
 - An increase of \$18,600 due to salaries and benefits and consulting services.
 - In the Planning and Programming Program:
 - A decrease of \$296,333 in the Regional Transit Planning budget due to substantial progress in the procurement of interoperative radio equipment compatible with the Ventura County Regional Radio System; and the implementation of bus stop improvements as part of the Capital Enhancement Program.
 - An increase of \$126,456 in Transportation Programming and Reporting budget mostly due to the Sustainable Transportation Grant Match and an increase in consultant services, offset by the completion of the wildlife study.



- In the General Government Program:
 - An increase of \$1.8 million mostly due to \$1.7 million in the Management and Administration budget due to a proposed one-time paydown to VCTC's CalPERS Pension Unfunded Accrued Liability (UAL) and \$500,000 for the implementation of cloud-based Enterprise Resource Planning (ERP) software. The timeline for full implementation is estimated to be between 12 to 18 months. The \$500,000 is the estimated expenditure for Fiscal Year 2026/2027. Staff will return to the Commission with an updated timeline and costs after the Request for Proposal is completed.
- Transfers in/out increased by \$184,496 due to normal project fluctuation.
- The general fund balance is projected to be \$27,923.

The actual information for Fiscal Year 2024/2025 and the budgeted information for Fiscal Years 2025/2026 and 2026/2027 are also included in Table 21 - *General Fund Fiscal Years 2024/2025 to 2026/2027*.

Table 21 – General Fund Fiscal Years 2024/2025 to 2026/2027

	FY 2024/2025 Actual	FY 2025/2026 Projected Budget	General Fund FY 2026/2027 Budget	\$ Change Budget Years	% Change Budget Years
REVENUES					
Federal Grants	8,790,095	16,342,193	18,286,364	1,944,171	11.9%
State Grants	33,904,826	19,571,227	29,074,162	9,502,935	48.6%
Local, Investment, and Other Revenues	657,927	394,434	274,488	(119,946)	-30.4%
Total Revenues	43,352,848	36,307,854	47,635,014	11,327,160	31.2%
EXPENDITURES					
Transit and Transportation					
Accessibility Services	516,729	549,200	639,200	90,000	16.4%
Regional Transit Technology	2,584,827	3,075,923	4,479,700	1,403,777	45.6%
Transit Grant Administration	32,773,338	22,753,834	28,687,000	5,933,166	26.1%
Total Transit and Transportation Budget	35,874,894	26,378,957	33,805,900	7,426,943	28.2%
Highway					
Highway Project Management & Monitoring	479,680	1,935,800	2,209,100	273,300	14.1%
Motorist Aid Services	76,414	79,100	90,800	11,700	14.8%
Total Highway Budget	556,094	2,014,900	2,299,900	285,000	14.1%
Rail					
LOSSAN - Coast Rail Coordinating Council	66,266	645,010	887,500	242,490	37.6%
Metrolink Commuter Rail	12,688,473	21,260,139	23,379,000	2,118,861	10.0%
Santa Paula Branch Line	212,522	193,300	289,900	96,600	100.0%
Total Rail Budget	12,967,261	22,098,449	24,556,400	2,457,951	11.1%
Commuter Assistance					
Regional Transit Information Center	413,304	523,500	536,900	13,400	2.6%
Rideshare Programs	311,036	396,100	401,300	5,200	1.3%
Total Commuter Assistance Budget	724,340	919,600	938,200	18,600	2.0%
Planning and Programming					
Airport Land Use Commission	7,363	59,500	58,400	(1,100)	-1.8%
Regional Transit Planning	4,260,047	6,104,833	5,808,500	(296,333)	-4.9%
Regional Transportation Planning	1,605,530	2,242,744	2,369,200	126,456	5.6%
Transportation Development Act	264,511	382,900	397,100	14,200	3.7%
Transportation Programming and Reporting	841,642	962,500	977,800	15,300	1.6%
Total Planning and Programming Budget	6,979,093	9,752,477	9,611,000	(141,477)	-1.5%
General Government					
Community Outreach	584,465	579,700	608,700	29,000	5.0%
Management and Administration	774,947	804,400	2,492,100	1,687,700	209.8%
State and Federal Governmental Relations	281,071	346,800	429,600	82,800	23.9%
Total General Government Budget	1,640,483	1,730,900	3,530,400	1,799,500	104.0%
Total Expenditures	58,742,165	62,895,283	74,741,800	11,846,517	18.8%
Revenues Over/(Under) Expenditures	(15,389,316)	(26,587,429)	(27,106,786)	(519,357)	2.0%
Other Financing Sources (Uses)					
Transfers In (Out)	15,288,883	23,625,871	23,810,367	184,496	0.78%
Fund Balance Beginning of Year	5,830,033	5,854,350	3,374,342	(2,480,008)	-42.4%
Less Contingency Reserve	-	(50,000)	(50,000)	-	0.0%
Less Capital and Accrual Adjustments	124,750	-	-	-	0.0%
Unassigned Fund Balance End of Year	5,854,350	2,842,792	27,923	(2,814,868)	-99.0%



Special Revenue Funds

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

Local Transportation Fund

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

The County Auditor-Controller estimates the LTF revenues at \$52.3 million or an increase of \$3.1 million in sales tax receipts in Fiscal Year 2026/2027. It is estimated interest revenues will decrease slightly from Fiscal Year 2025/2026 due to fluctuations in fund balance. Funds passed through to local agencies will increase \$918,259. The allocation for Article 3 will increase \$1.0 million. A contingency reserve of approximately 10% of funds passed through to local agencies for Article 4 and 8 activities is set aside to act as a buffer for economic downturns and if revenues received are lower than as budgeted. This allows VCTC to make an adjustment in the following year instead of revising the LTF apportionment in the current year. The fund balance is estimated at \$683,730 at the end of Fiscal Year 2026/2027. The LTF is considered a major fund.

The actual information for Fiscal Year 2024/2025 and the budgeted information for Fiscal Years 2025/2026 and 2026/2027 are included in Table 22 - *Local Transportation Fund Fiscal Years 2024/2025 to 2026/2027*.

Table 22 – Local Transportation Fund Fiscal Years 2024/2025 to 2026/2027

	Local Transportation Fund			\$ Change Budget Years	% Change Budget Years
	FY 2024/2025 Actual	FY 2025/2026 Projected Budget	FY 2026/2027 Budget		
REVENUES					
Local Transportation Fund	50,762,053	49,200,000	52,300,000	3,100,000	6.3%
Local, Investment, and Other Revenues	473,925	416,000	320,668	(95,332)	-22.9%
Total Revenues	51,235,978	49,616,000	52,620,668	3,004,668	6.1%
EXPENDITURES					
Planning and Programming					
Transportation Development Act	40,649,451	40,804,353	41,722,612	918,259	2.3%
Total Planning and Programming Budget	40,649,451	40,804,353	41,722,612	918,259	2.3%
Total Expenditures	40,649,451	40,804,353	41,722,612	918,259	2.3%
Revenues Over/(Under) Expenditures	10,586,527	8,811,647	10,898,056	2,086,409	23.7%
Other Financing Sources (Uses)					
Transfers In (Out)	(11,361,706)	(11,381,700)	(14,198,201)	(2,816,501)	24.7%
Fund Balance Beginning of Year	18,194,081	17,418,902	7,983,875	(9,435,027)	-54.2%
Less Contingency Reserve	-	(4,000,000)	(4,000,000)	-	0.0%
Less Capital and Accrual Adjustments	-	-	-	-	0.0%
Unassigned Fund Balance End of Year	17,418,902	10,848,849	683,730	(10,165,119)	-93.7%



State Transit Assistance Fund

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

In Fiscal Year 2026/2027, the STA revenues are estimated at \$8.8 million or a decrease of (\$972,480) as allocated by the State. Interest is estimated to remain the same as this Fiscal Year 2025/2026. There is a \$2.6 million increase in transfers-out to the General Fund, Santa Paula Branch Line Fund, and VCTC Intercity Fund due to normal fluctuation in needs in Fiscal Year 2026/2027. The fund balance at the end of Fiscal Year 2026/2027 is projected to be \$13.6 million. Although not currently budgeted, these funds could be used (thus lowering the fund balance) for non-recurring capital costs associated with Metrolink capital and rehabilitation expenditures, possible bus purchases for the VCTC Intercity Service or other transit projects benefiting the County. The STA fund is considered a major fund.

The actual information for Fiscal Year 2024/2025 and the budgeted information for Fiscal Years 2025/2026 and 2026/2027 are included in Table 23 - *State Transit Assistance Fund Fiscal Years 2024/2025 to 2026/2027*.

Table 23 – State Transit Assistance Fund Fiscal Years 2024/2025 to 2026/2027

	State Transit Assistance Fund				
	FY 2024/2025 Actual	FY 2025/2026 Projected Budget	FY 2026/2027 Budget	\$ Change Budget Years	% Change Budget Years
REVENUES					
State Transit Assistance	9,780,615	9,743,429	8,770,949	(972,480)	-10.0%
Local, Investment, and Other Revenues	1,489,910	1,030,000	1,033,478	3,478	0.3%
Total Revenues	11,270,525	10,773,429	9,804,427	(969,002)	-9.0%
EXPENDITURES					
Planning and Programming					
Transportation Development Act	502,433	482,778	435,701	(47,077)	-9.8%
Total Planning and Programming Budget	502,433	482,778	435,701	(47,077)	-9.8%
Total Expenditures	502,433	482,778	435,701	(47,077)	-9.8%
Revenues Over/(Under) Expenditures	10,768,092	10,290,651	9,368,726	(921,925)	-9.0%
Other Financing Sources (Uses)					
Transfers In (Out)	(9,741,092)	(18,914,824)	(21,540,473)	(2,625,649)	13.9%
Fund Balance Beginning of Year	31,497,588	32,524,588	25,802,015	(6,722,573)	-20.7%
Less Contingency Reserve	-	-	-	-	0.0%
Less Capital and Accrual Adjustments	-	-	-	-	0.0%
Unassigned Fund Balance End of Year	32,524,588	23,900,415	13,630,268	(10,270,147)	-43.0%



Service Authority for Freeway Emergencies Fund

The Service Authority for Freeway Emergencies (SAFE) special revenue fund derives its revenue from the \$1 per vehicle registration fee levied by the State on all registered vehicles within the County. It funds the Freeway Service Patrol program on major highways, Enhanced Traffic Enforcement SoCal Call 511, and Incident Responder Grants Program. Use of the funds is approved by the Commission as part of the annual budget process.

In Fiscal Year 2026/2027, vehicle registration revenues are expected to remain relatively flat with a \$238,967 decrease. State revenues are estimated to increase by \$117,046 and interest is estimated to decrease slightly from Fiscal Year 2025/2026. Expenditures are \$83,500 higher due to increased costs for Freeway Service Patrol contract services, enhanced traffic enforcement and SoCal Call 511. A contingency reserve of \$1.5 million is set aside for capital purposes to ensure funds are available when needed. The fund balance at the end of Fiscal Year 2026/2027 is estimated at \$1.9 million. The SAFE fund is considered a non-major fund.

The actual information for Fiscal Year 2024/2025 and the budgeted information for Fiscal Years 2025/2026 and 2026/2027 are included in Table 24 - *Service Authority for Freeway Emergencies Fund Fiscal Years 2024/2025 to 2026/2027*.

**Table 24 – Service Authority for Freeway Emergencies Fund
Fiscal Years 2024/2025 to 2026/2027**

	Service Authority for Freeway Emergencies				
	FY 2024/2025 Actual	FY 2025/2026 Projected Budget	FY 2026/2027 Budget	\$ Change Budget Years	% Change Budget Years
REVENUES					
Vehicle Registration Fees	825,747	1,064,714	825,747	(238,967)	-22.4%
State Grants	868,760	908,680	1,025,726	117,046	12.9%
Local, Investment, and Other Revenues	184,662	146,000	118,961	(27,039)	-18.5%
Total Revenues	1,879,169	2,119,394	1,970,434	(148,960)	-7.0%
EXPENDITURES					
Highway					
Motorist Aid Services	1,407,472	2,008,000	2,091,500	83,500	4.2%
Total Highway Budget	1,407,472	2,008,000	2,091,500	83,500	4.2%
Total Expenditures	1,407,472	2,008,000	2,091,500	83,500	4.2%
Revenues Over/(Under) Expenditures	471,697	111,394	(121,066)	(232,460)	-208.7%
Other Financing Sources (Uses)					
Transfers In (Out)	(440,315)	(460,400)	(90,800)	369,600	-80.3%
Fund Balance Beginning of Year	3,975,722	4,007,104	3,658,098	(349,006)	-8.7%
Less Contingency Reserve	-	(1,515,000)	(1,515,000)	-	0.0%
Less Capital and Accrual Adjustments	-	-	-	-	0.0%
Unassigned Fund Balance End of Year	4,007,104	2,143,098	1,931,232	(211,866)	-9.9%



State of Good Repair Fund

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

In Fiscal Year 2026/2027, the State of Good Repair revenues are estimated at \$1,718,790, a slight increase of \$28,995. It is expected that approximately \$785,363 will be passed through to local agencies while \$4.2 million will be transferred out to the General Fund for Metrolink activities. The SGR fund is considered a non-major fund.

The actual information for Fiscal Year 2024/2025 and the budgeted information for Fiscal Years 2025/2026 and 2026/2027 are included in Table 25 - *State of Good Repair Fund Fiscal Years 2024/2025 to 2026/2027*.

Table 25 – State of Good Repair Fund Fiscal Years 2024/2025 to 2026/2027

	State of Good Repair Fund				
	FY 2024/2025 Actual	FY 2025/2026 Projected Budget	FY 2026/2027 Budget	\$ Change Budget Years	% Change Budget Years
REVENUES					
State of Good Repair	1,665,732	1,689,795	1,718,790	28,995	1.7%
Local, Investment, and Other Revenues	415,953	326,000	272,874	(53,126)	-16.3%
Total Revenues	2,081,685	2,015,795	1,991,664	(24,131)	-1.2%
EXPENDITURES					
Planning and Programming					
Transportation Development Act	77,111	91,895	85,381	(6,514)	-7.1%
Total Planning and Programming Budget	77,111	91,895	85,381	(6,514)	-7.1%
Total Expenditures	77,111	91,895	85,381	(6,514)	-7.1%
Revenues Over/(Under) Expenditures	2,004,574	1,923,900	1,906,283	(17,617)	-0.9%
Other Financing Sources (Uses)					
Transfers In (Out)	(2,353,299)	(7,963,920)	(5,043,363)	2,920,557	-36.7%
Fund Balance Beginning of Year	7,794,251	7,445,526	4,029,406	(3,416,120)	-45.9%
Less Contingency Reserve	-	-	-	-	0.0%
Less Capital and Accrual Adjustments	-	-	-	-	0.0%
Unassigned Fund Balance End of Year	7,445,526	1,405,506	892,326	(513,180)	-36.5%



Santa Paula Branch Line Fund

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

In Fiscal Year 2026/2027, State Grants are estimated at \$4,727,620, an increase of \$2,382,349. It is expected that expenditures will remain relatively the same as prior Fiscal Year 2025/2026. Transfers to the general fund cover staff time associated with SPBL funded projects. These transfers are netted with the Transfers-in which consist of STA funds used to pay for staff and operations resulting in a net decrease of approximately \$2.3 million. The fund balance of \$25,367 will be available for future expenditures. The SPBL fund is considered a major fund.

The actual information for Fiscal Year 2024/2025 and the budgeted information for Fiscal Years 2025/2026 and 2026/2027 are included in Table 26 - *Santa Paula Branch Line Fund Fiscal Years 2024/2025 to 2026/2027*.

Table 26 – Santa Paula Branch Line Fund Fiscal Years 2024/2025 to 2026/2027

	Santa Paula Branch Line Fund				
	FY 2024/2025 Actual	FY 2025/2026 Projected Budget	FY 2026/2027 Budget	\$ Change Budget Years	% Change Budget Years
REVENUES					
State Grants	243,496	2,345,271	4,727,620	2,382,349	101.6%
Local, Investment, and Other Revenues	446,753	430,000	430,000	-	0.0%
Total Revenues	690,249	2,775,271	5,157,620	2,382,349	85.8%
EXPENDITURES					
Rail					
Santa Paula Branch Line	2,871,887	10,967,197	11,028,300	61,103	0.6%
Total Rail Budget	2,871,887	10,967,197	11,028,300	61,103	0.6%
Total Expenditures	2,871,887	10,967,197	11,028,300	61,103	0.6%
Revenues Over/(Under) Expenditures	(2,181,638)	(8,191,926)	(5,870,680)	2,321,246	-28.3%
Other Financing Sources (Uses)					
Transfers In (Out)	2,181,638	8,191,926	5,870,680	(2,321,246)	-28.3%
Fund Balance Beginning of Year	25,367	25,367	25,367	0	0.0%
Less Contingency Reserve	-	-	-	-	0.0%
Less Capital and Accrual Adjustments	-	-	-	-	0.0%
Unassigned Fund Balance End of Year	25,367	25,367	25,367	0	0.0%



Enterprise Funds

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

VCTC Intercity Fund

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

In Fiscal Year 2026/2027, revenues are estimated at \$18.9 million or an increase of \$12.0 million. This is mostly due to SB125 funding for capital bus purchases. Expenses are estimated at \$32.1 million primarily for bus replacements, rehabilitation of existing buses and higher contract services costs. The budget includes purchases of ten new buses and \$2.1 million increase in contract services for bus operations. Transfers-in from the STA fund are \$11.2 million or an increase of \$4.3 million. The estimated fund balance is approximately \$6.5 million for undepreciated capital assets, pension liabilities and OPEB liabilities and are not available for current expenses. Therefore, the unassigned or spendable fund balance is expected to be \$0. The VCTC Intercity fund is considered a major fund.

The actual information for Fiscal Year 2024/2025 and the budgeted information for Fiscal Years 2025/2026 and 2026/2027 are included in Table 27 - VCTC Intercity Fund Fiscal Years 2024/2025 to 2026/2027.

Table 27 – VCTC Intercity Fund Fiscal Years 2024/2025 to 2026/2027

	FY 2024/2025 Actual	FY 2025/2026 Projected Budget	VCTC Intercity Fund FY 2026/2027 Budget	\$ Change Budget Years	% Change Budget Years
REVENUES					
Federal Grants	3,617,944	3,016,057	2,948,129	(67,928)	-2.3%
State Grants	6,496,627	218,600	14,239,000	14,020,400	6413.7%
Local, Investment, and Other Revenues	2,228,271	3,377,976	1,807,281	(1,570,695)	-46.5%
Total Revenues	12,342,842	6,612,633	18,994,410	12,381,777	187.2%
EXPENSES					
Transit and Transportation					
VCTC Intercity	19,406,964	15,325,710	32,151,000	16,825,290	109.8%
Total Transit and Transportation Budget	19,406,964	15,325,710	32,151,000	16,825,290	109.8%
Total Expenditures	19,406,964	15,325,710	32,151,000	16,825,290	109.8%
Revenues Over/(Under) Expenditures	(7,064,122)	(8,713,077)	(13,156,590)	(4,443,513)	51.0%
Other Financing Sources (Uses)					
Transfers In (Out)	5,139,776	6,814,767	11,191,790	4,377,023	64.2%
Fund Balance Beginning of Year	5,852,471	10,390,676	8,492,366	(1,898,310)	-18.3%
Less Contingency Reserve	-	-	-	-	0.0%
Less Capital and Accrual Adjustments	6,462,551	(8,492,366)	(6,527,566)	1,964,800	-23.1%
Unassigned Fund Balance End of Year	10,390,676	-	-	-	0.0%



Valley Express Fund

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

In Fiscal Year 2026/2027, total revenues are anticipated at \$3.4 million, a decrease of \$846,300. Expenses are estimated at \$3.6 million primarily for contract services. No transfers are estimated in the budget year. The estimated fund balance is approximately \$1.6 million for undepreciated capital assets. Therefore, the unassigned or spendable fund balance is expected to be \$0. The Valley Express fund is considered a major fund.

The actual information for Fiscal Year 2024/2025 and the budgeted information for Fiscal Years 2025/2026 and 2026/2027 are included in Table 28 - *Valley Express Fund Fiscal Years 2024/2025 to 2026/2027*.

Table 28 – Valley Express Fund Fiscal Years 2024/2025 to 2026/2027

	FY 2024/2025 Actual	FY 2025/2026 Projected Budget	Valley Express Fund FY 2026/2027 Budget	\$ Change Budget Years	% Change Budget Years
REVENUES					
Federal Grants	1,808,849	1,931,069	1,413,743	(517,326)	-26.8%
State Grants	-	198,774	-	(198,774)	-100.0%
Local, Investment, and Other Revenues	1,299,804	2,161,587	2,031,357	(130,230)	-6.0%
Total Revenues	3,108,653	4,291,430	3,445,100	(846,330)	-19.7%
EXPENSES					
Transit and Transportation					
Valley Express	4,394,767	4,379,710	3,605,300	(774,410)	-17.7%
Total Transit and Transportation Budget	4,394,767	4,379,710	3,605,300	(774,410)	-17.7%
Total Expenditures	4,394,767	4,379,710	3,605,300	(774,410)	-17.7%
Revenues Over/(Under) Expenditures	(1,286,114)	(88,280)	(160,200)	(71,920)	81.5%
Other Financing Sources (Uses)					
Transfers In (Out)	1,286,114	88,280	-	(88,280)	-100.0%
Fund Balance Beginning of Year	-	1,647,453	1,783,753	136,300	8.3%
Less Contingency Reserve	-	-	-	-	0.0%
Less Capital and Accrual Adjustments	1,647,453	(1,647,453)	(1,623,553)	23,900	-1.5%
Unassigned Fund Balance End of Year	1,647,453	-	-	-	0.0%

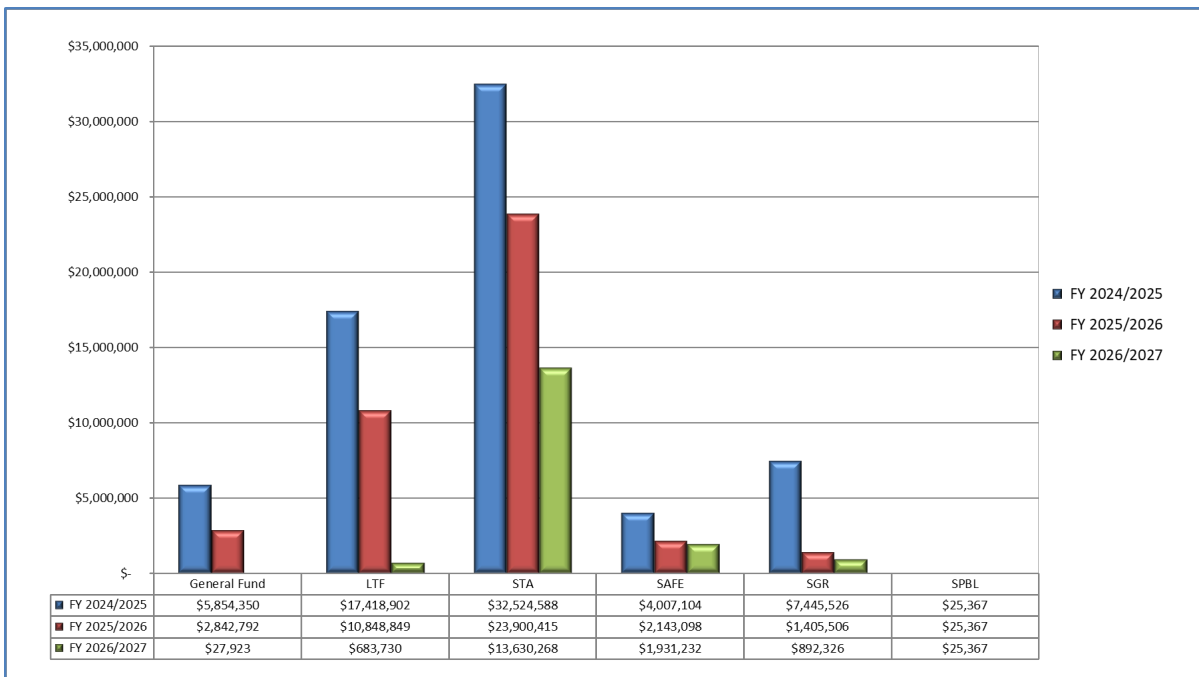


FUND BALANCES

The Commission’s budgeted revenues for Fiscal Year 2026/2027 are expected to be \$141.2 million with expected expenditures to be \$165.9 million. These activities will result in an anticipated net decrease in fund balance of \$24.2 million. The beginning fund balance of \$55.5 million is reduced by \$24.2 million in transfers, \$5.6 million for reserves and \$8.5 million for capital; the unassigned fund balance on June 30, 2027, is anticipated to be \$17.2 million. Fund Balance changes from the prior year to the current year are discussed above.

Below in Chart 24 - *Comparison of Fund Balances by Fund*, are the actual Fiscal Year 2024/2025 and projected Fiscal Years 2025/2026 and 2026/2027 fund balances for all VCTC’s governmental funds for a three-year period. These fund balances include reserves. Details of the projected Fiscal Year 2026/2027 fund balances are reflected in Table 20 - *Budget Summary by Fund*.

Chart 24 – Comparison of Fund Balances by Fund





VENTURA COUNTY TRANSPORTATION COMMISSION

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REGIONAL BUS MAP

800.438.1112



TRANSIT AND TRANSPORTATION PROGRAM TASK BUDGETS



BUDGET TASK: ACCESSIBILITY SERVICES

DIRECTOR: Claire Grasty

BUDGET MANAGER: Aubrey Smith

OBJECTIVES: The primary purpose of this budget task has been to support Americans with Disabilities Act (ADA) Paratransit certification services for Ventura County residents who are unable to access fixed-route bus transportation due to disabilities. These services are administered countywide to promote uniform certification standards and maximize efficiencies. In alignment with recent planning initiatives, the Accessibility Services Budget Task now encompasses the coordination and implementation of public transportation programs across Ventura County for seniors and individuals with disabilities.

ACCOMPLISHMENTS: Established new contract to provide oversight to the contractor-based Americans with Disabilities Act (ADA) certification program. Implemented Eligibility Management platform that offers a digital application management system that enables VCTC's contractor to easily access and process applications. Began work to implement strategies outlined in the Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan), the Transit Integration and Efficiency Study (TIES) and the Demand Response Integration Plan (DRIP).

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

In addition to countywide ADA certification services, the Accessibility Services Budget Task provides countywide coordination of transportation services for people with disabilities and seniors. This includes participating in planning efforts, serving on advisory committees, and representing VCTC with peer agencies. This budget task will also serve as the mechanism by which VCTC provides program oversight and implementation duties of those countywide initiatives, where necessary and feasible.

In the upcoming year, VCTC will complete the DRIP which will provide a roadmap on how local transit providers can work together to make ADA paratransit service more seamless, efficient, and cost-effective. VCTC will also continue to implement strategies outlined in the Coordinated Plan, TIES and its Fiscal Year 2025-2034 Short Range Transit Plan (SRTP). VCTC is currently near the completion of the SRTP that will evaluate strategies identified in the TIES and the Coordinated Plan. The Accessibility Services budget task leverages VCTC's regional focus to provide impactful and accessible transportation services for seniors and people with disabilities. The consultant services line item includes Travel Training which was previously budgeted in the Rideshare Budget. This budget also includes funding for a countywide project to evaluate and align Americans with Disabilities Act (ADA) policies across all transit operators providing fixed route and ADA paratransit services. The effort will assess current practices, identify gaps or inconsistencies, and will inform policy updates, operator guidance, and potential service and policy improvements to enhance regional consistency and accessibility for riders with disabilities and ADA paratransit services.



BUDGET TASK: ACCESSIBILITY SERVICES (continued)

DIRECTOR: Claire Grasty

BUDGET MANAGER: Aubrey Smith

WORK ELEMENTS:

1. Manage contracts to certify ADA applicants and oversee contractor performance.
2. Manage appeal process for ADA certifications.
3. Ensure compliance with Federal Transit Administration ADA eligibility services regulations.
4. Provide program data for planning purposes including the update of the Coordinated Public Transit Human Services Transportation Plan.
5. Provide information and assistance with inquiries regarding the ADA certification program.
6. Coordinate implementation of countywide transportation initiatives for target rider groups, including seniors and people with disabilities.
7. Implement strategies identified in the DRIP, SRTP, Coordinated Plan and TIES to improve the coordination and delivery of paratransit services.

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

FUNDING:

Funding Source	Funding Dollars
LTF Fund Transfer	\$639,200
Total Funding	\$639,200

EXPENDITURE COMPARISONS:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget
Salaries	\$ 34,947	\$ 42,700	\$ 49,200
Fringe and Tax	18,744	23,400	28,000
Indirect Cost Allocation	41,799	48,800	58,900
Business Meals	623	100	100
Mileage	91	500	500
Office Support	2,325	2,000	2,000
Printing	3,793	3,500	2,500
Training	9,835	1,800	1,600
Travel and Conferences	687	2,500	2,500
Consultant Services	396,419	415,900	485,900
Legal Services	7,466	8,000	8,000
Total Expenditures	\$516,729	\$549,200	\$639,200

* This budget task was amended after the Commission approved the budget in June 2025.



BUDGET TASK: REGIONAL TRANSIT TECHNOLOGY

DIRECTOR: Claire Grasty

BUDGET MANAGER: Matt Miller

OBJECTIVES: Planning and management of the VCTC regional transit technology program, which includes the countywide intelligent transportation systems (ITS), such as contactless fare collection (Tap2Ride and VCbuspass), automatic passenger counters, computer aided dispatch/automatic vehicle location services (AVL), next-stop voice annunciators (AVA), General Transit Feed Specification (GTFS) data, real-time passenger information (RTPI) systems, demand response scheduling and dispatching system, and traditional fare collection equipment.

ACCOMPLISHMENTS: VCTC staff and the Ventura County transit operators, working with California Integrated Travel Project (Cal ITP) implemented Tap2Ride, which allows passengers to pay their fares with credit cards, debit cards, Apple Pay and Google Wallet, on VCTC Intercity, Camarillo Area Transit and Valley Express with all operators expected to be online by the end of the fiscal year. This will provide another convenient way for people to pay their fares without carrying cash or a special card. This fare collection system reduces the hurdle of using transit and demystifies the payment process.

Staff worked with Gold Coast Transit District to implement the new shared demand-response scheduling and dispatching system which nearly completes our goal of bringing all Ventura County operators onto the same platform. The “back-end” system is shared among all the operators and eases complex scheduling of cross jurisdictional trips while also utilizing automated algorithms to schedule trips more efficiently leading to improved productivity and on-time performance. The system has led to numerous efficiency improvements at all the agencies who have deployed it.

VCTC staff continued to manage and maintain the Countywide AVL and AVA system to ensure Ventura County operators are receiving the service, equipment and new systems needed to continually operate their onboard systems. The system provides RTPI for every transit operator in the County as well as a live-data stream that is utilized by third party app developers to offer transit apps to passengers for trip planning.

These technologies create a more seamless and integrated transit network for passengers, speed up operations and break down the complexity and challenges of navigating transit.

DESCRIPTION: This program assists the general public, transit riders, and operators through the provision of technologies that improve coordination and ease of use of transit in Ventura County. Expenditures for Fiscal Year 2026/2027 are for the replacement of fareboxes at all transit operators, countywide ITS equipment, ITS warranty and maintenance, maintenance fees for the regional VCbuspass system, countywide paratransit scheduling and dispatch system, GTFS database support for Thousand Oaks, Camarillo, Moorpark and Kanan Shuttle, regional transit radio fees, countywide credit and debit card fare payment devices maintenance, and service of the VCTC funded countywide real-time arrival bus stop signs.

WORK ELEMENTS:

1. Coordinate and manage system installation, training and maintenance activities with



BUDGET TASK: REGIONAL TRANSIT TECHNOLOGY (continued)

DIRECTOR: Claire Grasty

BUDGET MANAGER: Matt Miller

WORK ELEMENTS (continued):

- transit operators and vendors for countywide ITS and fare collection technologies, equipment, and services.
2. Provide account management duties at VCTC’s central point-of-sale office and conduct reconciliation of revenues for point-of-sale network, and reimbursement to the operators.
 3. Plan, coordinate, and deploy policy initiatives for a seamless and intuitive countywide fare structure and oversee compliance with Title VI fare equity activities.
 4. Oversee management and updates to RTPI and GTFS database.

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

FUNDING:

Funding Source	Funding Dollars
FTA	\$ 1,542,282
CMAQ	30,000
STA Fund Transfer	527,418
SB125	2,380,000
Total Funding	\$4,479,700

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget
Salaries	\$ 133,011	\$ 154,700	\$164,100
Fringe and Tax	77,066	84,600	94,900
Indirect Cost Allocation	163,545	176,700	196,900
Business Meals	146	200	200
Communications	0	1,000	1,000
Mileage	149	2,000	2,000
Office Support	49	1,500	1,500
Outreach	22,269	30,000	30,000
Postage	65	300	300
Printing	2,331	17,000	17,000
Training	0	1,000	1,000
Travel and Conferences	0	3,000	3,000
Bank Credit Card Processing Fees	12,881	15,000	15,000
Legal Services	5,632	15,000	15,000
Professional Services	605,440	1,926,600	837,400
Equipment / Equipment Maintenance	1,562,243	647,323	3,100,400
Total Expenditures	\$2,584,827	\$3,075,923	\$4,479,700

* This budget task was amended after the Commission approved the budget in June 2025.



BUDGET TASK: TRANSIT GRANT ADMINISTRATION**DIRECTOR:** Vanessa Schoenewald**BUDGET MANAGER:** Geiska Velasquez

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

ACCOMPLISHMENTS: In its role as the Designated Recipient, VCTC administers annual grants provided by the FTA to fund transit planning, operations, and capital improvements. Funds are provided to VCTC to fund bus transit and planning, and on a pass-through basis to Ventura County transit agencies, except for Metrolink, Gold Coast Transit District and Simi Valley Transit, which are also direct grant recipients of FTA funds. VCTC is subject to FTA review of its federal compliance and FTA Triennial Review began in Fiscal Year 2025/2026. In 2025, VCTC participated in a competitive selection process for projects using Federal Congestion Mitigation Air Quality Improvement (CMAQ) and Surface Transportation Block Grant (STBG) Program funds through the Southern California Association of Governments (SCAG) region-wide call-for-projects to fund projects including new transit service or capital vehicle replacements that improve air quality within the air basin and/or reduce congestion on Ventura County roadways. These Federal Highway Administration (FHWA) funds will be transferred to FTA this fiscal year to be included in FTA grants for project delivery and grant administration.

DESCRIPTION: As a condition for VCTC and its subrecipients to receive FTA funds, VCTC must prepare grant applications; approve an annual Program of Projects (POP); monitor project status and submit quarterly and annual reports to FTA; review and approve payment of invoices; and ensure compliance with all FTA requirements. VCTC is subject to FTA review of its federal compliance and in 2026 is undergoing an FTA Triennial Review. VCTC subrecipients currently include: Thousand Oaks Transit, Moorpark City Transit, Camarillo Area Transit, Area Agency on Aging, City of Ojai, HELP of Ojai, Interface Children & Family Services, PathPoint Ventura County, Caregivers, Catholic Charities of LA, and Camarillo Health Care District. Additionally, CA Public Utilities Commission (CPUC) Access for All program funds were awarded to Ventura Transit System, Inc. to provide on-demand wheelchair accessible transportation in Ventura County. This budget item includes grant funds passed through to subrecipients, with the required match being the subrecipients' responsibility and thus not part of VCTC's budget. The final budget adds funds anticipated to become available through new FTA grants on behalf of subrecipients, as approved in the Program of Projects (POP), as well as local contributions for match to FTA Section 5310 funds approved in the POP for vehicle purchases on behalf of social service organizations.

This year's final budget will include third year Senate Bill 125 grant funds. SB 125 allocated \$4 billion in General Funds statewide in 2023 to provide one-time multiyear bridge funding for transit operators to address operational costs. Population-based formula funds through the Transit and Intercity Rail Program (TIRCP) and revenue-based funds through the Zero-Emission Transit Capital Program (ZETCP) were provided to regional transportation planning agencies (RTPA) to fund local transit operations or capital improvements. VCTC, acting as the RTPA for Ventura County, approved distribution of funds to local operators. Third-year funds are included in the final budget as pass-through funds to local operators. Also in this budget is Solution for Congested Corridor (SCCP) funds for EV Chargers in Oxnard.



BUDGET TASK: TRANSIT GRANT ADMINISTRATION (continued)

DIRECTOR: Vanessa Schoenewald

BUDGET MANAGER: Geiska Velasquez

WORK ELEMENTS:

1. Prepare and submit FTA grant applications and requests to Caltrans and CPUC as required to obtain funds for projects prioritized and approved by VCTC.
2. Track the status of all VCTC and subrecipient projects, collect required data, prepare quarterly and annual reports.
3. Follow and ensure compliance with grant agency requirements including but not limited to (for FTA) civil rights, drug and alcohol testing, auditing and record-keeping, competitive contracting, Buy America, lobbying, capital maintenance, useful life and disposal, public comment, fare discounts, and Americans with Disabilities Act (ADA).
4. Review and process subrecipient invoices and submit to the FTA for reimbursement.
5. Provide periodic grant project status reports to the FTA and state funding entities.
6. Complete outstanding activities for the FTA Fiscal Year 2025/2026 Triennial Review.

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

FUNDING:

Funding Source	Funding Dollars
FTA 5307, 5310, CMAQ Transfers	\$10,536,997
STA Fund Transfer	204,764
SCCP - Solution for Congested Corridor	30,000
PUC – Access for All	452,880
SB 125 TIRCP	13,773,945
SGR Fund Transfer	785,363
SB 125 ZETCP GGRF	2,842,463
Local Contributions	60,588
Total Funding	\$28,687,000

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget
Salaries	\$ 164,120	\$ 178,500	\$ 212,900
Fringe and Tax	69,001	81,000	86,100
Indirect Cost Allocation	181,485	191,600	228,300
Business Meals	0	100	100
Mileage	216	400	500
Notices	1,725	2,000	2,000
Training	0	0	500
Travel and Conferences	0	700	1,500
Legal Services	4,481	4,200	4,500
Consultant Services	7,236	65,000	65,000
Equipment	78,585	302,700	271,800
Pass-Through Grants	32,266,489	21,927,634	27,813,800
Total Expenditures	\$32,773,338	\$22,753,834	\$28,687,000



BUDGET TASK: VALLEY EXPRESS**DIRECTOR:** Claire Grasty**BUDGET MANAGER:** Matt Miller

OBJECTIVES: Provide safe, efficient, and well-coordinated transit service within the cities of Santa Paula and Fillmore and surrounding County unincorporated area, administered through a Cooperative Agreement executed in 2013 with the Cities and the County.

ACCOMPLISHMENTS: VCTC oversaw the administration of the Valley Express bus service on behalf of the Cities of Santa Paula, Fillmore, and the County of Ventura. Valley Express is continuing to see improved ridership on the fixed route service, which is now fully recovered from the pandemic. This year marked one year of operation of the Heritage Valley's newest route connecting Fillmore to the Moorpark rail station, Moorpark Marketplace, and Moorpark College daily. The new route has the second highest ridership of all routes in the system and continues to grow. In Fiscal Year 2024/2025, 7,787 trips were taken on the route, and it is estimated that at least 10,000 trips will be taken by the end of Fiscal Year 2025/2026.

This year staff completed the replacement of the entire 15 vehicle bus fleet which includes new fareboxes, technology equipment and video camera system. Additionally, as part of the regional program, Valley Express implemented Tap2Ride, allowing passengers more payment options by allowing credit and debit card fare payments.

DESCRIPTION: The Valley Express service provides General Public Dial-a-Ride (DAR), Fixed Route, and Americans with Disabilities Act (ADA) Paratransit/Senior transit services. VCTC administers the program pursuant to a cooperative agreement. Since its inception, VCTC has provided administration of the policy and technical committees, contractor oversight, marketing program development, ridership analysis, service quality monitoring and general outreach activities to promote transit usage. VCTC staff will be conducting outreach and soliciting feedback on the proposed Valley Express routes outlined in the countywide Short Range Transit Plan. These improvements include concepts to increase transit usage by making enhancements to the fixed-route service while keeping the program financially sustainable.

The cost of the transit service is driven primarily by contract service provider rates and the level of service provided. Costs in the Fiscal Year 2026/2027 budget include fixed route service route in Santa Paula, Fillmore, Piru and the Fillmore to Moorpark route and DAR costs for all three jurisdictions. Costs include a fixed administrative fee of \$141,000. This budget is funded by Federal Transit Administration (FTA) revenues, passenger fares and the participating local jurisdictions. As State farebox recovery ratio penalties are waived for Fiscal Year 2026/2027, local Measure "T" tax revenues from Santa Paula are not needed.

VCTC staff were successful at securing CMAQ funding for expanded fixed route service in the City of Santa Paula and Fillmore. Though the funding will be available in Fiscal Year 2027/2028, route and infrastructure planning will take place this year.

Staff will also be working this year with a consultant to help support planning and preparing transitioning to zero emission vehicles by updating the Zero Emission Bus (ZEB) Plan and identifying locations for ZEB infrastructure.



BUDGET TASK: VALLEY EXPRESS (continued)

DIRECTOR: Claire Grasty

BUDGET MANAGER: Matt Miller

WORK ELEMENTS:

1. Provide the Valley Express service through a contract operator and oversee contractor performance, service quality, and compliance.
2. Organize and administer regular committee meetings with representatives.
3. Oversee the planning and development of schedule adjustments of the service.
4. Implement support activities such as marketing and outreach.
5. Administer contracts related to service, consultants, and as needed.
6. Prepare service statistics and provide information to Cities, County, State, and FTA.

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

FUNDING:

Funding Source	Funding Dollars
FTA, CMAQ	\$1,413,743
Local Contribution – Bus Operations*	1,850,357
Local Fee – Contract Administration*	141,000
Local Fee – Farebox	40,000
VCTC Fund Balance	160,200
Total Funding	\$3,605,300

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

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget
Salaries	\$ 52,761	\$ 54,600	\$ 54,300
Fringe and Tax	22,469	23,800	25,700
Indirect Cost Allocation	58,567	57,900	61,000
Mileage	1,284	1,500	1,500
Office Support	685	1,000	1,000
Printing	6,349	10,000	10,000
Bank Fees	0	1,000	1,000
Legal Services	2,059	8,000	8,000
Communications Wi-Fi	6,842	7,000	7,000
Contract Services	2,449,326	2,984,300	3,140,600
Equipment	525	10,000	10,000
Outreach	71,749	70,000	70,000
Professional Services	54,860	55,000	55,000
Vehicle Replacements	1,647,453	1,095,610	0
Depreciation	19,838	0	160,200
Total Expenditures	\$4,394,767	\$4,379,710	\$3,605,300

* This budget task was amended after the Commission approved the budget in June 2025.



BUDGET TASK: VCTC INTERCITY SERVICES

DIRECTOR: Claire Grasty

BUDGET MANAGER: Matt Miller

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

ACCOMPLISHMENTS: VCTC Intercity Services is still recovering from the effects of the pandemic, and the service has recovered about 61% of its pre-Covid ridership. To help rebuild ridership, staff continued the “Back to the Basics” outreach campaign that focused messaging on how to ride transit, pay your fare, load a bicycle, and read a bus schedule.

Staff continued to focus on improving bus network reliability by placing another order of five new 2025 MCI Transit coaches that are designed with the ADA vestibule for easier boarding for those in wheelchairs and with mobility challenges. Based on passenger feedback, staff streamlined the Coastal Express schedule and route paths, which connects Ventura and Santa Barbara Counties. Prior to the improvement, the Coastal Express route had 12 route variations and now has only four. The new schedule includes four additional round trips and the use of battery electric buses – the first in the county to use zero -emission buses.

Lastly, in pursuit of making transit easier to use, Intercity became the first transit operator in the County to implement Tap2Ride and start accepting credit and debit cards for fare payment. It is expected that the additional way to pay will attract new users to public transit since it breaks down a significant barrier to using alternative modes of transportation.

DESCRIPTION: VCTC Intercity transit service provides high-quality bus service between the cities of Ventura County, to and from rail and local bus transit, with service extending to Santa Barbara and Los Angeles Counties. The system provides vital regional service for all citizens, including for those with and without access to a vehicle. The fleet is made up of commuter coaches each equipped with complimentary Wi-Fi and reclining seats. This year, staff efforts will be spent on improving reliability of the transit system by reducing vehicle breakdowns, increasing on-time performance, and simplifying routes to encourage transit usage.

Fiscal Year 2026/2027 service is funded with State Transit Assistance (STA), Federal Transit Administration (FTA) formula revenues, and passenger revenues. In addition, dedicated revenues, called “Route Guarantees”, are provided by VCTC’s regional partners: Santa Barbara County Association of Governments, California State University Channel Islands and Moorpark College. SB125 funds are included for the purchase of replacement buses and to rehabilitate old vehicles to increase their useful life. The budget includes the purchase of ten new buses; five buses shifted from this fiscal year to the next due to manufacturing delays. The contract services budget includes \$2.1 million increase for anticipated increases in operations including \$658,296 in hourly rates, \$128,502 fixed fees and \$1.3 million in fuel costs. A temporary part-time annuitant is included in the salaries, benefits and indirect for a total of \$36,305. This one-time assistance is required to assist staff with the development and release of a request for bids for operation of Intercity service and maintenance of the VCTC bus fleet.

VCTC Intercity transit service is operated as a separate enterprise fund, using the accrual basis of accounting; therefore, expenses like depreciation are paid for out of the VCTC



Intercity fund balance (separate from VCTC's general fund balance) and included in this budget.

BUDGET TASK: VCTC INTERCITY SERVICES (continued)

DIRECTOR: Claire Grasty

BUDGET MANAGER: Matt Miller

WORK ELEMENTS:

1. Oversee contract compliance, budget performance and rolling stock.
2. Plan and implement regular service changes and adjustments to timetables.
3. Administer Cooperative funding agreements and prepare related budgets.
4. Manage development and reporting of service indicators and system information.

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

FUNDING:

Funding Source	Funding Dollars
FTA	\$2,948,129
STA Fund Transfer	11,191,790
TIRCP – SB 125	14,239,000
Local Contribution – Route Guarantee*	1,092,297
Local Contribution – CSUCI Administration	35,000
Local Fee – Farebox	679,984
VCTC Intercity Fund Balance	1,964,800
Total Funding	\$32,151,000

*Local Contribution provided by Moorpark College, CSUCI and SBCAG

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget
Salaries	\$ 131,886	\$143,400	\$194,600
Fringe and Tax	57,840	60,500	86,900
Indirect Cost Allocation	146,462	150,500	214,700
Business Meals	132	300	300
Mileage	1,138	1,500	1,500
Office Support	158	1,500	1,500
Printing	11,640	30,000	30,000
Training	989	2,000	2,000
Travel and Conferences	3,633	6,000	6,000
Bank Fees	0	2,500	2,500
Professional Services	40,688	47,000	17,000
Legal Services	10,825	25,000	25,000
Bus and Equipment	87,449	285,000	145,000
Bus Replacements/Rehabilitation	6,413,469	3,600	14,164,000
Communications	16,420	20,000	20,000
Contract Services	10,439,090	12,538,600	15,145,200
Outreach	117,064	110,000	130,000
Depreciation	1,716,054	1,898,310	1,964,800
Total Expenditures	\$19,194,937	\$15,325,710	\$32,151,000

* This budget task was amended after the Commission approved the budget in June 2025





HIGHWAY PROGRAM TASK BUDGETS



BUDGET TASK: HIGHWAY PROJECT MANAGEMENT AND MONITORING

DIRECTOR: Amanda Fagan

BUDGET MANAGER: Amanda Fagan

OBJECTIVES: Advance environmental review and engineering to improve US 101.

ACCOMPLISHMENTS: A Project Study Report (PSR) was completed for US 101 in 2018, which provided a preliminary construction cost estimate ranging from \$690 million to \$2 billion, depending on the selected alternative. Beginning in May 2015, the Commission approved programming federal Surface Transportation Program (STP) funds, which are now referred to as Surface Transportation Block Grant (STBG) funds, for the environmental review phase. In December 2016, the Commission approved a cooperative agreement with Caltrans detailing VCTC's role as project lead in the US 101 Project Approval and Environmental Document (PAED) phase. In June 2017, VCTC and Caltrans agreed to a partnership to manage the PAED, with Caltrans providing engineering project management and VCTC providing contract administration. VCTC awarded the consultant contract in May 2018. VCTC amended the contract in October 2025 to extend the term of the contract through December 2026 and increase the not-to-exceed value to facilitate completion of environmental documents.

The PAED phase for the US 101 project is ongoing. The Project Development Team (PDT) meets monthly and is comprised of staff from the 101 corridor jurisdictions, Caltrans, VCTC and the consultant team. Foundational work was completed in early 2019, including data collection, surveying, mapping, and utility locations in the 27-mile corridor. Scoping meetings were held in Summer 2019. The consultant continued to work on preliminary engineering of alternatives and technical studies. Three alternatives were selected for further study: the No Build Alternative, one HOV/Express Bus Lane with Auxiliary Lanes, and one HOV/Express Bus Lane with Auxiliary Lanes and Design Variations. In June 2025, the Commission approved an early action phase of the project, a 10-mile segment of northbound U.S. 101 from Flynn Road in Camarillo through Johnson Drive in Ventura. The draft environmental document is anticipated to be released for public review in Summer 2026. After public review and comment is complete, the consultant team will prepare the Final Environmental Document to fulfill Caltrans requirements for project adoption, which is anticipated for Fall 2027.

In Fiscal Year 2025/2026, VCTC also received a Surface Transportation Block Grant (STBG) award to prepare a Coordinated Adaptive Ramp Metering (CARM) Feasibility Study for U.S. 101 in coordination with the PAED efforts.

DESCRIPTION: In Fiscal Year 2026/2027, staff will work with Caltrans and the consultant team to complete the PAED phase for the US 101 improvement program. With release of the draft environmental document for public review in Summer 2026, response to comments and Final Document completion has been carried forward into Fiscal Year 2026/2027. Once the PAED phase is completed, the project will be ready to move to engineering. Remaining phasing of engineering and eventual project delivery will be determined as the PAED process comes to a close. The CARM Feasibility Study will be initiated, including procurement of consultant support and foundational project tasks. The Fiscal Year 2026/2027 Budget is \$273,000 more than the prior fiscal year due to the addition of the CARM Feasibility Study.



BUDGET TASK: HIGHWAY PROJECT MANAGEMENT AND MONITORING (continued)

DIRECTOR: Amanda Fagan

BUDGET MANAGER: Amanda Fagan

WORK ELEMENTS:

1. Continue the Project Approval/Environmental Document phase for the US 101 HOV/Express Bus Lanes project, with periodic updates to the Commission.
2. Initiate a Coordinated Adaptive Ramp Metering (CARM) Feasibility Study.

PRODUCT: US 101 HOV/Express Bus Lanes environmental document completion.

FUNDING:

Funding Source	Funding Dollars
STBG	\$2,136,280
SAFE	68,820
PPM	4,000
Total Funding	\$2,209,100

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget	Fiscal Year 2026/2027 Budget
Salaries	\$ 27,731	\$ 32,300	\$ 33,600
Fringe and Tax	11,249	12,100	13,900
Indirect Cost Allocation	30,346	32,800	36,200
Mileage	0	300	300
Office Support	9	500	500
Travel and Conferences	0	200	200
Consultant Services	410,037	1,854,600	2,119,400
Legal Services	308	3,000	5,000
Total Expenditures	\$479,680	\$1,935,800	\$2,209,100



BUDGET TASK: MOTORIST AID SERVICES

DIRECTOR: Amanda Fagan

BUDGET MANAGER: Andrew Kent

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

ACCOMPLISHMENTS: In 1985, California Senate Bill 1190 enabled counties to establish a Service Authority for Freeway Emergencies (SAFE) and to generate revenue for the purpose of purchasing, installing, operating, and maintaining an emergency motorist aid system, including roadside callboxes. The Ventura County Transportation Commission (VCTC) is the SAFE for Ventura County, with funds generated through a \$1 annual fee on vehicles registered in Ventura County. In the early years of SAFE, Motorist Aid funds were used exclusively for developing and maintaining emergency roadside call boxes. In 2019, with changes to SAFE legislation and a growing fund balance, the SAFE Board approved two additions to Motorist Aid Services: Freeway Service Patrol (FSP) and Incident Responder Grant Program (IRGP).

With the decline of callbox usage and escalation of costs to maintain the system, in May 2025, the Ventura County SAFE Board voted to decommission the call box program and redirect resources to other Motorist Aid programs. In consultation with Caltrans, VCTC procured contractor services to remove all call boxes countywide as of September 2025. The callbox program decommissioning plan noted three alternative Motorist Aid programs as higher value uses of SAFE: Freeway Service Patrol, Enhanced Traffic Enforcement, and SoCal Call 511.

In Fall 2025, VCTC staff procured FSP tow contractor services to continue FSP service with existing contracts expiring Spring 2026. In February 2026, the SAFE Board awarded contracts for three Beats to Platinum Tow & Transport and approved an FSP deployment plan, including implementation of service trucks and extension of Patrol Beat 2 to cover the Ventura portion of US-101.

To date, VCTC has awarded three rounds of Incident Responder Grants with Round 3 awarded late in Fiscal Year 2023/2024. VCTC continues to monitor performance of IRGP awards and will evaluate the need and available funding for a future fourth round.

VCTC is currently working with the California Highway Patrol (CHP) to fund enhanced traffic enforcement on rural highways in the County. High-severity collisions have plagued certain highway segments with significant levels of speeding, improper maneuvering, and driving under the influence. A surge enforcement model has been discussed with Ventura County CHP command as an effective means of using SAFE funds to address areas prone to high-severity collisions.

DESCRIPTION:

Implement new Freeway Service Patrol deployment and plan for the future of the Motorist Aid program. Maintain positive working relationships with Caltrans and (CHP). Manage contractor roles in program implementation. Interact with SAFEs throughout the state. Implement and monitor expenditures from IRGP awards. Pursuing CHP overtime funding agreements, targeting rural and high collision highways for enhanced traffic enforcement.



BUDGET TASK: MOTORIST AID SERVICES (continued)

DIRECTOR: Amanda Fagan

BUDGET MANAGER: Andrew Kent

WORK ELEMENTS:

1. Coordinate and oversee work performed by consultants and other agencies for Motorist Aid Services, including contracts, purchase orders, and invoices.
2. Initiate, award, and monitor Incident Responder Grant Program awards.
3. Oversee FSP implementation, monitor program effectiveness, and procure FSP Tow Contractor Services for implementation upon execution of current contracts.
4. Contract with California Highway Patrol for overtime and dispatch services.
5. Work with SoCal 511 partners to continue improving the system.

PRODUCT: Products include implementation and oversight of FSP, IRGP, and other motorist aid services.

FUNDING:

Funding Source	Funding Dollars
SAFE Revenues and Fund Transfer	\$ 1,156,574
FSP - State Highway Account (SHA)	550,180
FSP - Senate Bill 1 (SB 1)	475,546
Total Funding	\$2,182,300

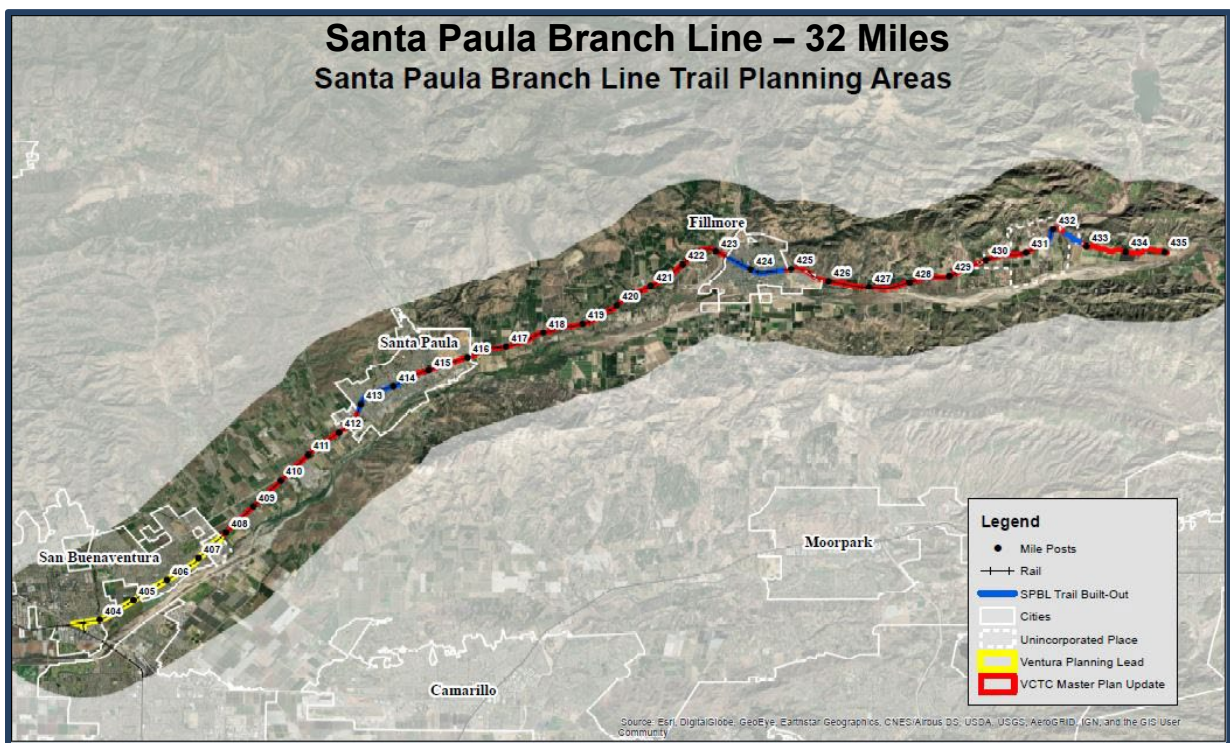
EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget
Salaries	\$ 32,469	\$ 34,100	\$ 37,300
Fringe and Tax	10,496	11,400	14,200
Indirect Cost Allocation	33,449	33,600	39,300
Mileage	60	500	500
Office Support	257	500	500
Training	0	500	500
Travel and Conferences	1,042	1,500	1,500
Consultant Services	248,419	685,400	10,000
Legal Services	6,539	10,000	10,000
CHP Dispatch Services	1,569	55,000	0
Communications Callbox	78,733	20,000	0
DMV Processing Fees	4,129	4,500	4,500
FSP Contract Services	1,060,727	1,211,600	1,783,500
FSP Equipment and Software	1,543	8,000	20,000
FSP Printing	4,454	10,000	10,000
Incident Responder Grant Program	0	500	500
CHP Partnership	0	0	100,000
SoCal 511 Partnership	0	0	150,000
Total Expenditures	\$1,483,886	\$2,087,100	\$2,182,300

* This budget task was amended after the Commission approved the budget in June 2025.



Santa Paula Branch Line – 32 Miles Santa Paula Branch Line Trail Planning Areas



RAIL PROGRAM TASK BUDGETS



BUDGET TASK: LOSSAN - COAST RAIL COORDINATING COUNCIL

DIRECTOR: Claire Grasty

BUDGET MANAGER: Aubrey Smith

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

ACCOMPLISHMENTS: The Pacific Surfliner's reported ridership for Fiscal Year 2024/2025 was 2,031,365, which is a 7.0% increase over the prior year (1,897,891). In November 2023, LOSSAN and Metrolink launched a pilot program to provide an expansion of codeshare service that allows all riders to travel on all Metrolink or Pacific Surfliner trains between Los Angeles Union Station and Ventura using either ticket type, making the service easier to use. Design on the Camarillo Americans with Disabilities Act (ADA) Improvement Project was completed in Fall 2025 and construction is anticipated in Spring/Summer 2026. LOSSAN is in the advanced phases of design for the Leesdale Siding Extension project which will improve the operational flexibility within the LOSSAN corridor.

DESCRIPTION: LOSSAN JPA and VCTC staff, will actively engage with other member agencies and LOSSAN management to assure cost-effective operations and quality service on behalf of rail passengers in the region. Although VCTC does not contribute funding for Surfliner operations or capital improvements, VCTC does support LOSSAN's efforts for grant funding opportunities.

Efforts to better integrate the Surfliner with other local and regional transit services will continue. Member agencies continue to provide policy direction for LOSSAN staff to coordinate capital planning projects, service recovery efforts and planned service expansions along the corridor. LOSSAN continues to oversee the LOSSAN Corridor Regional Rail Working Group to address critical climate change resilience issues along the LOSSAN corridor. In September 2024, Senate Bill (SB) 1098 was signed into legislation and requires a state-convened working group to identify steps to improve ridership, utilization, and management of the corridor, which VCTC will participate and provide input and support where necessary. Staff will continue to support the City of Camarillo in its efforts to construct a new ADA-compliant pedestrian undercrossing at the Camarillo Transit Station. This budget supports the implementation of an expanded service pilot in partnership with the Santa Barbara County Association of Governments (SBCAG) and LOSSAN to enhance travel options between Los Angeles and Goleta. The pilot is intended to increase service, improve reliability, and enhance connectivity to riders traveling between Ventura County, Santa Barbara County, and beyond. Results will inform future decisions on service expansion and long-term regional mobility investments. The pilot service is anticipated to start in Spring 2026. The Coast Rail Coordinating Council (CRCC) member agencies [San Luis Obispo Council of Governments, Santa Barbara County Association of Governments, Santa Cruz County Regional Transportation Commission, Transportation Agency for Monterey County, and VCTC] have continued to work to increase advocacy and raise awareness of the importance of the rail corridor between Los Angeles and the San Francisco Bay Area.



BUDGET TASK: LOSSAN - COAST RAIL COORDINATING COUNCIL (continued)

DIRECTOR: Claire Grasty

BUDGET MANAGER: Aubrey Smith

DESCRIPTION (continued):

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

WORK ELEMENTS:

1. Provide staff support and represent VCTC interests at LOSSAN, CRCC, and at other rail meetings as needed.
2. Continue to participate in LOSSAN and work with Caltrans to ensure the intercity and long-distance passenger rail program is providing a benefit to Ventura County.
3. Work with the LOSSAN partners to identify potential funding opportunities for capital rail projects along the LOSSAN corridor within Ventura County.
4. Work with the other counties through CRCC and the State Division of Rail to ensure the intercity and long-distance passenger rail program is coordinated in the coastal counties to the north.
5. Continue to collaborate with Santa Barbara County, Metrolink and appropriate State agencies in support of coordinating improved service between Ventura and Santa Barbara Counties along the LOSSAN corridor.
6. Represent Ventura County rail interests at the local, regional, state and federal levels.
7. Work with LOSSAN as they look to modernize and expand their system.
8. Coordinate station improvements with LOSSAN and the City of Camarillo.

PRODUCT: Quarterly updates on rail operations and issues.

FUNDING:

Funding Source	Funding Dollars
STA Fund Transfer	\$ 138,500
TIRCP SB 125	749,000
Total Funding	\$887,500

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget	Fiscal Year 2026/2027 Budget
Salaries	\$21,752	\$30,500	\$34,000
Fringe and Tax	10,371	14,000	17,200
Indirect Cost Allocation	25,008	32,900	39,000
Business Meals	9	300	300
Membership and Dues	3,000	3,000	5,000
Mileage	298	1,000	1,000
Office Support	0	500	500
Travel and Conferences	37	2,000	2,000
Legal Services	3,812	4,000	7,500
Community Outreach	1,979	2,000	32,000
LOSSAN Operations	0	554,810	749,000
Total Expenditures	\$66,266	\$645,010	\$887,500



BUDGET TASK: METROLINK REGIONAL RAIL

DIRECTOR: Claire Grasty

BUDGET MANAGER: Aubrey Smith

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

ACCOMPLISHMENTS: Progress has been made on major capital projects including the Simi Valley Double Track (SVDT) project, Camarillo Station Americans with Disabilities Act (ADA) improvements and the Leesdale siding extension. VCTC completed right-of-way acquisitions for the SVDT project. Average weekday ridership for the Ventura County Line (VCL) was 2,425, with average weekend ridership of 676.

DESCRIPTION: To support the rising operational costs with lower than projected fare revenues, VCTC expects to use around \$1,517,903 of Covid relief funds. Without these funds, VCTC would be unable to fund the total operating cost without an additional source of funds due to the rising costs and stagnant fare revenues. As costs have increased greatly over the last five years, VCTC has been encouraging SCRRA to find a dedicated source of revenue. In Fiscal Year 2026/2027, VCTC will program a total of \$45,446,300 to the Metrolink program, including \$20,549,952 in Federal Transit Administration (FTA) and Low Carbon Transit Operations Program (LCTOP) funds generated by Metrolink. Through the VCTC budget, \$23,379,000 will be allocated for operations, capital expenses and VCTC expenses.

Capital expenditures continue to be a significant cost and VCTC is contributing \$15,535,991 to Metrolink this fiscal year; \$5,650,000 to support the Camarillo Station ADA improvement work that VCTC is responsible for. The VCTC capital rehabilitation line-item totals \$6,833,100, which includes \$1,909,500 of prior year LTF funds, \$665,600 in STA 99314 funds, and \$4,257,935 of new and prior year State of Good Repair (SGR) funds. Capital funds will support infrastructure improvements, including the Arroyo Simi bridge project and updates to rolling stock. Staff will continue coordinating with Metrolink on the SVDT project, close funding gaps, and advance the Camarillo Station ADA Improvement Project towards construction in Summer 2026.

Metrolink implemented temporary service reductions, effective March 23, 2026, due to F-125 locomotive failures, revenue forecast assumptions, and other factors that have delayed its budget development. Proposed budget reductions do not sufficiently close the funding gap, and further service adjustments are anticipated as Member Agency Advisor Committee (MAAC) members develop updated scenarios. While these changes are expected to affect the mix of VCTC funds rather than increase overall exposure, near-term impacts can be absorbed using surplus and federal relief funds. However, accelerated use of these reserves would shorten the remaining years they are available. Staff will monitor Metrolink's revised service plans and cost and ridership assumptions, and will report material changes to the Commission, including subsidy impacts and risk for VCTC as well as Metrolink at large.

WORK ELEMENTS:

1. Work collaboratively with Metrolink and Member Agencies to advance dedicated revenue sources that ensure long-term fiscal sustainability.



BUDGET TASK: METROLINK REGIONAL RAIL (continued)

DIRECTOR: Claire Grasty

BUDGET MANAGER: Aubrey Smith

WORK ELEMENTS (continued):

2. Monitor and provide staff support for VCTC's portion of SCRRA costs, including VCL service levels, maintenance-of-way, capital, and outreach activities.
3. Support Right of Way (ROW) and capital projects along the corridor, including agency-led projects, and maintain vegetation control and encroachments management.

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

FUNDING:

Funding Source	Funding Dollars
FTA Funds	\$ 1,384,000
LTF Fund Transfer	10,000,000
LTF Fund Transfer Carryover	1,909,500
STA Fund Transfer	800,000
STA Fund Transfer Carryover	1,901,600
SGR Fund Transfer	1,634,100
SGR Fund Transfer Carryover	2,623,900
TIRCP	75,000
SCCP	3,030,000
Local Fees	20,900
Total Funding	\$23,379,000

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget
Salaries	\$ 102,986	\$ 117,200	\$ 134,200
Fringe and Tax	49,836	58,100	68,300
Indirect Cost Allocation	118,972	129,900	154,400
Business Meals	167	500	300
Mileage	213	1,000	800
Office Support	0	500	500
Travel and Conferences	2,093	4,000	5,000
Legal Services	441,771	300,000	150,000
Capital Rehabilitation	1,633,005	9,827,768	6,833,100
Community Outreach	6,999	35,000	10,000
Right of Way Support/Vegetation Control	75,032	225,000	200,000
SCRRA Operations/Maintenance-of-Way	9,484,706	9,486,171	10,172,400
Station Rehabilitation	424,148	1,075,000	5,650,000
Weekend Service	348,545	0	0
Total Expenditures	\$12,688,473	\$21,260,139	\$23,379,000
Total including FTA funds directly to SCRRA	\$40,130,515	\$46,275,026	\$45,446,300

* This budget task was amended after the Commission approved the budget in June 2025.



BUDGET TASK: SANTA PAULA BRANCH LINE

DIRECTOR: Amanda Fagan

BUDGET MANAGER: Amanda Fagan

OBJECTIVES: Manage the Santa Paula Branch Line (SPBL) corridor.

ACCOMPLISHMENTS: The Ventura County Transportation Commission purchased the 32-mile Santa Paula Branch Line railroad and right-of-way in 1995. The purchase included leases for cultivation, utilities, crossings, and pipelines, which provide a portion of the revenue needed to support the branch line and require ongoing management. In December 2021, VCTC executed a Railroad Lease and Operations Agreement with Sierra Northern Railway (SNR) for a 35-year term. Under the Agreement, SNR is responsible for operating and maintaining the full SPBL right-of-way, including weed abatement, trash and trespass removal, bridge inspections, and other day-to-day management activities. During Fiscal Year 2025/2026, VCTC staff provided administrative oversight and managed responsibilities retained by VCTC, such as lease and licensing activities, communication with SNR, and coordination with corridor cities.

In April 2022, the Commission adopted a goal to reinvigorate the process to complete the SPBL bike trail, and in April 2023, adopted a Strategic Plan strategy to update the trail master plan, validate trail alignment, connections, and amenities, and update existing conditions to facilitate trail completion, with stakeholder engagement. In 2025, VCTC awarded a contract for consultant support to update the SPBL Trail Master Plan, hosted three community workshops, conducted stakeholder outreach, assessed existing conditions, and identified four route alternatives for further study. VCTC also supported efforts by the cities of Ventura and Santa Paula to plan, engineer, and construct trail extensions within their city limits. Under AB 157, the Budget Act of 2024, the California State Legislature appropriated \$5,000,000 from the State General Fund to Caltrans, to be allocated to VCTC for the SPBL Trail Project, known as a Priority Legislative Budget Project (PLBP). VCTC managed these funds for use by the Cities of Ventura and Santa Paula for trail design and construction.

Severe winter storms in January 2023 and February 2024 damaged the Sespe Creek Overflow railroad bridge near Fillmore. With contractor support, VCTC continued 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. During Fiscal Year 2025/2026, VCTC managed permanent bridge repair construction efforts with expected completion in calendar year 2026. 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.

DESCRIPTION: The Fiscal Year 2026/2027 Santa Paula Branch Line Task Budget provides for administration and oversight of the Railroad Lease and Operations Agreement, lease and asset management, and coordination with Federal, State, and local partners to repair the Sespe Creek overflow railroad bridge and respond to storm damage. The workplan also includes completing the update to the SPBL Trail Master Plan and administration of PLBP funds. The Fiscal Year 2026/2027 budget is \$157,703 higher than the previous fiscal year due to an increase of \$2.9 million of PLBP funds allocated for SPBL trail segments in the cities of Ventura and Santa Paula, offset by decreases of \$1.1million in Consultant Services and \$1.7million in Bridge Reconstruction resulting from progress on the Sespe Bridge repair.



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

1. Administrative oversight of the Railroad Lease and Operations Agreement.
2. Railroad operations and right-of-way maintenance.
3. Ensure compliance with policies and requirements of VCTC, California Public Utilities Commission, Federal Railroad Administration, and Surface Transportation Board.
4. Identify and address railroad right-of-way encroachment through noticing and leasing.
5. Prepare and administer leases, licenses, and right-of-entry permits for use of SPBL property.
6. Conduct railroad right-of-way survey.
7. Complete an update to the SPBL Trail Master Plan.
8. Respond to storm-related damage to SPBL infrastructure.

PRODUCT: Continued safe and cost-effective management of the SPBL corridor. Reconstructed Sespe Creek Overflow Railroad Bridge.

FUNDING:

Funding Source	Funding Dollars
STA Fund Transfer	\$ 1,194,632
STA Fund Transfer – FEMA / CalOES	4,965,948
REAP 2.0	100,000
STBG Grant	627,620
PLBP Grant	4,000,000
Local Fee – Leases	420,000
Local Fee – Permits, Film and Rail Car Storage	10,000
Total Funding	\$11,318,200

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget
Salaries	\$ 89,453	\$ 82,400	\$ 117,200
Fringe and Tax	30,042	28,800	47,200
Indirect Cost Allocation	93,027	82,100	125,500
Mileage	173	500	500
Notices	0	1,000	5,000
Office Support	75	500	500
Consultant Services	1,512,650	3,083,806	1,916,600
Legal Services	51,001	80,000	80,000
Bridge Reconstruction	871,957	6,240,300	4,550,700
Non-Rail Maintenance	0	5,000	25,000
Track Maintenance	436,031	450,000	450,000
PLBP – SPBL Trail Project	0	1,106,091	4,000,000
Total Expenditures	\$3,084,409	\$11,160,497	\$11,318,200

* This budget task was amended after the Commission approved the budget in June 2025.





COMMUTER ASSISTANCE PROGRAM TASK BUDGETS



BUDGET TASK: REGIONAL TRANSIT INFORMATION CENTER

DIRECTOR: Claire Grasty

BUDGET MANAGER: Matt Miller

OBJECTIVES: Provide comprehensive and convenient customer service to the public by assisting in all areas of transportation information services for Ventura County, including but not limited to fixed route, rail, Americans with Disabilities Act (ADA) service, demand response service, Rideshare, Freeway Service Patrol and program-based services run by local social service agencies.

ACCOMPLISHMENTS: The Regional Transit Information Center (RTIC) serves as a central repository for all public transportation information within the County for new and regular transit riders as well as a resource for those utilizing the wide array of VCTC's other programs. As transit passengers travelling throughout the county navigate numerous weather-related incidents like wildfires, heavy rainfall and flooding that cause delays, stop closures, and trip cancellations, the RTIC continues to play a pivotal role in emergency communications keeping passengers up to date with the most current information. In fiscal year 2025/2026, the RTIC averaged 906 calls received per month, answering questions ranging from bus arrival information to complex ADA regulations.

As in past years, staff provided customer service and support for the Commission's formal comment process related to ADA, Title VI, unmet needs, and transit operations. Additionally, the RTIC acted as liaison to social service agencies, which utilize transit services, such as the County of Ventura Human Services Agency. During the past year all customer service staff completed an in-person 8-hour customer service training course called "Exceptional Customer Service" which covered topics such as handling demanding customers, etiquette, and business communications.

The RTIC is continuing to use customer feedback software that easily tracks all comments, complaints, and compliments including Unmet Transit Needs, ADA complaints and Title VI complaints that are critical to be in compliance with FTA regulations. The system and the RTIC's collection of feedback also helps planning staff to adjust Intercity and Valley Express transit service to meet the needs of the community.

The RTIC is also the main pass sales outlet for VCTC Intercity, Valley Express bus passes and the VCbuspass (a countywide fare system). In Fiscal Year 2025/2026, the RTIC processed an estimated \$90,000 in fare products for passengers for use on transit throughout the County.

DESCRIPTION: The RTIC is the "front line" for transit information for VCTC's transit services and also provides information for all of Ventura County's transit operators, both large and small operators. The Center is staffed daily, Monday-Friday, 8am-5pm. VCTC staff duties include, but are not limited to, providing customer service in the areas of countywide bus transit information, trip planning, pass information, and general user guidance; Ridesharing programs, including Guaranteed Ride Home and Ride Match; disseminating information through outreach and liaison to rider/community groups and social service agencies. Ensuring printed schedules for all Ventura County transit systems, Metrolink and Amtrak, as well as senior and ADA paratransit and Dial-a-Ride services are available at the Center and agency partners throughout the County. The RTIC tracks customer feedback, including complaints



BUDGET TASK: REGIONAL TRANSIT INFORMATION CENTER (continued)

DIRECTOR: Claire Grasty

BUDGET MANAGER: Matt Miller

DESCRIPTION (continued):

(formal ADA, Title VI, or transit service related) that are filed regarding VCTC and/or its transit services.

WORK ELEMENTS:

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

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

FUNDING:

Funding Source	Funding Dollars
FTA	\$429,520
STA Fund Transfer	107,380
Total Funding	\$536,900

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget	Fiscal Year 2026/2027 Budget
Salaries	\$ 133,066	\$168,200	\$172,900
Fringe and Tax	92,171	113,400	110,400
Indirect Cost Allocation	175,347	208,000	216,100
Communications	2,648	4,000	4,000
Mileage	169	500	500
Office Support	0	1,000	1,000
Postage	15	500	500
Training	0	2,000	5,000
Travel and Conferences	0	1,500	1,500
Consultant Services	0	10,000	10,000
Legal	0	4,000	4,000
Software	9,888	10,400	11,000
Total Expenditures	\$413,304	\$523,500	\$536,900



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

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

ACCOMPLISHMENTS: VCTC participates in the regional ridematching database, collaborating with Los Angeles County Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and the San Bernardino County Transportation Authority (SBCTA) for the provision of ridematching services to Southern California commuters. This partnership provides the Commission with a significant cost reduction in software costs as VCTC's portion is four percent of the regional population total. SBCTA manages the contract. Additionally, the agencies work together to promote ridesharing throughout the region through outreach, newsletters and workshops.

VCTC continues to work with a contractor who works with employers to conduct average vehicle rider surveys to support the Ventura County Air Pollution Control District's Rule 211 and the regional rideshare database. The contractor provides monthly reports with detailed commute patterns for those using the RideMatch system, which VCTC and the regional County Transportation Commissions utilize to better understand commute patterns.

Every year, VCTC develops new content and materials for multiple campaigns, including Bike Month and Rideshare week to keep the community engaged and encourage taking alternative modes of transportation, including information related to e-biking.

DESCRIPTION: VCTC will continue to provide assistance to employers and commuters in Ventura County promoting alternatives to Single Occupant Vehicle (SOV) travel. In addition to traditional Rideshare Week and Bike Month efforts, outreach will include a much broader and ongoing effort to educate the public on the benefits of rideshare and alternative transportation modes, including teleworking and vanpooling. Additionally, VCTC is working to update and promote the Guaranteed Ride Home (GRH) program.

As the options for "mobility" increase to include Transportation Network Companies (TNCs), scooters, and other options, integrating rideshare activities with transit and these new options will be an increasingly important activity to reduce automobile usage and thereby reduce congestion and air pollution. While funding for Mobility as a Service (MaaS) had to be redistributed to continue the transit Free Fare Programs, VCTC will continue to develop a path forward to better integrate all modes of transportation.

Transportation demand management (TDM) will play a key role in the 2028 Olympics. Staff has been working with our regional partners to support this and will attend conferences and training to be more equipped for these efforts.



BUDGET TASK: RIDESHARE PROGRAMS (continued)

DIRECTOR: Claire Grasty

BUDGET MANAGER: Claire Grasty

WORK ELEMENTS:

1. Contract with LA Metro, OCTA, RCTC and SBCTA for delivery of rideshare matching database management services.
2. Provide ride guides and tips to employers and commuters regarding rideshare opportunities. Respond to inquiries from Ventura County commuters generated by phone calls, direct referrals, www.RideMatch.info, and the 511 online interface.
3. Develop outreach opportunities to provide information on commuter assistance programs to regulated and non-regulated employer worksites in Ventura County to assist in the development and implementation of trip reduction programs as well as working with other CTCs on outreach for the www.RideMatch.info and 511 websites.
4. Monitor and support the California Vanpool Authority (CalVans) Vanpool Program by active participation as a member of the CalVans Technical Advisory Committee.
5. Develop and communicate resources for alternatives to single occupancy vehicles, including biking and teleworking.

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

FUNDING:

Funding Source	Funding Dollars
CMAQ	\$396,300
LTF Fund Transfer	5,000
Total Funding	\$401,300

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget	Fiscal Year 2026/2027 Budget
Salaries	\$ 31,789	\$ 35,200	\$ 34,200
Fringe and Tax	16,260	18,700	19,600
Indirect Cost Allocation	37,406	39,800	41,100
Membership and Dues	675	800	1,200
Mileage	0	400	400
Office Support	0	500	500
Travel and Conferences	0	5,000	5,000
Training	0	4,500	3,000
Consultant Services	109,086	160,200	165,300
Legal Services	727	3,000	3,000
Guaranteed Rides	54	5,000	5,000
Outreach	115,039	123,000	123,000
Total Expenditures	\$311,036	\$396,100	\$401,300





PLANNING AND PROGRAMMING PROGRAM TASK BUDGETS



BUDGET TASK: AIRPORT LAND USE COMMISSION

DIRECTOR: Amanda Fagan

BUDGET MANAGER: Caitlin Brooks

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

ACCOMPLISHMENTS: Throughout Fiscal Year 2025/2026, staff has continued to respond to developers and local jurisdiction staff requests for guidance on ACLUP policies and development criteria. Staff works in consultation with the Ventura County Department of Airports and local city/County staff to resolve potential airport land use conflicts prior to the permit process, relieving the need for project review by the Commission where appropriate. ALUC staff reviewed and facilitated Commission review of the County of Ventura Energy & Military Land Use Compatibility Roadmap Package in January 2025.

Caltrans Division of Aeronautics recommends comprehensive review and update of an Airport Land Use Compatibility Plan (ALUCP) at least every five years. The current Ventura County ACLUP was completed in 2000 and is due for review and update. Caltrans requires inclusion of the ALUCP update in the County of Ventura Department of Airports Capital Improvement Plan (CIP). The CIP includes \$360,000 in State Grant funds and \$40,000 in local match to update the ALUCP programmed for Fiscal Year 2026/2027. These funds are included in the California State Transportation Agency Aeronautics' Capital Improvement Plan from June, 2025. The Aeronautics' CIP is updated every two years, and to date, no grant funds have been released by the Caltrans Division of Aeronautics for ALUCP updates.

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

The Fiscal Year 2026/2027 workplan and budget includes funding to coordinate with the County of Ventura Department of Airports, Naval Base Ventura County, and the Santa Paula Airport to develop a Request for Proposals (RFP) and Scope of Work (SOW) for an update to the ACLUP, and to identify grant, partner agency, or other funding sources to update the Plan. Staff anticipate initiating the ACLUP update in Fiscal Year 2027/2028, subject to Commission approval and funding availability.

The Fiscal Year 2026/2027 budget is \$1,100 less than the budget for the preceding year largely due to a decrease in salaries and indirect cost allocation with a reduced staff time allocated to the ALUC budget. The timeline to prepare the ACLUP is carried forward to align with the Department of Airports updates to the Camarillo and Oxnard Airport Layout Plans and Part 150 Noise Studies. The Part 150 Noise Studies were approved by the Ventura County Board of Supervisors in January 2026 and will be incorporated into the future ACLUP update.



BUDGET TASK: AIRPORT LAND USE COMMISSION (continued)

DIRECTOR: Amanda Fagan

BUDGET MANAGER: Caitlin Brooks

WORK ELEMENTS:

1. Review proposed developments located in the airport influence areas for airports within Ventura County for consistency with the Ventura County ACLUP.
2. Post Legal Notices and hold public hearings for consistency findings.
3. Notify applicants of the outcome of consistency hearings. Notify project approval authorities of consistency hearing outcomes.
4. Coordinate with the Department of Airports regarding the Part 150 Noise Studies, Airport Layout Plans, and/or Master Plan Updates for a future ACLUP Update.
5. Develop Scope of Work and Request for Proposals and identify funding sources to update the ACLUP and associated environmental review.
6. Review any proposed airports or expansions, such as medical center heliport expansions.
7. Participate in Southern California Association of Governments (SCAG) Aviation Technical Advisory Committee.

PRODUCT: Advisory recommendations on the consistency of development surrounding Ventura County's airports. Scope of Work and Request for Proposals to update ACLUP. Advisory recommendations for Department of Airport Part 150 Noise Studies and Layout Plan updates.

FUNDING:

Funding Source	Funding Dollars
LTF Fund Transfer	\$58,400
Total Funding	\$58,400

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget	Fiscal Year 2026/2027 Budget
Salaries	\$3,009	\$13,200	\$ 12,000
Fringe and Tax	1,131	4,900	5,200
Indirect Cost Allocation	3,223	13,400	13,200
Mileage	0	500	500
Notices	0	1,000	1,000
Travel and Conferences	0	500	500
Consultant Services	0	20,000	20,000
Legal Services	0	5,000	5,000
Outreach	0	1,000	1,000
Total Expenditures	\$7,363	\$59,500	\$58,400



BUDGET TASK: REGIONAL TRANSIT PLANNING**DIRECTOR:** Claire Grasty**BUDGET MANAGER:** Aubrey Smith

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

ACCOMPLISHMENTS: The highly successful Youth Ride Free (YRF) has observed countywide ridership over 4.1 million and over 2.3 million for the College Ride (CR) Program since their inception. VCTC staff also launched a Free Fare Days (FFD) Program, allowing anyone to ride any bus service for free within Ventura County on select days. The average ridership for Free Fare Days is over 15,000. Managed the VCTC Unmet Transit Needs (UTN) Process and prepared recommendations for the Commission. VCTC, in partnership with local operators, are constructing improvements at bus stops throughout the county with funds awarded through the Southern California Association of Governments (SCAG) Regional Early Action Planning Grants (REAP) 2.0 program. Staff anticipate completing the Demand response Integration Plan (DRIP) in Fiscal Year 2025/2026. Additionally, VCTC, along with other county transit operators, anticipate completing the procurement of interoperable radio equipment that will work on the Ventura County Regional Radio System. Gold Coast Transit District (GCTD) has completed the procurement and installation of new radio equipment, and the radios are fully operational.

DESCRIPTION: This ongoing task includes activities such as developing transit plans and studies, improving the coordination of transit in Ventura County, monitoring performance, and implementing and managing regional programs. This task includes working with regional, state and federal transportation agencies, including Commission funding partners. Staff is currently near completion of its Fiscal Year 2025-2034 Short Range Transit Plan (SRTP) which will guide service and capital investments for Ventura County transit operators and will also incorporate strategies listed in the DRIP, Transit Integration and Efficiency Study (TIES), Coordinated Plan, Transportation Emergency Preparedness Plan (TEPP), Zero Emission Bus Plan, and other planning documents.

VCTC is allocating \$3,000,000 for the Free Fare Programs (College Ride, Youth Ride Free, and Free Fare Days). Other budget tasks include consultant support and supporting operators' initiatives to improve transit services and mobility throughout the County. This budget includes consultant services to develop a Coordinated Public Transit–Human Services Transportation Plan to improve coordination and identify mobility needs for seniors, individuals with disabilities, and other disadvantaged populations. A Title VI Program update will also be completed to ensure continued compliance with federal civil rights requirements.

WORK ELEMENTS:

1. Coordinate transit planning with adjoining counties, transit operators, and County stakeholders, including facilitating improved coordination of services, as well as helping to promote transit and coordinated mobility services.
2. Staff Transit Operators Advisory Committee (TRANSCOM) including preparation of agendas and management of meetings.
3. Provide input to State and regional agencies regarding plans, programs, regulations, and funding for transit and act as a conduit for information to the transit operators.
4. Manage and complete the annual Unmet Transit Needs process.



BUDGET TASK: REGIONAL TRANSIT PLANNING (continued)

DIRECTOR: Claire Grasty

BUDGET MANAGER: Aubrey Smith

WORK ELEMENTS (continued):

5. Prepare VCTC grant applications as funding opportunities arise.
6. Work with Ventura County colleges and transit operators to continue the Free Fare Programs in the near term and identify opportunities to sustainably fund it in the long term.
7. Implement SRTP, DRIP, and TEPP recommendations.

PRODUCT: Increase outreach and promotion of transit services in Ventura County. Disseminate information to operators. Continue efforts toward regional coordination. Manage/deliver the Transportation Development Act (TDA) UTN process. Staff TRANSCOM and participate in the planning and programming activities of transit operators.

FUNDING:

Funding Source	Funding Dollars
FTA 5307, CMAQ	\$ 866,440
LTF	54,300
STA	425,860
LCTOP	1,461,100
TIRCP SB125	2,000,700
REAP 2.0	1,000,100
Total Funding	\$5,808,500

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget
Salaries	\$ 218,880	\$ 246,200	\$ 263,200
Fringe and Tax	110,748	131,700	131,100
Indirect Cost Allocation	256,616	279,000	300,800
Business Meals	256	200	200
Membership and Dues	0	500	4,500
Mileage	1,101	2,000	2,000
Office Support	1,189	2,000	2,000
Training	35	21,000	5,800
Travel and Conferences	4,327	6,000	6,800
Consultant Services	267,856	290,000	360,000
Legal Services	7,729	21,000	20,000
Free Fare Programs	2,884,841	3,104,360	3,000,000
Capital Enhancement Program	443,168	1,965,673	1,676,900
Outreach	50,907	23,000	23,000
Unmet Needs	12,394	12,200	12,200
Total Expenditures	\$4,260,047	\$6,104,833	\$5,808,500

* This budget task was amended after the Commission approved the budget in June 2025.



BUDGET TASK: REGIONAL TRANSPORTATION PLANNING

DIRECTOR: Amanda Fagan

BUDGET MANAGER: Caitlin Brooks

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

ACCOMPLISHMENTS: During Fiscal Year 2025/2026, staff continued to collaborate with partner agencies on local planning efforts and review and comment on significant development projects to address regional transportation planning needs countywide. Staff participated on Southern California Association of Governments (SCAG) working groups (technical, equity, safe and active streets, etc.), committees and continued work to implement the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

With grant funding from the SCAG Regional Early Action Planning (REAP 2.0) County Transportation Commission Partnership Program, staff worked with a consultant to prepare a Community Traffic Calming and Bicycle and Pedestrian Safety Program (CTCP). The CTCP will host temporary transportation improvements in May 2026 and is entering the final project stage with design and engineering planned for September 2026.

Staff will also complete an update to the Ventura County Transportation Model (VCTM) in May 2026, which will continue to support local plans and projects. VCTC has made model outputs available online to local agencies and the public through the GoVentura.org website. VCTC staff completed the three-year ClearGuide probe-based data pilot program for transportation planning, performance monitoring and analysis, and provided access to all VCTC partner transportation agencies for transportation planning and engineering purposes. Staff will procure a new data license in the coming Fiscal Year.

VCTC finalized work on the U.S. 101 Conejo Pass Wildlife Tracking Study in partnership with the National Park Service (NPS). VCTC also prepared and submitted three applications to the Caltrans Sustainable Transportation Planning Grant Program for multimodal transportation network climate adaptation, clean fuels assessment, and multimodal corridor safety planning.

DESCRIPTION: The Fiscal Year 2026/2027 Regional Transportation Planning work plan includes: (1) Finalize Congestion Management Plan (CMP) resolution; (2) Complete the Community Traffic Calming and Bicycle and Pedestrian Safety Program; (3) Implement the VMT AMP; (4) Distribute the updated VCTM; (5) Coordinate with partner agencies and pursue grant opportunities to implement strategies of 101 Communities Connected Multimodal Corridor Study, Freight Corridors Study, Bicycle Wayfinding Plan, CTP Update, and the RTP/SCS; (6) Participate in the implementation of the 2024 Connect SoCal Plan; (7) Prepare a Ventura County Multimodal Transportation Network Climate Vulnerability Assessment & Action Plan, (8) Prepare a SR-126 Multimodal Corridor Study and Safety Plan; (9) Procure a new Transportation Data and Analytics Program; and (10) Collaborate with regional partners on transportation planning for upcoming major events including the 2028 Olympics and the World Cup. The total budget is \$126,456 more than Fiscal Year 2025/2026 primarily due to an increase in consultant services and the Sustainable Transportation Grant Match offset by the completion of the wildlife study in the current fiscal year and spending down the REAP grant balance for the CTCP.



BUDGET TASK: REGIONAL TRANSPORTATION PLANNING (continued)

DIRECTOR: Amanda Fagan

BUDGET MANAGER: Caitlin Brooks

WORK ELEMENTS:

1. Review and comment on plans and projects of regional significance, such as General Plans, and participate in regional planning efforts by SCAG, VCOG, and other entities.
2. Finalize the Community Traffic Calming and Bicycle and Pedestrian Safety Program.
3. Procure a new Transportation Data and Analytics Program.
4. Coordinate with partner agencies and pursue grant opportunities to implement strategies of adopted VCTC plans, such as the Comprehensive Transportation Plan.
5. Continue to implement the final VMT Adaptive Mitigation Program.
6. Distribute the updated VCTM and share resulting model data.
7. Prepare a Ventura County Multimodal Transportation Network Climate Vulnerability Assessment & Action Plan and SR-126 Multimodal Corridor Study and Safety Plan.
8. Collaborate with regional partners on transportation planning for upcoming major events including the 2028 Olympics and the World Cup.

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

FUNDING:

Funding Source	Funding Dollars
LTF Fund Transfer	\$1,568,600
Sustainable Transportation Planning Grants	585,600
PPM	40,000
REAP 2.0 CTC Partnership Program Grant Carry-over	125,000
Local Contribution – APCD	50,000
Total Funding	\$2,369,200

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget
Salaries	\$ 341,477	\$ 398,300	\$ 408,000
Fringe and Tax Allocation	123,945	141,500	162,000
Indirect Cost Allocation	362,331	398,700	435,000
Membership and Dues	11,398	15,000	15,000
Mileage	257	1,000	1,000
Notices	0	500	500
Office Support	0	2,000	2,000
Printing	0	2,000	2,000
Training	1,200	3,000	3,000
Travel and Conferences	945	5,000	5,000
Consultant Services	192,383	734,258	1,009,900
Legal Services	2,807	10,000	10,000
Sustainable Communities (Wildlife Study)	201,127	133,886	0
Sustainable Transp. Grant Match (Climate)	0	0	34,500
Sustainable Transp. Grant Match (126)	0	0	80,000
Software Licenses	367,660	397,600	201,300
Total Expenditures	\$1,605,530	\$2,242,744	\$2,369,200



BUDGET TASK: TDA ADMINISTRATION

DIRECTOR: Lupe Acero

BUDGET MANAGER: Thao Le

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

ACCOMPLISHMENTS: VCTC continued to process LTF, STA, and SGR claims, allocated funds in compliance with State laws and regulations and monitored receipts for the cities of Camarillo, Fillmore, Moorpark, Ojai, Oxnard, Port Hueneme, San Buenaventura, Santa Paula, Simi Valley, Thousand Oaks, Gold Coast Transit District, and the County of Ventura. Annual fiscal and compliance audits of claimants for LTF, STA, SGR, Proposition 1B and Low Carbon Transit Operations Program (LCTOP) for a total of 52 audits were completed and submitted as required to the State Controller's Office and State Department of Transportation for the prior Fiscal Year.

DESCRIPTION: As the Regional Transportation Planning Agency (RTPA) for Ventura County, VCTC is responsible for the administration of the LTF, STA and SGR funds. In Fiscal Year 2026/2027, the LTF revenue receipts are estimated to be \$3.1 million higher than the Fiscal Year 2025/2026 revenues. It is estimated that the carry-over balance will be \$7.9 million due to additional actual receipts from Fiscal Year 2024/2025 and higher than initially projected receipts for Fiscal Year 2025/2026. It is estimated there will be just \$39.4 million to apportion to Articles 4 and 8. Articles 4 and 8 are just over \$0.7 million higher this year.

In Fiscal Year 2026/2027, the estimated Article 3 bicycle and pedestrian funds are just over \$1 million which includes both bicycle maintenance of \$252,941 and project funding of \$758,822. The carry-over for Article 3 is estimated to be \$761,518 which is mainly the balance of unallocated Fiscal Year 2024/2025 and Fiscal Year 2025/2026. The new Article 3 funding is approximately \$36,553 higher this year.

Based on the State's January 2026 estimate, this budget contains new funding of \$435,701 in STA Section 99314 funds and \$85,381 in SGR PUC Section 99314 funds passed through to eligible recipients: City of Camarillo, City of Moorpark, City of Simi Valley, City of Thousand Oaks, and Gold Coast Transit District. Only the funds received will be allocated to the local agencies.

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



BUDGET TASK: TDA ADMINISTRATION (continued)

DIRECTOR: Lupe Acero

BUDGET MANAGER: Thao Le

WORK ELEMENTS:

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

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

FUNDING:

Funding Source	Funding Dollars
LTF Revenues and Fund Transfer	\$42,119,712
STA Revenues - Section 99314	435,701
SGR Revenues - Section 99314	85,381
Total Funding	\$42,640,794

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget
Salaries	\$ 9,325	\$ 21,600	\$ 26,100
Fringe and Tax	4,052	8,000	11,400
Indirect Cost Allocation	10,414	21,900	28,600
Mileage	0	500	0
Office Support	0	1,000	1,000
Audits	240,500	327,900	328,000
Legal Services	220	2,000	2,000
County Auditor Administration	14,500	18,700	19,850
Pass-Through State Transit Assistance	502,433	482,778	435,701
Pass-Through State of Good Repair	77,111	91,895	85,381
Article 3 - Bicycles and Pedestrians	607,907	2,114,039	2,273,281
Article 4 - Transit	26,657,197	25,850,722	26,362,359
Article 8 -Transit, Streets and Roads	13,369,847	12,820,892	13,067,122
Total Expenditures	\$41,493,506	\$41,761,926	\$42,640,794

* This budget task was amended after the Commission approved the budget in June 2025



BUDGET TASK: TRANSPORTATION PROGRAMMING AND REPORTING

DIRECTOR: Vanessa Schoenewald

BUDGET MANAGER: Heather Miller

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

ACCOMPLISHMENTS: Prepared and submitted the Ventura County portion of the 2026 State Transportation Improvement Program (STIP) to the California Transportation Commission (CTC) which included the programming of funds for the construction of the Phase I 11-mile northbound segment of the US 101 High Occupancy Vehicle (HOV)/Express Bus Lane Project through the upcoming STIP and Surface Transportation Block Grant (STBG) funding cycles. Submitted the draft 2027 Federal Transportation Improvement Program (FTIP) to the Southern California Association of Governments (SCAG). Submitted the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) Project Nomination Package to SCAG for Ventura County. Twenty-three (23) Ventura County projects were awarded Federal Fiscal Year (FFY) 2026/2027 and FFY 2027/2028 funds totaling \$47,944,000.

DESCRIPTION: VCTC continues to identify, pursue, and secure new state and federal funding for high priority transportation projects in Ventura County. Federal and state laws give VCTC a role in programming specific categories of transportation funding within Ventura County. In 2022, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) notified Southern California Association of Governments (SCAG) that STBG and CMAQ funds cannot be suballocated through an apportionment to individual counties. Instead, SCAG, as the Metropolitan Planning Organization (MPO), must conduct a regionwide competitive project selection process. Nevertheless, VCTC still plays a considerable role in assisting local agencies in their respective application submittals and is responsible for participation in the development of the STBG/CMAQ call for project guidelines and coordination and submission to SCAG of a Project Prioritization Framework and a Project Nomination Package that nominates priority regional projects in Ventura County.

Staff support local agencies in regularly updating the FTIP and providing technical assistance to facilitate timely delivery of projects, particularly those funded with state or federal funds. VCTC works with local agencies to allocate and/or obligate funds for regional projects and submits required reports to meet the accountability requirements of each funding program to agencies such as Caltrans and the CTC. Staff serves as a clearinghouse notifying local agencies of upcoming calls-for-projects and administers the selection of projects funded by federal programs including but not limited to the CMAQ and STBG Programs; and state programs including the Low Carbon Transit Operations Program (LCTOP) and State of Good Repair (SGR) funding for transit projects; and bicycle and pedestrian projects funded by the Active Transportation Program (ATP) and Transportation Development Act (TDA) Article 3 funds.

This budget continues to include Consultant Services to assist VCTC in facilitating delivery of the \$78 million Solutions for Congested Corridor Program (SCCP) US 101 Connected Communities rail and Santa Paula Branch Line projects, in addition to helping VCTC actively pursue new grant opportunities to strengthen Ventura County's competitiveness for future funding, and provides additional capacity needed to respond to the new regionwide prioritization process for STBG and CMAQ funds.



BUDGET TASK: TRANSPORTATION PROGRAMMING AND REPORTING (continued)

DIRECTOR: Vanessa Schoenewald

BUDGET MANAGER: Heather Miller

WORK ELEMENTS:

1. Monitor state and federal funding opportunities and pursue and secure new funds for priority transportation projects.
2. Facilitate collaboration between Caltrans and local agencies on the development of plans and projects on and off the State Highway System (SHS).
3. Staff the Transportation Technical Advisory Committee (TTAC) and attend CTC, Regional Transportation Planning Agency (RTPA), Southern California Programming Roundtable, and Local Streets and Roads (LSR) committee meetings.
4. Identify projects for CMAQ, STBG, FTA, TDA Article 3, ATP, LCTOP, SGR as well as other funding sources and prepare recommendations for approval by the VCTC, TTAC and Transit Operators Advisory Committee (TRANSCOM).
5. Serve as an information clearinghouse for local agencies on various grant programs and support local agencies in updating the FTIP, resolving issues, and facilitating timely delivery of projects particularly those funded with state or federal funds.

PRODUCT: Develop regional funding strategies; select projects for funding to provide the greatest regional benefit; facilitate obligation of funds and timely delivery of projects; develop the FFY 2026/2027 Program of Projects (POP) for federal transit funds; administer the selection of projects for FTA Section 5310 and 5307 JARC funds; work with SCAG on call for project guidelines and update, as needed, Project Prioritization Framework for CMAQ/STBG programs; recommend regional priority project list to SCAG for Cycle 8 ATP MPO component.

FUNDING:

Funding Source	Funding Dollars
FTA 5307, 5310	\$370,845
STA Fund Transfer	82,581
PPM	524,374
Total Funding	\$977,800

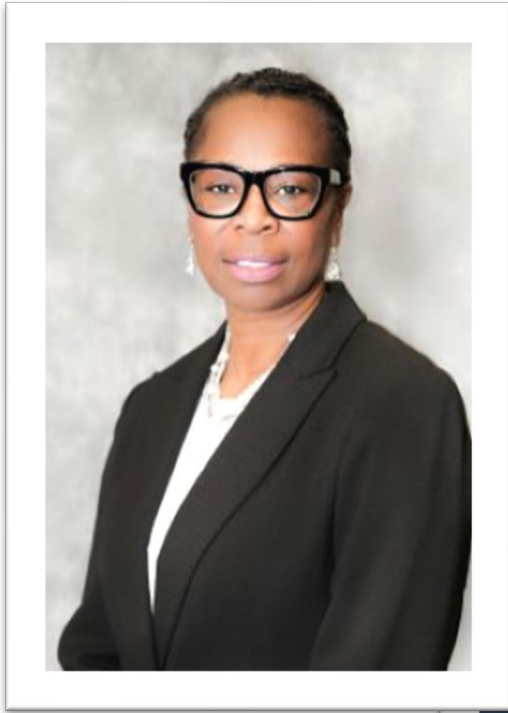
EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget	Fiscal Year 2026/2027 Budget
Salaries	\$317,743	\$360,000	\$362,200
Fringe and Tax	125,162	145,100	140,400
Indirect Cost Allocation	344,801	373,100	383,400
Business Meals	193	500	500
Membership and Dues	0	400	400
Mileage	1,258	2,000	2,900
Notices	328	1,000	1,200
Training	0	400	400
Travel and Conferences	7,872	7,000	13,200
Consultant Services	43,189	70,000	70,000
Legal Services	1,096	3,000	3,200
Total Expenditures	\$841,642	\$962,500	\$977,800





GENERAL GOVERNMENT PROGRAM TASK BUDGETS



BUDGET TASK: COMMUNITY OUTREACH

DIRECTOR: Martin Erickson

BUDGET MANAGER: Darrin Peschka

OBJECTIVES: Increase public awareness of and support for VCTC and its programs.

ACCOMPLISHMENTS: Increasing public awareness of VCTC's role as a regional transportation planning agency and provider of transportation projects and transit services were primary goals for Fiscal Year 2025/2026.

This is an ongoing task, with staff conducting planned transit services outreach about all VCTC programs, as needed. The program manager for this budget task oversees the contract for the consulting firm that provides outreach services, helping to create educational campaigns for traditional publications, social media and community events. In Fiscal Year 2025/2026, transit outreach included the new Tap2Ride contactless payment system on VCTC Intercity buses, Coastal Express route schedule changes and ongoing development and promotion of VCTC's Spanish-language campaign. This task also supports regional transit planning efforts, such as preparing for the restored morning train service between Ventura and Santa Barbara counties, free-fare initiatives and Bike to Work Month.

Staff continually seeks new opportunities to engage with youths in the community. For the seventh year, VCTC coordinated with the Boys & Girls Clubs of Ventura County for an art contest, with the winning artwork featured on VCTC Intercity buses. The successful program is popular with the clubs and engages youths in transportation-related topics. VCTC offers the Youth Roadshow, an interactive presentation designed to educate youths about public transit and other ways to get around without a car. In addition, VCTC provides sponsorship support and participates in events throughout the community to share information about public transit and other VCTC programs.

The Government and Community Relations program manager serves as VCTC's public information officer. This task includes drafting and distributing press releases, fulfilling media requests for information and coordinating media coverage. Updates about VCTC programs are posted on the VCTC Newsroom page on the VCTC website. The program manager is responsible for the planning and creation of the annual Community Impact Report and represents VCTC at various events hosted by professional organizations.

DESCRIPTION: The outreach plan will focus on community education about VCTC programs, supporting efforts to grow transit ridership, and encouraging youth involvement in transportation issues. The task is overseen by the Government and Community Relations program manager and a portion of the salary for that position is funded from this task. The executive director plays an active role in connecting with stakeholders, so this task funds a portion of that salary. The Information Technology program manager supports digital communication efforts and website management, so this task also funds a portion of that salary.



BUDGET TASK: COMMUNITY OUTREACH (continued)

DIRECTOR: Martin Erickson

BUDGET MANAGER: Darrin Peschka

WORK ELEMENTS:

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

PRODUCT: Increased public awareness of VCTC and its programs and services.

FUNDING:

Funding Source	Funding Dollars
FTA	\$593,700
LTF Fund Transfer	15,000
Total Funding	\$608,700

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget	Fiscal Year 2026/2027 Budget
Salaries	\$150,344	\$149,800	\$163,300
Fringe and Tax	56,527	56,200	67,700
Indirect Cost Allocation	161,049	152,200	176,200
Membership	275	500	500
Mileage	186	500	200
Office Support	0	1,000	1,000
Training	874	1,000	1,200
Travel	469	1,500	1,600
Consultant Services	182,051	145,000	145,000
Legal Services	0	2,000	2,000
Collateral Materials	7,745	15,000	15,000
Community Events	8,500	25,000	15,000
Youth Programs	16,445	30,000	20,000
Total Expenditures	\$584,465	\$579,700	\$608,700



BUDGET TASK: MANAGEMENT AND ADMINISTRATION

DIRECTOR: Martin Erickson

BUDGET MANAGER: Martin Erickson

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

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

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

The consultant services line item contains funding to build on gaining further community input, following up on the five-year strategic plan that was adopted in 2023. The UAL Pension payment represents a one-time paydown towards CalPERS unfunded liability. The Capital outlay includes funding to update the current legacy software with a new Enterprise Resource Planning (ERP) system that will enable VCTC to manage and streamline core business processes across departments.

WORK ELEMENTS:

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



BUDGET TASK: MANAGEMENT AND ADMINISTRATION (continued)

DIRECTOR: Martin Erickson

BUDGET MANAGER: Martin Erickson

PRODUCT: Efficient, accountable, transparent, accessible, and responsive “Good Government” Commission operations.

FUNDING:

Funding Source	Funding Dollars
LTF Fund Transfer	\$2,492,100
Total Funding	\$2,492,100

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget*	Fiscal Year 2026/2027 Budget
Salaries	\$ 245,312	\$230,400	\$244,500
Fringe and Tax	95,849	89,300	93,800
Indirect Cost Allocation	265,594	236,100	258,100
Business Meals	3,135	3,500	5,000
Membership and Dues	2,277	2,000	2,000
Mileage	24	1,000	1,000
Office Relocation/Leasehold Improvements	0	15,261	0
Office Support	0	2,000	2,000
Training	4,343	5,000	5,000
Travel and Conferences	18,151	20,000	30,000
Consultant Services	0	84,739	200,000
Legal Services	51,479	32,100	35,000
Commissioner Expenses	20,611	30,000	30,000
Education Reimbursement	15,935	20,000	20,000
Employee Recognition	2,669	3,000	5,000
Hardware/Software & Network Infrastructure	49,568	30,000	60,700
Capital – ERP Software	0	0	500,000
Pension UAL Payment	0	0	1,000,000
Total Expenditures	\$774,947	\$804,400	\$2,492,100

* This budget task was amended after the Commission approved the budget in June 2025.



BUDGET TASK: STATE AND FEDERAL GOVERNMENTAL RELATIONS

DIRECTOR: Martin Erickson

BUDGET MANAGER: Darrin Peschka

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

ACCOMPLISHMENTS: VCTC continues to develop cooperative working relationships to carry out the annual Legislative Program and support transportation funding in Ventura County. The past year has required persistent advocacy to retain transportation funding, including funding provided through the state's General Fund and Senate Bill (SB) 125. At the federal level, the focus has been on identifying and communicating priorities for the reauthorization of the surface transportation bill, as well as advocating for the reinstatement of the former STBG/CMAQ project selection process.

DESCRIPTION: VCTC's legislative priorities have been set out in its two-year Legislative Program and Legislative Advocacy Policy, which the Commission adopted in January 2025. The Legislative Program will be updated and presented to the Commission for consideration in January 2027. In the coming year, the work to advance VCTC's program will encompass monitoring of transportation legislation and regulations under development that could affect Ventura County; briefing state legislators, the congressional delegation and staff as appropriate; and participation in various advocacy groups, including Mobility 21, California Association of Councils of Governments (CalCOG), the California Transit Association (CTA), and the American Public Transportation Association (APTA).

The state faces a projected deficit not only in Fiscal Year 2026/2027 but also in the following years. Strong advocacy will be required to ensure that funding commitments for transit and transportation programs are honored. In the coming year, VCTC will be monitoring the distribution of Greenhouse Gas Reduction Fund (GGRF) dollars that support such local initiatives as Youth Ride Free and College Ride. Focus will also be on planning and financial support for the 2028 Olympics in Los Angeles.

In Congress, focus has turned to the reauthorization of the Infrastructure Investment and Jobs Act (IIJA), the surface transportation bill that is set to expire in 2026. The IIJA has brought more than \$50 billion to California since 2022. VCTC is working closely with regional and state partners to help shape priorities for reauthorization across different policy areas and provide input on how funding in California is appropriated.

The executive director plays a key role in establishing and advocating for VCTC's legislative priorities, so this budget funds a portion of the Executive Director's salary. The budget also provides for the continuation of the state advocacy contract, which is scheduled to expire in December 2026. A potential increase in the cost of state advocacy services is reflected in the Consultant Services line item. The budget also includes costs of memberships in several transportation advocacy organizations, as well as travel to meetings and conferences.



BUDGET TASK: STATE AND FEDERAL GOVERNMENTAL RELATIONS (continued)

DIRECTOR: Martin Erickson

BUDGET MANAGER: Darrin Peschka

WORK ELEMENTS:

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

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

FUNDING:

Funding Source	Funding Dollars
LTF Fund Transfer	\$429,600
Total Funding	\$429,600

EXPENDITURE COMPARISON:

	Fiscal Year 2024/2025 Actual	Fiscal Year 2025/2026 Budget	Fiscal Year 2026/2027 Budget
Salaries	\$ 57,875	\$ 76,500	\$ 83,200
Fringe and Tax	21,258	28,100	33,700
Indirect Cost Allocation	61,605	77,300	89,200
Business Meals	0	500	500
Membership and Dues	31,509	44,300	45,600
Mileage	150	900	900
Travel and Conferences	4,588	13,500	13,500
Consultant Services	103,872	103,000	160,000
Legal Services	214	2,700	3,000
Total Expenditures	\$281,071	\$346,800	\$429,600





VENTURA COUNTY TRANSPORTATION COMMISSION

SUPPLEMENTAL INFORMATION



APPENDIX A – ACRONYMS

AAA	Area Agency on Aging
AB	Assembly Bill
ACFR	Annual Comprehensive Financial Report
ACLUP	Airport Comprehensive Land Use Plan
ADA	Americans with Disabilities Act
ADP	Additional Discretionary Payment
AFA	Access for All
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMP	Adaptive Mitigation Program
AMTRAK	American Track (National Railroad Passenger Corporation)
APCD	Air Pollution Control District
APTA	American Public Transportation Association
ARP	American Rescue Plan
ARRA	American Recovery and Reinvestment Act
AVL	Automatic Vehicle Location
BEB	Battery-Electric Buses
BOE	Board of Equalization
CalAct	California Association for Coordinated Transportation
CalCOG	California Association of Councils of Governments
CalPERS	California Public Employees' Retirement System
Caltrans	California Department of Transportation
CalVans	California Vanpool Authority
CARB	California Air Resources Board
CARES Act	Coronavirus Aid, Relief and Economic Securities Act
CAT	Camarillo Area Transit
CARM	Coordinated Adaptive Ramp Metering
CEQA	California Environmental Quality Act
CERBT	California Employers' Retiree Benefit Trust
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIP	Capital Improvement Plan
Clean CA	Clean California
CLUP	Comprehensive Land Use Plan
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Plan
COLA	Cost of Living Adjustment
Commission	Ventura County Transportation Commission
County	County of Ventura
CPA	Certified Public Accountant
CPUC	California Public Utilities Commission
CR	College Ride



CRCC	Coast Rail Coordinating Council
CRP	Carbon Reduction Program
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CSUCI	California State University, Channel Islands
CTA	California Transit Association
CTA	County Transportation Authority
CTAC	Citizens Transportation Advisory Committee
CTC	County Transportation Commission
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTS	Commuter Transportation Services
CTSA	Consolidated Transportation Service Agency
DAR	Dial-A-Ride
DBE	Disadvantaged Business Enterprise
DJIA	Dow Jones Industrial Average
DMV	Department of Motor Vehicles
DOD	Department of Defense
DOF	Department of Finance
DOT	Department of Transportation
DRIP	Demand Response Integration Plan
EIR	Environmental Impact Report
EIS	Environmental Impact Study
ETC	Employee Transportation Coordinators
FAST Act	Fixing America's Surface Transportation Act
FCS	Freight Corridors Study
FEMA	Federal Emergency Management Agency
FFD	Free Fare Days
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FSP	Freeway Service Patrol
FSPA	Freeway Service Patrol Act
FTA	Federal Transit Administration
FTE	Full Time Equivalent
FTIP	Federal Transportation Improvement Program
FWRY	Fillmore and Western Railway Company
FY	Fiscal Year
GAAP	Generally Accepted Accounting Principles
GAAS	Generally Accepted Auditing Standards
GAGAS	Generally Accepted Government Auditing Standards
GASB	Governmental Accounting Standards Board
GCTD	Gold Coast Transit District
GFOA	Government Finance Officers Association
GHG	Green House Gas
GIS	Geographic Information System
GRH	Guaranteed Ride Home



GGRF	Green House Gas Reduction Fund
GTFS	General Transit Feed Specification
HCD	Housing and Community Development
HOV	High Occupancy Vehicle
HVPAC	Heritage Valley Policy Advisory Committee
ICAP	Indirect Cost Allocation Plan
IIJA	Infrastructure Investment and Jobs Act
IIP	Interregional Improvement Program
IRA	Inflation Reduction Act
IRGP	Incident Responder Grant Program
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
JARC	Jobs Access and Reverse Commute
JPA	Joint Powers Authority
LA	Los Angeles
LAFA	Local Access Fund Administrators
LA- METRO	Los Angeles County Metropolitan Transportation Authority
LCTOP	Low Carbon Transit Operations Program
LLC	Limited Liability Company
LOSSAN	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency
LSR	Local Streets and Roads
LTF	Local Transportation Fund
MAAC	Member Agency Advisory Committee
MaaS	Mobility as a Service
MAP-21	Moving Ahead for Progress in the 21 st Century
METRO	Los Angeles County Metropolitan Transportation Authority
Metrolink	Operating name for SCRRA (see SCRRA)
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MPAC	Managers Policy Advisory Committee
MPO	Metropolitan Planning Organization
MTA	Metropolitan Transit Authority
MTD	Metropolitan Transit District
NEPA	National Environmental Policy Act
NPS	National Park Service
NTD	National Transit Database
OCTA	Orange County Transportation Authority
OES	Office of Emergency Services
OPEB	Other Post-Employment Benefits
OWP	Overall Work Program
PAC	Policy Advisory Committee
PAED	Project Approval and Environmental Document
PDT	Project Development Team
PEPRA	Public Employees' Pension Reform Act
PERS	Public Employees' Retirement System



PFIP	Port Freight Infrastructure Program
POP	Program of Projects
POS	Point of Sale
PPM	Planning, Programming and Monitoring
PSR	Project Study Report
PTMISEA	Public Transportation, Modernization, Improvement, and Service Enhancement Account
PUC	Public Utilities Commission
RAISE	Rebuilding America's Infrastructure with Sustainability and Equity
RCTC	Riverside County Transportation Commission
REAP	Regional Early Action Planning Grant Program
RFP	Request for Proposal
RFQ	Request for Qualification
RHNA	Regional Housing Needs Assessment
RIP	Regional Improvement Program
ROE	Right of Entry
ROW	Right of Way
RSTP	Regional Surface Transportation Program
RTA	Regional Transit Authority
RTIC	Regional Transit Information Center
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTPI	Real-time Passenger Information
SAFE	Service Authority for Freeway Emergencies
SB	Senate Bill
SBCAG	Santa Barbara County Association of Governments
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCCP	Solutions for Congested Corridors Program
SCG	Sustainable Communities Grant
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SCS	Sustainable Community Strategy
SDRMA	Special District Risk Management Authority
SGDP	Service Growth Development Plan
SGR	State of Good Repair
SHA	State Highway Account
SHOP	Safety Highway Operations Program
SHOPP	State Highway Operation and Protection Program
SHS	State Highway System
SLOCOG	San Luis Obispo Council of Governments
SOV	Single Occupant Vehicle
SOW	Scope of Work
SNR	Sierra Northern Railway



SPBL	Santa Paula Branch Line
SPBLAC	Santa Paula Branch Line Advisory Committee
SR	State Route
SRTP	Short-Range Transit Plan
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
State	State of California
STB	Surface Transportation Board
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STPG	Sustainable Transportation Planning Grant
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAP	Transportation Alternatives Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancements
TEA	Transportation Enhancement Activities
TEPP	Transportation Emergency Preparedness Plan
TIES	Transit Integration and Efficiency Study
TIP	Transportation Improvement Program
TIRCP	Transit and Intercity Rail Capital Program
TMC	Traffic Management Center
TMC	Traffic Mitigation Center
TNC	Transportation Network Companies
TOT	Thousand Oaks Transit
TPA	Transportation Planning Agency
TRANSCOM	Transit Operators Advisory Committee
TTAC	Transportation Technical Advisory Committee
UAAL	Unfunded Actuarial Accrued Liability
UP	Union Pacific
US	United States
UTN	Unmet Transit Needs
UZA	Urbanized Area
VC	Ventura County
VCEDA	Ventura County Economic Development Association
VCL	Ventura County Line
VCOG	Ventura Council of Governments
VCTC	Ventura County Transportation Commission
VCTM	Ventura County Transportation Model
VMT	Vehicle Miles Traveled
VRF	Vehicle Registration Fees
YRF	Youth Ride Free
YTD	Year to Date



ZEB Zero Emissions Bus
ZETCP Zero Emission Transit Capital Program



APPENDIX B – GLOSSARY OF TERMS

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

Committed Fund Balance – The committed fund balance includes amounts that can be used for specific purposes determined by formal action of the government's highest level of decision-making authority. These amounts have self-imposed limitations on use. Examples include Budgetary authority that carries forward to following year, some long-term contract amounts, "rainy day" funds, etc.

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

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

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

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

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



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

Deferred Inflow of Resources – An acquisition of net assets that is applicable to a future reporting period that has a negative effect on net position, similar to liabilities.

Deferred Outflow of Resources – A consumption of net assets that is applicable to a future reporting period that has a positive effect on net position, similar to assets.

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

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

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

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

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

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

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

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

Fund – A fiscal and accounting entity with a self-balancing set of accounts in which cash and other financial resources, all related liabilities, and residual equities or balances, and changes therein, are recorded and segregated to carry on specific activities or attain certain objectives in accordance with special regulations, restrictions, and limitations. A fund is meant to stand alone. Common fund types are General Fund, Special Revenue Fund, Proprietary Fund, Capital Fund, Debt Fund, Fiduciary Fund, etc.

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



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

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

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

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

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

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

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

GASB 87 – Statement No. 87, *Accounting and Financial Reporting for Leases*, issued by the Governmental Accounting Standards Board and implemented by VCTC in Fiscal Year 2021/2022. GASB 87 requires the recognition of certain lease assets and liabilities for all leases, including those that were previously classified as operating leases and recognized as income by lessors and expenditures by lessees.



GASB 94 – Statement No. 94, Public-Private and Public-Public Partnerships and Availability Payment Arrangements, issued by the Governmental Accounting Standards Board and implemented by VCTC in Fiscal Year 2022/2023. GASB 94 improves financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPP's).

GASB 96 – Statement No. 96, Subscription-Based Information Technology Arrangements, issued by the Governmental Accounting Standards Board and implemented by VCTC in Fiscal Year 2022/2023. GASB 96 provides guidance on accounting and financial reporting for subscription -based information technology arrangements (SBITAs) and establishes that a SBITA results in a right-to-use subscription asset-an intangible-asset and a corresponding subscription liability.

GASB 101 – Statement No. 101, Compensated Absences, issued by the Governmental Accounting Standards Board and implemented by VCTC in Fiscal Year 2024/2025. GASB 101 establishes standards of accounting and financial reporting for (a) compensated absences and (b) associated salary-related payments, including certain defined contribution pensions and defined contribution other postemployment benefits (OPEB).

GASB 102 – Statement No. 102, Certain Risk Disclosures, issued by the Governmental Accounting Standards Board and implemented by VCTC in Fiscal Year 2024/2025. GASB 102 addresses financial reporting regarding certain concentrations or constraints and related events that may have a substantial impact and negatively affect the level of service a government provides.

GASB 103 – Statement No. 103, Financial Reporting Model Improvements, issued by the Governmental Accounting Standards Board; effective for Fiscal Years 2025/2026. GASB 103 addresses improvements to key components of the financial reporting model, the purpose of which are to enhance the effectiveness of the financial reporting model in providing information that is essential for decision making and assessing a government's accountability.

General Fund – The governmental fund type used to account for all financial resources, except those required to be accounted for in another fund. Governments only have one General Fund but may have many other funds.

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

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

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

Generally Accepted Government Auditing Standards (GAGAS) – Standard for the conduct and reporting of both financial and performance audits in the public sector



promulgated by the Government Accountability Office through its publication Government Auditing Standards, commonly known as the “Yellow Book.”

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

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

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

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

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

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

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

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

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

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

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

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

Measurement Focus – The accrual basis of accounting adapted to the governmental funds’ measurement focus according to which revenues and other financial resource increments (i.e., bond issue proceeds) are recognized when they become susceptible to accrual that is when they become both “measurable” and “available to finance expenditures of the current period.” Expenditures are recognized when the fund liability is incurred except for unmatured



interest on general long-term debt and certain similar accrued obligations when due. The Commission's governmental funds are accounted for using the modified accrual basis of accounting.

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

Restricted Fund Balance – The restricted fund balance includes amounts that are constrained by the specific purposes stipulated by external resource providers (law, creditor, bond covenant) and/or imposed constitutionally or by enabling legislation. These amounts have external enforceable limitations on use. Examples include unspent grants, unspent debt proceeds, revenues set aside due to court judgement, etc.

Restricted Net Position – Consisting of restricted assets reduced by liabilities and deferred inflows related to those assets.

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

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

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

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

Trustee – A fiduciary holding property on behalf of another.

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

Unrestricted Net Position – Net amount of assets, deferred outflows, liabilities, and deferred inflows not included in Net Invested in Capital Assets and Restricted Net Position.

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



APPENDIX C – SALARY SCHEDULE

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

Department/Position	FTE	Annual Range Bottom*	Annual Range Top	Non-Exempt Hourly Rate		Exempt vs. Non-Exempt
				Bottom	Top	
ADMINISTRATION						
Executive Director	1.0	257,696	299,764			E
Program Manager, Government and Community Relations	1.0	112,529	174,418			E
Program Manager, Information Technology	1.0	112,529	174,418			E
Clerk of the Commission/Executive Assistant	1.0	112,529	174,418			E
Receptionist/Secretary	1.0	54,772	79,694	26.34	38.32	NE
ADMINISTRATION SUBTOTAL:	5.0					
FINANCE						
Finance Director	1.0	158,338	245,424			E
Program Manager, Accounting	1.0	112,529	174,418			E
Senior Accountant/Analyst	2.0	84,970	123,631	40.85	59.44	NE
Accounting Technician	1.0	54,772	79,694	26.34	38.32	NE
FINANCE SUBTOTAL:	5.0					
PLANNING						
Planning and Sustainability Director	1.0	158,338	245,424			E
Program Manager, Transportation Planning	1.0	112,529	174,418			E
Program Manager, Transportation Data and Services	1.0	112,529	174,418			E
Administrative Assistant	0.1	54,772	79,694	26.34	38.32	NE
Intern (Part-time)	0.5			18.50	21.50	NE
PLANNING SUBTOTAL:	3.6					
PROGRAMMING						
Programming Director	1.0	158,338	245,424			E
Program Manager, Programming	2.0	112,529	174,418			E
Administrative Assistant	0.3	54,772	79,694	26.34	38.32	NE
PROGRAMMING SUBTOTAL:	3.3					
TRANSIT						
Public Transit Director	1.0	158,338	245,424			E
Program Manager, Regional Transit Planning	1.0	112,529	174,418			E
Program Manager, Transit Contracts	1.0	112,529	174,418			E
Transit Planner	2.0	84,970	123,631	40.85	59.44	NE
Transit Information Center and Technology Specialist	1.0	54,772	79,694	26.34	38.32	NE
Administrative Assistant	0.6	54,772	79,694	26.34	38.32	NE
Customer Service Representative	2.0	47,314	68,843	22.74	33.09	NE
Intern (Part-time)	0.5			18.50	21.50	NE
Retired Annuitant	0.1			54.10	83.85	NE
TRANSIT SUBTOTAL:	9.2					

TOTAL BUDGETED POSITIONS: 26.1

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

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

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



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