



**VENTURA COUNTY TRANSPORTATION COMMISSION
LOCAL TRANSPORTATION AUTHORITY
AIRPORT LAND USE COMMISSION
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
CONSOLIDATED TRANSPORTATION SERVICE AGENCY
CONGESTION MANAGEMENT AGENCY**
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AGENDA*

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

IN-PERSON

CITY OF CAMARILLO COUNCIL CHAMBERS

**601 CARMEN DRIVE
CAMARILLO, CA 93010**

FRIDAY, JUNE 5, 2026

9:00 A.M.

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

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

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

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

9A. **APPROVE MINUTES OF MAY 1, 2026, MEETING PG.7**

Recommendation:

- *Approve the summary minutes of May 1, 2026.*

Responsible Staff: Roxanna Ibarra, Clerk of the Board

9B. **MONTHLY BUDGET REPORT PG.15**

Recommendation:

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

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

9C. **RESOLUTION NO. 2026-04 TO CLAIM FISCAL YEAR 2026/2027 TRANSPORATION DEVELMPLENT ACT LOCAL TRANSPORTATION FUNDS, STATE TRANSIT ASSISTANCE FUNDS AND STATE OF GOOD REPAIR FUNDS - PG.23**

Recommendation:

- *Approve Resolution No. 2026-04 authorizing VCTC’s claims for Fiscal Year 2026/2027 Transportation Development Act Local Transportation Funds, State*

Transit Assistance funds and State of Good Repair funds for transit, planning, and administration.

Responsible Staff: Lupe Acero, Director of Finance

9D. [AUTHORIZATION TO AMEND VALLEY EXPRESS BUDGET - PG.27](#)

Recommendation:

- *Approve a budget amendment for the FY 2025-2026 Valley Express budget to increase revenue appropriations by \$83,169 in FTA 5339 Capital funds and \$88,600 in California State of Good Repair funds and increase expense appropriations in the Equipment/Equipment Maintenance expense line item by the same amount.*

Responsible Staff: Matt Miller, Program Manager, Transit Services

9E. [TRANSPORTATION DEVELOPMENT ACT \(TDA\) LOCAL TRANSPORTATION FUNDS \(LTF\) FINAL APPORTIONMENT FOR FISCAL YEAR 2026/2027 - PG.29](#)

Recommendation:

- *Approve the Local Transportation Fund Final Apportionment for Fiscal Year 2026/2027, apportioning \$55.7 million as shown in Attachment A.*

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

9F. [BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT – 3RD QUARTER – FISCAL YEAR 2025/2026 - PG.35](#)

Recommendation:

- *Receive and file.*

Responsible Staff: Erin Kenneally and Dolores Lopez, Transit Planners

9G. [SANTA PAULA BRANCH LINE MONTHLY UPDATE- PG.41](#)

Recommendation:

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

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

9H. [LEGISLATIVE UPDATE PG.45](#)

Recommendation:

- *Receive and file.*

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

9I. [SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS PROGRAMMING PROCEDURES-PG.69](#)

Recommendation:

- *Receive and file.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

9J. AUTHORIZATION TO AMEND VCTC INTERCITY BUDGET-PG.73

Recommendation:

- *Approve a budget amendment for the FY 2025/2026 VCTC Intercity budget to increase revenue appropriations by \$235,000 in SB 125 funds and increase the expense appropriations in the bus purchase line item by the same amount.*
- *Approve a budget amendment for the FY 2025/2026 VCTC Intercity budget to increase revenue appropriations by \$580,000 in STA funds and increase expense appropriations in the contract services expense line item by the same amount.*

Responsible Staff: Matt Miller, Program Manager, Transit Services

9K. CSUCI COOPERATIVE AGREEMENT – FISCAL YEAR 2026-2027 EXTENSION – PG.75

Recommendation:

- *Approve Amendment No. 28 to the Cooperative Agreement between California State University Channel Islands (CSUCI) and VCTC for Fiscal Year 2026-2027 bus service to CSUCI.*

Responsible Staff: Matt Miller, Program Manager, Transit Services

9L. CAMARILLO TRANSIT STATION – RIGHT-OF-WAY (ROW) SURVEY AND MAPPING SERVICES SUPPORT CONTRACT AWARD-PG.77

Recommendation:

- *Approve a Contract with Conaway Geomatics, Inc. to provide Right-of-Way (ROW) Survey and Mapping Services Support for the Camarillo Transit Station in an amount not to exceed \$110,630.*

Responsible Staff: Aubrey Smith, Program Manager, Regional Transit Service

9M. INVESTMENT POLICY-PG.81

Recommendation:

- *Adopt the Investment Policy as shown in Attachment A.*

Responsible Staff: Lupe Acero, Finance Director

9N. CAPITAL ASSETS POLICY UPDATE-PG.83

Recommendation:

- *Adopt the Revised Capital Asset Policy as shown in Attachment A.*

Responsible Staff: Lupe Acero, Finance Director

9O. PUBLIC TRANSIT OUTREACH AND COMMUNITY OUTREACH PROGRAM CONTRACT AWARD-PG.85

Recommendation:

- *Authorize the Executive Director to execute a three-year consultant services agreement with Celtis Ventures Inc. for the VCTC Public Transit Outreach and Community Outreach Program at an annual cost not to exceed \$540,000*

annually for Fiscal Year 2026/2027; \$554,000 for Fiscal Year 2027/2028; and \$568,000 for Fiscal Year 2028/2029.

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

9P. AUTHORIZATION TO AMEND RATP DEV CONTRACT TO UPDATE WAGE RATES FOR STAFF-PG.89

Recommendation:

- *Approve Amendment No. 6 (Attachment A) to the operations and maintenance contract with RATP Dev to update wage rates, the monthly fixed rate and hourly rate.*

Responsible Staff:

DISCUSSION CALENDAR:

10. FISCAL YEAR 2026/2027 PROPOSED BUDGET – PG.91

Recommendation:

- *Conduct a public hearing to receive testimony on the Fiscal Year 2026/2027 Budget.*
- *Adopt the Fiscal Year 2026/2027 Salary Schedule (See Attachment 1 of this item and Appendix C of the Fiscal Year 2026/2027 Budget) effective July 1, 2026.*
- *Adopt, by Resolution 2026-05, the proposed Fiscal Year 2026/2027 Budget.*

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

11. FISCAL YEAR (FY) 2026/2027 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS (UTN) FINDINGS -PG.99

Recommendation:

- *Review and Approve the Fiscal Year 2026/2027 Unmet Transit Needs Findings and determination that there are no Unmet Transit Needs*
- *Adopt Resolution No. 2026-06*

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

12. METROLINK UPDATE-PG.105

Recommendation:

- *Receive and file a presentation.*

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

13. APPROVAL OF TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDITS FOR VENTURA COUNTY TDA RECIPIENTS IN VENTURA COUNTY-PG.109

Recommendation:

- *Receive and file the Transportation Development Act (TDA) triennial performance audits of TDA recipients in Ventura County.*
- *Approve submittal of triennial performance audits to Caltrans.*

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

14. GENERAL COUNSEL REPORTS-

15. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Commissioner Mike Judge

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

16. ADJOURN to 9:00 a.m. Friday, JULY 10, 2026, at the City of Camarillo Council Chambers
601 Carmen Drive, Camarillo, Ca 93010.



Item #9A

June 5, 2026

**MEETING MINUTES OF MAY 1, 2026, REGULAR VCTC COMMISSION MEETING
AT 9:02 A.M.**

CALL TO ORDER:

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

PLEDGE OF ALLEGIANCE was led by Commissioner Luis Mc Arthur.

ROLL CALL/MEMBERS PRESENT:

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

ABSENT:

Chris Enegren, City of Moorpark
Matt LaVere, County of Ventura
Kelly Long, County of Ventura

4. PUBLIC COMMENTS – None.

5. **CALTRANS REPORT** – Gloria Roberts, District 7 Caltrans Director, gave the Caltrans report for the month of May. Ms. Roberts introduced Lee Haber, Caltrans District 7 Chief Safety Officer who gave a PowerPoint presentation regarding State Route 126 safety updates.

6. **COMMISSIONER REPORTS** – None.

7. **EXECUTIVE DIRECTOR REPORT-**

Executive Director Martin Erickson reported on the following:

- The LOSSAN Rail Corridor Agency, in partnership with VCTC and the Santa Barbara County Association of Governments (SBCAG), **is launching a new daily Pacific Surfliner service connecting Los Angeles and San Luis Obispo on May 4.** The new service increases Pacific Surfliner frequencies to six daily trips to Goleta and three daily trips to San Luis Obispo, improving weekday commuter flexibility and regional connectivity between Los Angeles, Ventura County, Santa Barbara, and San Luis Obispo. The new service will include morning stops at the Simi Valley, Moorpark, Camarillo, Oxnard and Downtown Ventura stations. Riders can view updated schedules and plan their trips at <http://www.pacificsurfliner.com/goCentralCoast>
- VCTC is celebrating Bike Month in May with a coordinated outreach campaign promoting **Bike to Work Day on May 15.** During the month of May, drivers are encouraged to pledge to ride for work, errands, or recreation, with outreach efforts beginning this week. This year, VCTC is partnering with Ventura Cycling Center and Newbury Park Bike Shop to offer 10 pledge prizes, including a bike cruiser, tune-ups, and gift cards.
- VCTC joined **Earth Day celebrations on April 18** in Thousand Oaks and April 25 in Fillmore. Staff shared educational materials about VCTC Intercity bus service, Valley Express bus service, and other programs, including active transportation and ridesharing. VCTC and all of Ventura’s County’s transit operators also offered free fares on fixed routes on April 22 in honor of Earth Day.

8. **ADDITIONS/REVISIONS**– None.

9. **CONSENT CALENDAR** –

General Counsel Lindsay D’Andrea stated that under state law VCTC is required to announce and identify the terms of the Contract under consent calendar item 9J Fourth Amendment to Executive Director Employment Agreement. She stated it was recommended that the deferred compensation plan which is currently \$10,000, increase the annual contribution amount to: Twenty-Four Thousand Dollars (\$24,000) for the calendar year of 2026; Twenty-Eight Thousand, Two Hundred and Fifty Dollars (\$28,250) for the calendar year of 2027; and Thirty-Two Thousand, Five Hundred Dollars (\$32,500) for the calendar year of 2028.

Commissioner Judge moved to approve consent calendar items 9A through 9O. The motion was seconded by Vice-Chair Parvin and passed unanimously.

9A. **APPROVE MINUTES OF APRIL 3, 2026, MEETING- PG.9**

Recommended Action:

- Approve the summary minutes of April 3, 2026.

9B. MONTHLY BUDGET REPORT- PG.17

Recommended Action:

- Receive and file the monthly budget report March 2026.

9C. FISCAL YEAR 2025/2026 BUDGET ADJUSTMENTS- PG.25

Recommended Action:

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

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

Recommended Action:

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

9E. MEMORANDUMS OF UNDERSTANDING WITH CITY OF VENTURA AND CITY OF OXNARD- PG.37

Recommended Action:

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

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

Recommended Action:

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

9G. AMEND AGREEMENT WITH GRANITE CONSTRUCTION COMPANY FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR- PG.41

Recommended Action:

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

9H. SANTA PAULA BRANCH LINE MONTHLY UPDATE- PG.43

Recommended Action:

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

9I. LEGISLATIVE UPDATE- PG.47

Recommended Action:

- Receive and file.

9J. FOURTH AMENDMENT TO EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT WITH MARTIN ERICKSON- PG.71

Recommended Action:

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

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

Recommended Action:

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

9L. RADIO REIMBURSEMENT AGREEMENT WITH CITY OF THOUSAND OAKS FOR TRANSFER OF RADIO EQUIPMENT- PG.83

Recommended Action:

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

9M. AMENDMENT TO RADIO REIMBURSEMENT AGREEMENT WITH CITY OF CAMARILLO FOR TRANSFER OF RADIO EQUIPMENT - PG.85

Recommended Action:

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

9N. VENTURA COUNTY TRAFFIC MODEL CONTRACT AMENDMENT NO.1- PG.89

Recommended Action:

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

90. AFFORDABLE HOUSING SUSTAINABLE COMMUNITIES GRANT APPLICATION SUPPORT AND PARTNERSHIP- PG.93

Recommended Action:

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

DISCUSSION CALENDAR:

10. AB 2561 STATUS OF VACANCIES REPORT- PG.97

Recommended Action:

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

Deisy Contreras, Senior Accountant, gave a PowerPoint presentation on item 10. AB 2561 Status of Vacancies Report.

Chair McQueen-Legohn opened the public hearing at 9:43 a.m. There being no questions or public comments at the time, Chair McQueen-Legohn closed the public hearing at 9:43 a.m.

11. DRAFT VENTURA COUNTY DEMAND RESPONSE INTEGRATION PLAN- PG.99

Recommended Action:

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

Claire Grasty introduced Andrea Breault, Senior Planner with AMMA Transit Planning. Ms. Breault gave a PowerPoint presentation on item 11. Draft Ventura County Demand Response Integration Plan. The commission received the draft plan update.

12. VENTURA COUNTY BUS STOP INVENTORY AND ASSESSMENT PROJECT UPDATE- PG.105

Recommended Action:

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

Dolores Lopez, Transit Planner, introduced Natalie Chiba, Senior Transportation Planner with Fehr and Peers, who gave a PowerPoint presentation on item 12 Ventura County Bus Stop Inventory and Assessment Project Update. The commission received and filed the report.

13. COMMUNITY TRAFFIC CALMING AND PEDESTRIAN & BICYCLE SAFETY PROGRAM- PG.109

Recommended Action:

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

General Counsel Lindsay D'Andrea recused herself from item 13, due to her husband working at the parent company of the consultant seeking contract amendment. She stated assistant general counsel, Steve Mattas would be available via phone should any questions or concerns arise on this item.

Caitlin Brooks, Program Manager, Transportation Planning gave a PowerPoint presentation on item 13. Community Traffic Calming and Pedestrian & Bicycle Safety Program.

Commissioner Gorell moved to approve item 13. Community Traffic Calming and Pedestrian & Bicycle Safety Program. The motion was seconded by Commissioner Engler and passed unanimously.

14. AMEND AGREEMENT WITH WSP USA, INC. FOR CONSULTANT SERVICES FOR SANTA PAULA BRANCH LINE TRAIL MASTER PLAN UPDATE AND EIR- PG.113

Recommended Action:

- Authorize the Executive Director to finalize and execute Amendment No. 1 to the Agreement with WSP USA, Inc. for the Santa Paula Branch Line Trail Master Plan Update and Environmental Impact Report for a total Not to Exceed of \$1,844,107 representing an increase of \$167,646.
- Authorize the Executive Director to amend the Memorandum of Understanding with the Southern California Association of Governments (SCAG) to reallocate \$150,000 from Project VC01 (Countywide Transit Stops and Stations Assessment and Infrastructure Improvements) to VC02 (Santa Paula Branch Line Trail Master Plan Update and Environmental Impact Report).

Amanda Fagan, Director of Planning and Sustainability, gave a PowerPoint presentation on item 14. Amend Agreement with WSP USA, Inc. For Consultant Services for Santa Paula Branch Line Trail Master Plan Update and EIR.

There was one public comment that was received electronically from Louise Lampara, Director of CoLAB with Ventura County. The electronic public comment was received and distributed to the commission via email and copies were available to the public during the May 1, 2026, meeting.

General Counsel Lindsay D'Andrea stated for the record that from a CEQA (California Environmental Quality Act) perspective implementation of any individual segments will/would still

require environmental review in comparison to the overall Master Plan EIR but there would be additional environmental review for individual segments for project specific implementation. Commissioner Judge moved to approve item 14. Amend Agreement with WSP USA, Inc. For Consultant Services for Santa Paula Branch Line Trail Master Plan Update and EIR. The motion was seconded by Commissioner Engler and passed unanimously.

15. GENERAL COUNSEL REPORTS- None.

16. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Commissioner Mike Judge

Commissioner Judge stated that at the SCAG Regional Council meeting Commissioner Crosswhite was nominated and would become the SCAG First Vice-President for coming year. He congratulated Commissioner Crosswhite.

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

Commissioner Trembley stated Metrolink continues to face financial challenges. He reported that at the Metrolink board meeting last week Metrolink staff recommended and board approved delaying transmittal of their FY 2026/27 budget for a period of three months and asked for a three month continuing appropriations resolution which the board adopted. That will give Metrolink staff sufficient time to put together a budget for 2026/2027 given the challenges Metrolink faces from a reduction in scheduled service. He also noted there will be a drop in funding coming to Metrolink from both La Metro and OCTA.

Commissioner Trembley stated Metrolink CEO Darren Kettle has submitted a letter to the Governor's Office and Legislature on behalf of Metrolink asking for \$35 million dollars in state operating support to avoid that reduction. Metrolink is hopeful this will open some eyes and ears in Sacramento.

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Commissioner White stated LOSSAN is also facing financial challenges and funding restraints. Commissioner also reiterated the additional train service from Ventura up to Santa Barbara starting next week.

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

No report.

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

Commissioner Crosswhite stated that at the April meeting it was voted to create a non-profit entity The Cal Region Foundation, which will allow some educational activities. During the meeting they heard about several bills but two in particular: SB 375 modernization legislation and AB 2002. She stated both bills moved out of their first committee.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

Commissioner White stated CalVans continues to face financial challenges as well, but they are hoping for a spring/summer pick up of ridership. He wished Amtrak a happy birthday.

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



Item #9B

June 5, 2026

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

RECOMMENDATION:

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

STRATEGIC PLAN COMMITMENT:

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

DISCUSSION:

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

The April 30, 2026, budget report indicates that the revenues were approximately 53.2% of the adopted budget while expenditures were approximately 52.5% of the adopted budget. The revenues and expenditures are as expected at this time. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on an even percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

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

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

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

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

FISCAL IMPACT:

No fiscal impact.

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF APRIL 30, 2026**

Assets and Deferred Outflows

Cash and Investments	\$ 77,909,703
Receivables/Due from other funds	4,090,719
Prepays and Deposits	804,847
Capital Assets, undepreciated	27,745,594
Capital Assets, depreciated, net	30,255,125
Deferred Outflows	1,415,855
Total Assets and Deferred Outflows	<u>\$ 142,221,842.71</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses and Due to Other	\$ 4,408,015
Deferred Revenue	26,317,259
Deposits	67,059
Accrued Vacation	802,420
Accrued Lease-SBITA liability and interest	1,223,220
Deferred Inflows	766,082
Pension Liability	861,421
OPEB Liability (Asset)	(88,544)
Total Liabilities and Deferred Inflows:	<u>\$ 34,356,933</u>

Net Position:

Invested in Capital Assets	\$58,000,719
Fund Balance	49,864,191
Total Net Position	<u>\$107,864,910</u>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE TEN MONTHS ENDED APRIL 30, 2026**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues												
Federal Revenues	\$ 6,157,997	\$ 0	\$ 0	\$ 0	\$ 0	0	\$2,902,707	\$1,285,364	\$ 10,346,068	\$ 25,673,481	(15,327,413)	40.30
State Revenues	17,263,978	33,320,614	4,409,363	1,297,815	830,776	777,308	282,053	0	58,181,907	104,708,733	(46,526,826)	55.57
Local Revenues	67,259	0	0	0	0	387,261	951,674	2,079,029	3,485,223	6,105,097	(2,619,874)	57.09
Other Revenues	2,038	0	0	0	0	0	146,238	28,508	176,784	0	176,784	0.00
Interest	118,368	251,027	817,459	88,147	221,558	4,582	6,536	14,083	1,521,760	2,176,900	(655,140)	69.90
Total Revenues	23,609,640	33,571,641	5,226,822	1,385,962	1,052,334	1,169,151	4,289,208	3,406,984	73,711,742	138,664,211	(64,952,469)	53.16
Expenditures												
Administration												
Personnel Expenditures	3,618,289	0	0	0	0	0	163,240	40,192	3,821,721	4,902,400	(1,080,679)	77.96
Legal Services	21,301	0	0	0	0	0	0	0	21,301	46,200	(24,899)	46.11
Professional Services	141,314	0	0	0	0	0	0	0	141,314	219,800	(78,486)	64.29
Office Leases	133,684	0	0	0	0	0	0	0	133,684	230,400	(96,716)	58.02
Office Expenditures	672,093	0	0	0	0	0	120,552	29,682	822,327	1,041,900	(219,573)	78.93
Total Administration	4,586,681	0	0	0	0	0	283,792	69,874	4,940,347	6,440,700	(1,500,353)	76.71
Programs and Projects												
Transit & Transportation Program												
Regional Transit Technology	1,019,742	0	0	0	0	0	0	0	1,019,742	2,953,759	(1,934,017)	34.52
SD-Accessible Mobility Service	286,738	0	0	0	0	0	0	0	286,738	734,300	(447,562)	39.05
VCTC Intercity Bus Services	0	0	0	0	0	0	8,910,016	0	8,910,016	22,692,669	(13,782,653)	39.26
Valley Express Bus Services	0	0	0	0	0	0	0	2,127,927	2,127,927	4,243,410	(2,115,483)	50.15
Transit Grant Administration	15,482,277	0	0	0	0	0	0	0	15,482,277	29,302,735	(13,820,458)	52.84
Total Transit & Transportation	16,788,757	0	0	0	0	0	8,910,016	2,127,927	27,826,700	59,926,873	(32,100,173)	46.43
Highway Program												
Motorist Aid Services	0	0	0	1,517,122	0	0	0	0	1,517,122	2,008,000	(490,878)	75.55
Highway Program Management	721,116	0	0	0	0	0	0	0	721,116	4,058,600	(3,337,484)	17.77
Total Highway	721,116	0	0	1,517,122	0	0	0	0	2,238,238	6,066,600	(3,828,362)	36.89

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE TEN MONTHS ENDED APRIL 30, 2026**

Rail Program												
Metrolink & Commuter Rail	11,984,117	0	0	0	0	0	0	0	11,984,117	24,679,939	(12,695,822)	48.56
LOSSAN & Coastal Rail	568,361	0	0	0	0	0	0	0	568,361	3,067,135	(2,498,774)	18.53
Santa Paula Branch Line	0	0	0	0	0	3,972,518	0	0	3,972,518	17,160,797	(13,188,279)	23.15
Total Rail	12,552,478	0	0	0	0	3,972,518	0	0	16,524,996	44,907,871	(28,382,875)	36.80
Commuter Assistance Program												
Reg Transit Information Center	13,006	0	0	0	0	0	0	0	13,006	33,900	(20,894)	38.37
Rideshare Programs	234,882	0	0	0	0	0	0	0	234,882	302,400	(67,518)	77.67
Total Commuter Assistance	247,888	0	0	0	0	0	0	0	247,888	336,300	(88,412)	73.71
Planning & Programming												
TDA Administration	292,065	31,818,218	219,129	0	44,154	0	0	0	32,373,566	41,710,426	(9,336,860)	77.62
Transportation Programming	25,398	0	0	0	0	0	0	0	25,398	84,300	(58,902)	30.13
Regional Transportation Planni	733,645	0	0	0	0	0	0	0	733,645	1,601,544	(867,899)	45.81
Airport Land Use Commission	344	0	0	0	0	0	0	0	344	28,000	(27,656)	1.23
Regional Transit Planning	3,850,906	0	0	0	0	0	0	0	3,850,906	8,047,760	(4,196,854)	47.85
Total Planning & Programming	4,902,358	31,818,218	219,129	0	44,154	0	0	0	36,983,859	51,472,030	(14,488,171)	71.85
General Government												
Community Outreach	184,974	0	0	0	0	0	0	0	184,974	221,500	(36,526)	83.51
State & Federal Relations	102,739	0	0	0	0	0	0	0	102,739	164,900	(62,161)	62.30
Management & Administration	109,758	0	0	0	0	0	0	0	109,758	248,600	(138,842)	44.15
Total General Government	397,471	0	0	0	0	0	0	0	397,471	635,000	(237,529)	62.59
Total Expenditures	40,196,749	31,818,218	219,129	1,517,122	44,154	3,972,518	9,193,808	2,197,801	89,159,499	169,785,374	(80,625,875)	52.51

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE TEN MONTHS ENDED APRIL 30, 2026**

Revenues over (under) expenditures	(16,587,109)	1,753,423	5,007,693	(131,160)	1,008,180	(2,803,367)	(4,904,600)	1,209,183	(15,447,757)	(31,121,163)	15,673,406	49.64
Other Financing Sources												
Transfers Into GF From LTF	12,164,476	0	0	0	0	0	0	0	12,164,476	11,381,705	782,771	106.88
Transfers Into GF From STA	1,711,060	0	0	0	0	0	0	0	1,711,060	4,139,831	(2,428,771)	41.33
Transfers In GF From SGR	2,540,474	0	0	0	0	0	0	0	2,540,474	8,661,003	(6,120,529)	29.33
Transfers Into GF From SAFE	378,406	0	0	0	0	0	0	0	378,406	460,400	(81,994)	82.19
Transfers Into GF From SPBL	135,562	0	0	0	0	0	0	0	135,562	193,300	(57,738)	70.13
Transfers Into SPBL From STA	0	0	0	0	0	3,861,352	0	0	3,861,352	10,251,206	(6,389,854)	37.67
Transfers Into VI From STA	0	0	0	0	0	0	6,000,000	0	6,000,000	6,814,767	(814,767)	88.04
Transfers Into VE	0	0	0	0	0	0	0	85,303	85,303	88,280	(2,977)	96.63
Transfers Out of LTF Into GF	0	(12,164,476)	0	0	0	0	0	0	(12,164,476)	(11,381,705)	(782,771)	106.88
Transfers Out of STA Into GF	0	0	(1,711,059)	0	0	0	0	0	(1,711,060)	(4,139,831)	2,428,771	41.33
Transfers Out of STA Into SPBL	0	0	(3,861,352)	0	0	0	0	0	(3,861,352)	(10,251,206)	6,389,854	37.67
Transfers Out of STA Into VI	0	0	(6,000,000)	0	0	0	0	0	(6,000,000)	(6,814,767)	814,767	88.04
Transfers Out of SAFE Into GF	0	0	0	(378,406)	0	0	0	0	(378,406)	(460,400)	81,994	82.19
Transfers Out of SPBL Into GF	0	0	0	0	0	(135,562)	0	0	(135,562)	(193,300)	57,738	70.13
Transfers Out of SGR Into GF	0	0	0	0	(2,540,474)	0	0	0	(2,540,474)	(8,661,003)	6,120,529	29.33
Transfers Out of SGR Into VE	0	0	0	0	(85,303)	0	0	0	(85,303)	(88,280)	2,977	96.63
Total Other Financing Sources	16,929,978	(12,164,476)	(11,572,411)	(378,406)	(2,625,777)	3,725,790	6,000,000	85,303	0	0	0	0.00
Net Change in Fund Balances	342,869	(10,411,053)	(6,564,718)	(509,566)	(1,617,597)	922,423	1,095,400	1,294,486	(15,447,757)	(31,121,163)	15,673,406	49.64
Beginning Fund Balance w/o capital assets	5,854,350	17,418,902	32,524,588	4,007,104	7,445,526	25,367	184,858	-	67,460,695			
Long-term Pension/OPEB/Vacation/Leases/SBITA Net Adjustment*	(2,093,603)	0	0	0	0	0	(55,144)	0	(2,148,747)			
Fund Balance as of April 30, 2026	4,103,616	7,007,849	25,959,870	3,497,538	5,827,929	947,790	1,225,114	1,294,486	49,864,191			
Fund Balance per Balance Sheet									49,864,191			

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

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF APRIL 30, 2026**

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

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo	Government Checking	N/A	\$28,840.51	EAC & .70%	\$ 8,187,564.07
LAIF	State Pool	N/A	\$142,009.82	4.20%	9,569,598.18
County of Ventura	Treasury Pool	N/A	\$1,350,909.49	4.17%	59,450,220.78
VCCF Bike Fund	Investment	N/A	Annually	Annually	21,138.05
Total			\$1,521,759.82		\$77,228,521.08

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

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

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

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

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



Item #9C

June 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: LUPE ACERO, FINANCE DIRECTOR

**SUBJECT: RESOLUTION NO. 2026-04 TO CLAIM FISCAL YEAR 2026/2027
TRANSPORTATION DEVELOPMENT ACT LOCAL
TRANSPORTATION FUNDS, STATE TRANSIT ASSISTANCE FUNDS
AND STATE OF GOOD REPAIR FUNDS**

RECOMMENDATION:

- Approve Resolution No. 2026-04 authorizing VCTC's claims for Fiscal Year 2026/2027 Transportation Development Act Local Transportation Funds, State Transit Assistance funds and State of Good Repair funds for transit, planning, and administration.

DISCUSSION:

The State Transportation Development Act (TDA) authorizes designated Transportation Planning Agencies (TPA) such as VCTC to claim money from the Local Transportation Fund (LTF), State Transit Assistance (STA) and State of Good Repair (SGR) accounts for a variety of specified purposes. These include VCTC planning, programming, administration, and passenger rail expenditures as well as funding for transit projects including Metrolink and Bus operations and other related expenditures.

In accordance with State regulations, the attached resolution authorizes staff to claim LTF Article 3 for passenger rail services for Metrolink commuter rail operations; the LTF authorized amounts for planning, programming and administration, the STA and the SGR money for transit and rail purposes as detailed in the Commission's Fiscal Year 2026/2027 budget.

RESOLUTION NO. 2026-04
RESOLUTION AUTHORIZING THE FILING OF A CLAIM FOR ALLOCATION OF
TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUNDS,
STATE TRANSIT ASSISTANCE FUNDS AND STATE OF GOOD REPAIR FUNDS
FOR FISCAL YEAR 2026/2027

WHEREAS the Transportation Development Act (TDA) as amended (Public Utilities Section 99200 et seq.) provides for the allocation of funds from the Local Transportation Fund (LTF), State Transit Assistance (STA) and State of Good Repair (SGR) fund for use by eligible claimants for transportation purposes and,

WHEREAS pursuant to the provisions of the TDA as amended and pursuant to the applicable rules and regulations hereunder (California Code of Regulations, Title 21, Section 6600 et seq.) an authorizing resolution with its claim(s) with designated Transportation Planning Agency, the Ventura County Transportation Commission (VCTC); and,

WHEREAS the Ventura County Transportation Commission is the claimant of LTF, STA and SGR funds for Metrolink commuter rail as well as other rail, transit, planning, programming, and administration projects in Ventura County.

NOW, THEREFORE, THE VENTURA COUNTY TRANSPORTATION COMMISSION DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The Executive Director is authorized to execute and file the appropriate claims pursuant to applicable rules and regulations, together with all necessary supporting documents, with the Ventura County Transportation Commission for an allocation of LTF, STA, SGR funds in Fiscal Year 2026/2027.

Section 2. The authorized claims shall include LTF Article 3 funds and all necessary STA and SGR funds for Fiscal Year 2026/2027 expenditures for Metrolink commuter rail costs, other related local rail and transit costs and Santa Paula Branch Line expenditures.

Section 3. The authorized claims shall include the designated amounts for VCTC planning and administrative purposes.

Section 4. The Ventura County Transportation Commission finds all of the following pursuant to the California Code of Regulations, Title 21, Section 6754:

- The proposed expenditures are in conformity with the Regional Transportation Plan;
- The level of passenger fares and charges is sufficient to enable the operator (where applicable) to meet the fare revenue requirements;

- The claimant is making full use of federal funds available under Title 49, Chapter 523 of the United States Code;
- The proposed allocations from LTF, STA and SGR do not exceed the amount the claimant is eligible to receive during the fiscal year;
- Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increases in the cost of fuel, to enhance public transportation services, and to meet high priority regional, Countywide, or area-wide public transportation needs;
- The operation(s) where applicable is(are) in compliance with the eligibility requirements of Public Utilities Code Section 99314.6;
- The operator(s) where applicable has(have) made a reasonable effort to implement any recommended operator productivity improvements;
- The operator(s) where applicable is(are) not precluded from employing part-time workers.

PASSED AND ADOPTED on this 5th day of June 2026 by VCTC action.

Martha McQueen-Legohn, Chair

ATTEST:

APPROVED TO FORM:

Roxanna Ibarra, Clerk of the Board
Counsel

Lindsay D'Andrea, General



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Item #9D

JUNE 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MATT MILLER, PROGRAM MANAGER – TRANSIT CONTRACTS
SUBJECT: AUTHORIZATION TO AMEND VALLEY EXPRESS BUDGET

RECOMMENDATION:

- Approve a budget amendment for the FY 2025-2026 Valley Express budget to increase revenue appropriations by \$83,169 in FTA 5339 Capital funds and \$88,600 in California State of Good Repair funds and increase expense appropriations in the Equipment/Equipment Maintenance expense line item by the same amount.

BACKGROUND:

VCTC is the administrator of the Cooperative Agreement for the Heritage Valley Transit Service in the Santa Clara River Valley. In 2022, VCTC, on behalf of the cities of Fillmore, Santa Paula, and Ventura County applied for and was awarded a Congestion Mitigation and Air Quality (CMAQ) grant and State of Good Repair funds for the replacement of all 15 Valley Express vehicles in the fleet.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

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

DISCUSSION:

The ordering and delivery process for the 15 vehicles has spanned three years, and these funds have been planned in the last two Valley Express budgets. While the funds are available through the grant, the VCTC budget amount is lower than needed due to paying invoices for vehicles received this fiscal year, rather than last fiscal year as expected. Therefore, staff are requesting authorization to amend this year's budget to include \$83,169 in remaining FTA 5339 funds and \$88,600 in State of Good Repair funds dedicated to this project to cover the remaining invoices.

FISCAL IMPACT:

Approval of this item will increase the Valley Express revenue appropriations for Fiscal Year 2025/2026 by \$83,169 in FTA and \$88,600 State of Good repair funding; the equipment/maintenance expenditures will increase by \$171,769.



Item #9E

June 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

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

RECOMMENDATION:

- Approve the Local Transportation Fund Final Apportionment for Fiscal Year 2026/2027, apportioning \$55.7 million as shown in Attachment A.

BACKGROUND:

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

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

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

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

DISCUSSION:

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

The beginning balance for Fiscal Year 2026/2027 is estimated to be \$7.9 million, which includes the \$3.9 million contingency reserve from the current fiscal year apportionment and unclaimed funds by local agencies, \$2.0 million in actual receipts, an estimated \$1.7 million estimated additional receipts and \$0.3 million estimated interest for the current fiscal year (2025/2026).

The LTF revenues projection for Fiscal Year 2026/2027 of \$52.3 million, plus the \$7.9 million beginning fund balance less the \$4.0 million contingency reserve and \$0.5 million committed funds not yet claimed by a local agency results in a LTF apportionment for Fiscal Year 2026/2027 at \$55.7 million, \$3.8 million higher than the previous apportionment for Fiscal Year 2025/2026 due to a higher carry-in balance and higher revenues projection. The Fiscal Year 2026/2027

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

- Article 3 funds in the amount of \$15,238,906 for VCTC activities as follows:
 - Metrolink commuter rail funds in the amount of \$10,146,906 which is \$1,033,230 higher than last fiscal year. The increase follows the Commission's policy which designates that one-third of the change in estimated LTF sales tax receipts is allocated to passenger rail.
 - Planning funds (2% formula) in the amount of \$1,114,000 which is \$77,400 higher than last fiscal year. These funds are for planning activities which include Regional Transportation Planning, Regional Transit Planning, and Transportation Programming.
 - Administrative funds in the amount of \$3,978,000 which is \$1,963,800 higher than last fiscal year. These activities include ADA and Senior projects, Regional Transit Technology, Grant Administration, Regional Transit Information Center, TDA Administration, Transportation Programming as well as supporting the VCTC's administrative and management functions that contains one-time paydown towards the CalPERS pension unfunded liability, \$500,000 estimate for a new cloud based Enterprise Resource Planning (ERP) Software, and \$100,000 for a comprehensive ADA compliance evaluation.
- Article 3 Administrative funds in the amount of \$19,850 which is higher than last fiscal year. These funds pay for the County Auditor-Controller's administrative costs.
- Article 3 Bicycle and Pedestrian funds (2% formula) in the amount of \$1,011,763 which is \$36,553 higher than last fiscal year. These funds are for local agency's bicycle and pedestrian projects.
- Articles 4 and 8 funds in the amount of \$39,429,481 which is \$757,867 higher than last fiscal year due to a higher carry-in balance and higher revenues projection. These funds are for local agencies as allowed by TDA regulations. The funds are apportioned to local agencies based on population estimates for the cities and county from the Department of Finance that were released in May 2026.

Staff's recommendation is to approve the Final Local Transportation Fund Apportionment for Fiscal Year 2026/2027, apportioning a total of \$55.7 million as shown in Attachment A.

Attachment A
VENTURA COUNTY TRANSPORTATION COMMISSION
TDA FINAL LOCAL TRANSPORTATION FUND APPORTIONMENT FOR FISCAL YEAR 2026/2027

			Final DRAFT FY 2026/2027	Final Final FY 2025/2026	Change vs. FY Final FY 2025/2026	Draft DRAFT FY 2026/2027	Change vs. Draf DRAFT FY 2026/2027
Estimated Unapportioned Cash Balance			7,900,000	6,500,000	1,400,000	7,900,000	0
Prior Year fund committed - not yet claimed			-500,000	0	-500,000	0	-500,000
Contingency Reserve			-4,000,000	-3,870,000	-130,000	-4,000,000	0
Estimated Annual LTF Receipts			52,300,000	49,200,000	3,100,000	52,300,000	0
Total Funds Available			55,700,000	51,830,000	3,870,000	56,200,000	-500,000
Auditor's Administration			19,850	18,700	1,150	19,850	0
VCTC Administration			2,978,000	2,014,200	963,800	2,972,100	5,900
VCTC Administration one-time			1,000,000	-	1,000,000	1,000,000	0
VCTC Planning and Programming			1,114,000	1,036,600	77,400	1,124,000	-10,000
Subtotal			50,588,150	48,760,500	1,827,650	51,084,050	-495,900
Article 3 Pedestrian and Bicycle Facilities			1,011,763	975,210	36,553	1,021,681	-9,918
Subtotal			49,576,387	47,785,290	1,791,097	50,062,369	-485,982
Article 3 Rail Passenger Service Operations/Capital			10,146,906	9,113,676	1,033,230	10,146,906	0
Total to be Apportioned			39,429,481	38,671,614	757,867	39,915,463	-485,982
				-			
				Final FY 2025/2026			
Article 4 and Article 8 by Agency	Population	Pop %					
Camarillo	68,764	8.34%	3,289,226	3,215,322	73,904	3,318,741	-29,515
Fillmore	16,992	2.06%	812,788	794,653	18,135	820,212	-7,424
Moorpark	34,161	4.14%	1,634,042	1,621,212	12,830	1,673,358	-39,316
Santa Paula	31,976	3.88%	1,529,526	1,476,790	52,736	1,524,290	5,236
Simi Valley	123,842	15.02%	5,923,802	5,822,399	101,403	6,009,672	-85,870
Thousand Oaks	121,286	14.71%	5,801,540	5,712,915	88,625	5,896,668	-95,128
Gold Coast Transit District:							
Ojai	7,501	0.91%	358,799	352,614	6,185	363,956	-5,157
Oxnard	198,557	24.09%	9,497,686	9,270,542	227,144	9,568,724	-71,038
Port Hueneme	21,103	2.56%	1,009,431	972,056	37,375	1,003,321	6,110
San Buenaventura	108,061	13.11%	5,168,941	5,083,957	84,984	5,247,479	-78,538
Ventura County - Unincorporated	92,063	11.17%	4,403,700	4,349,154	54,546	4,489,042	-85,342
Total	824,306	100.00%	39,429,481	38,671,614	757,867	39,915,463	-485,982

Attachment B

**JEFFERY S. BURGH
AUDITOR-CONTROLLER**

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



**ASSISTANT
AUDITOR-CONTROLLER
MICHELLE YAMAGUCHI**

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

January 13, 2026

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

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

Dear Mr. Erickson:

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

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

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

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

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

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

Sincerely,

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

**JEFFERY S. BURGH
Auditor-Controller**

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

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

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

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

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



Item #9F

JUNE 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: ERIN KENNEALLY, TRANSIT PLANNER
DOLORES LOPEZ, TRANSIT PLANNER**

**SUBJECT: BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES
REPORT – 3rd QUARTER – FISCAL YEAR 2025/26**

RECOMMENDATION:

- Receive and File

BACKGROUND:

As a data driven and transparent organization, VCTC staff provides quarterly reports that include ridership data, performance measures, and goals for VCTC Intercity Transit as well as Metrolink and Pacific Surfliner. This report looks at the third quarter of Fiscal Year (FY) 2026, January 1, 2026 – March 31, 2026.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment below:

- Goal A5 leverage data to better inform transportation and land-use decision-making and grant seeking.
- Goal B11 Develop a set of multimodal transportation metrics to determine the effectiveness of various modes of transportation.
- Goal B24 promote transit ridership recovery to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

DISCUSSION:

Fixed Route

VCTC's intercity fixed-route service recorded 83,508 boardings from January through March 2026, representing a 9.8% decrease compared to the same quarter last year. This decline is likely attributable to several factors, including a service reduction on the Channel Islands route, which experienced a 41% drop in ridership over the same period.

In early November, VCTC implemented its first significant service changes to the Coastal Express routes since the pandemic. These changes were not universally well received and contributed to reduced ridership. In response, additional adjustments were made on February 9 to address the most common concerns. Following these revisions, Coastal Express ridership increased by nearly 24% in March. While most intercity routes experienced lower boardings this quarter, the East County routes were an exception, posting a 16% increase.

Transit agencies across Southern California reported similar ridership declines beginning in June 2025 and continuing through the end of the year, potentially related to increased immigration enforcement activity, which align with the decreases in ridership VCTC Intercity has seen. However, by March 2026, ridership began to rebound, with a 14% increase from February to March.

Regarding rider composition, the number of passengers using mobility devices increased by 20% compared to the same quarter last year, while bicycle usage declined by 6%. Train transfers rose by approximately 17% over the same period in 2025, indicating stronger rail–bus connectivity and sustained demand among commuters who rely on multimodal travel.

Operating costs increased by 11% compared to the same quarter last year, while fare revenue declined by 2%, reflecting the overall drop in ridership. As a result, cost per passenger rose from \$26.76 to \$33.08. Productivity metrics, including passengers per mile and passengers per hour, also declined. These shifts are consistent with reduced demand this quarter and will continue to be monitored as the February service changes stabilize.

Customer service goals were not met, as complaints exceeded the standard of 5 per 50,000 riders for the quarter. Intercity service received 24 valid complaints—while elevated, this represents a 37% decrease compared to the previous quarter. The most common issues involved schedule adherence, including late trips, early departures, skipped stops, and incorrect destination signage. Several complaints also cited driver behavior, such as operating ahead of schedule or unsafe driving. VCTC staff are working

with RATP Dev to address these concerns through enhanced supervision, updated operator training, and targeted follow-up on recurring operational issues.

Overall, on-time performance (OTP) remained consistent with last quarter at approximately 67%. Highway 101 (Route 50) showed significant improvement, with 75% of trips on time, up from 59% last quarter. The Conejo Connection (Route 55) saw modest gains, with additional schedule adjustments planned for May to further improve performance. Coastal Express routes (80–89) experienced a decline in OTP, dropping from 75% last quarter to 65% this quarter, likely due to operators adapting to new route alignments and stops. Improvement is already evident month over month as operators become more familiar with the changes. CSU Channel Islands (99) did not operate in January due to CSUCI's winter break and saw a decline in on-time performance in March. Meanwhile, Highway 126 (Route 60), East County (Routes 70–74), and Cross County (Route 77) maintained steady OTP at 69%. Staff will continue to monitor performance as the updated schedules take effect.

Rail

The Metrolink Ventura County rail line ridership overall increased by 12% in FY26 when compared to the previous year in the same quarter. Average weekday ridership increased by approximately 10.6%, while weekend ridership increased by approximately 16.3% over the same period last year. Ridership increased throughout the quarter: the highest ridership recorded in March 2026. Metrolink reported discrepancies between conductor counts and ridership estimates based on ticket sales following the conclusion of the Student Adventure Pass (SAP) program on June 30, 2025. As a result, Metrolink recalibrated its ticket-based ridership estimation methodology and retroactively updated FY25 and FY26 ridership estimates. Ridership data in this report has been updated to reflect Metrolink's revised estimates, including updated assumptions related to Student Adventure Pass and Monthly Pass usage.

Ridership on the LOSSAN Pacific Surfliner service, which operates between San Diego and San Luis Obispo, increased by approximately 15% in Q3 FY26 when compared to the same quarter in FY25. The increase reflects ridership growth across all five Ventura County stations. Oxnard Station remained the busiest location during the quarter, followed by East Ventura Station. Together, these two stations continued to account for the majority of Pacific Surfliner boardings and alightings within Ventura County.

Though it occurred in Q4, morning train service between Ventura and Santa Barbara counties began on May 4. The service has been well received and will be reported on in future reports.

FISCAL IMPACT:

There is no fiscal impact as result of this report.

VCTC INTERCITY

Quarterly Ridership Report | FY 2025/26 Q3

Jan-Mar 2026

83,508

Boardings

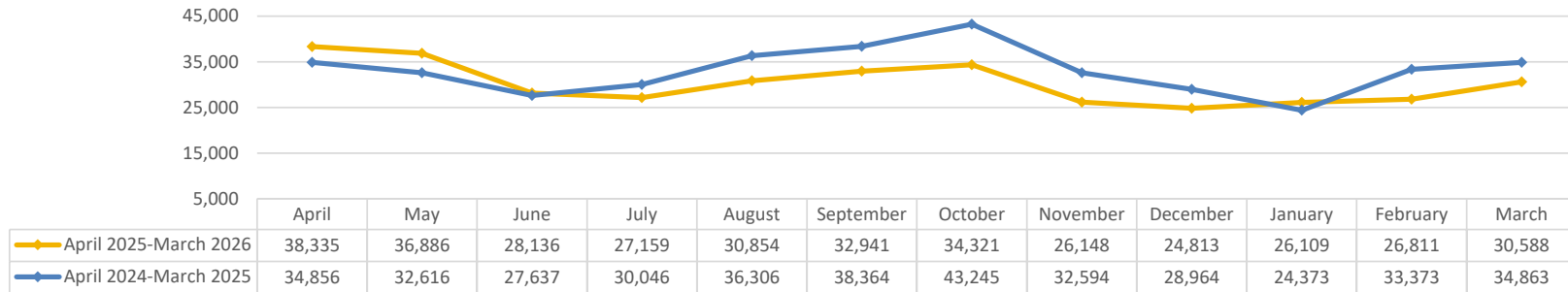
Jan-Mar 2025

92,609

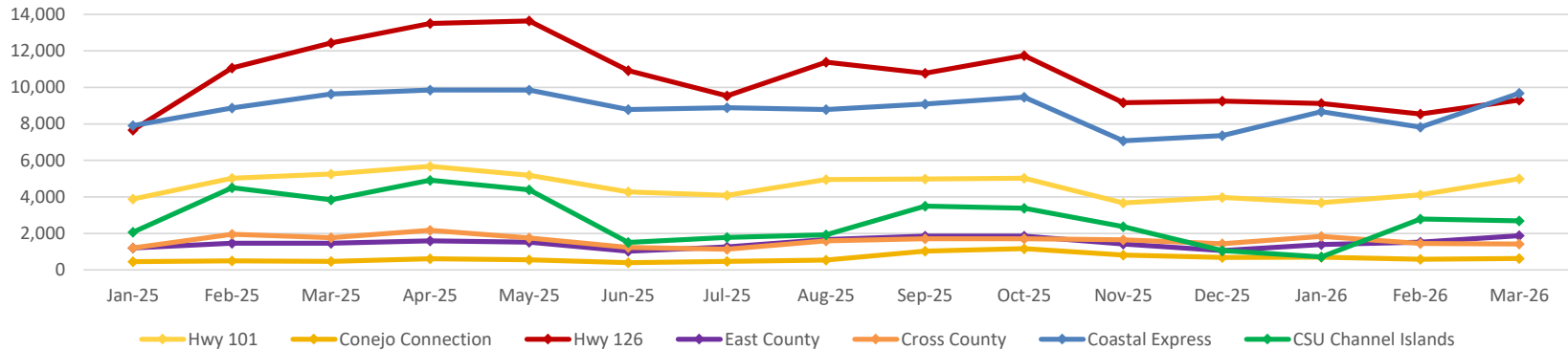


-9.8%

12 Month Ridership Trends Systemwide



15-Month Ridership Trends by Route



Route	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26
Hwy 101	3,890	5,027	5,253	5,676	5,187	4,273	4,093	4,950	4,981	5,026	3,670	3,974	3,687	4,115	4,994
Conejo Connection	453	489	471	613	551	396	462	546	1,034	1,166	818	681	692	581	625
Hwy 126	7,668	11,059	12,435	13,509	13,641	10,921	9,534	11,383	10,783	11,741	9,157	9,244	9,121	8,544	9,303
East County	1,195	1,465	1,456	1,595	1,518	1,023	1,264	1,667	1,855	1,845	1,414	1,058	1,391	1,519	1,874
Cross County Limited	1,203	1,951	1,767	2,170	1,743	1,231	1,133	1,585	1,707	1,700	1,649	1,435	1,841	1,443	1,424
Coastal Express	7,903	8,873	9,641	9,857	9,850	8,782	8,891	8,794	9,083	9,469	7,074	7,361	8,666	7,823	9,677
Channel Islands	2,061	4,509	3,840	4,915	4,396	1,509	1,782	1,929	3,498	3,374	2,366	1,061	711	2,785	2,690
Systemwide TOTAL	24,373	33,373	34,863	38,335	36,886	28,135	27,159	30,854	32,941	34,321	26,148	24,814	26,109	26,811	30,588

VCTC INTERCITY

Quarterly Ridership Report | FY2026 Q3

Jan-Mar 2026	0.21	4.73	\$ 33.08	\$183,279	 Fare Revenue -2%
Jan-Mar 2025	0.25	5.85	\$ 26.76	\$186,930	

Passengers/
Mile

Passengers/
Hour

Cost/Passenger

Fare Revenue

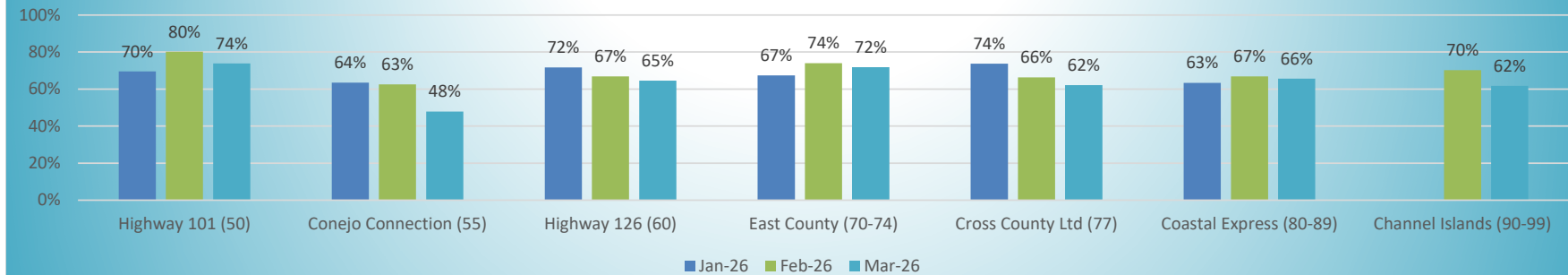
Fare Revenue

-2%

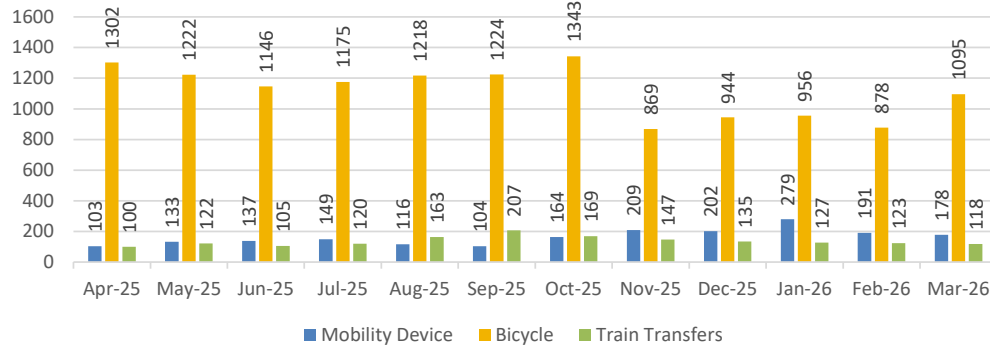
COST AND REVENUE PER PASSENGER

	FY 24/25	FY 25/26	% Change
Operating Cost	\$ 2,478,479	\$ 2,762,284	11%
Passenger Revenue	\$ 186,930	\$ 183,279	-2%
Passenger Revenue including budgeted route guarantees^	\$ 560,240	\$ 556,588	-1%
Passengers	92,609	83,508	-10%
Cost per Passenger	\$ 26.76	\$ 33.08	24%
Farebox Recovery Ratio not including route guarantees	8%	7%	-12%
Farebox Recovery Ratio including route guarantees	23%	20%	-11%

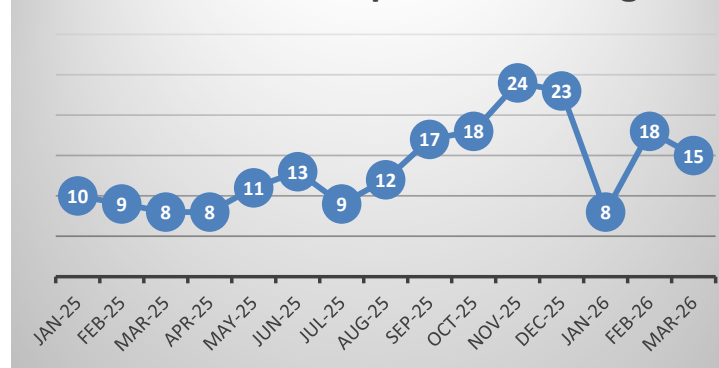
Weekday On Time Performance



Rider Composition

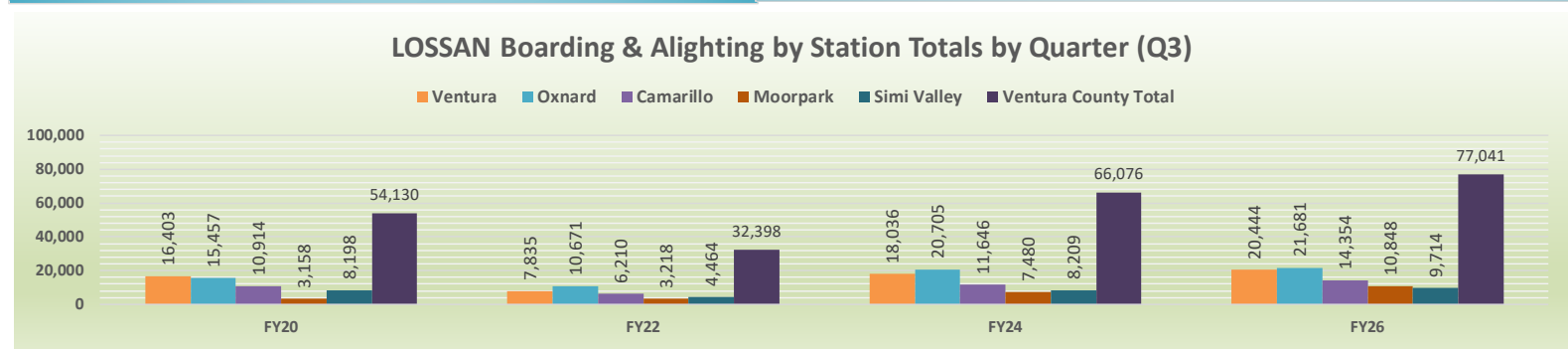
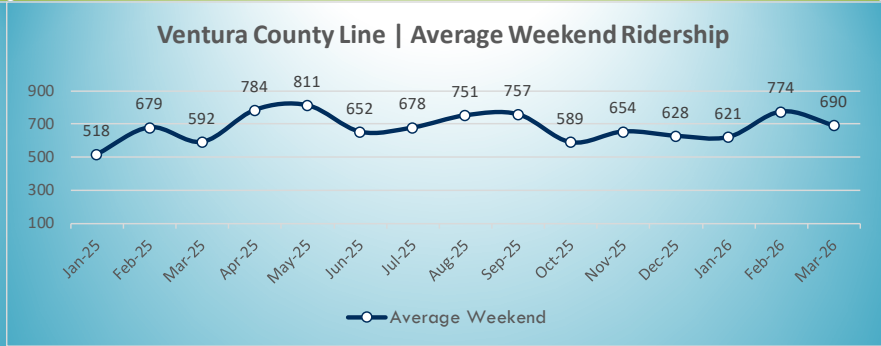
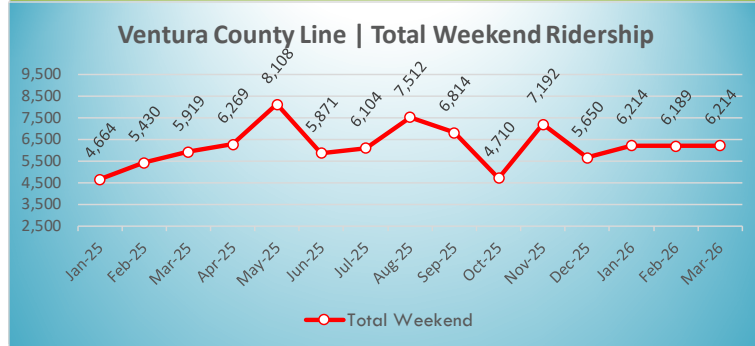
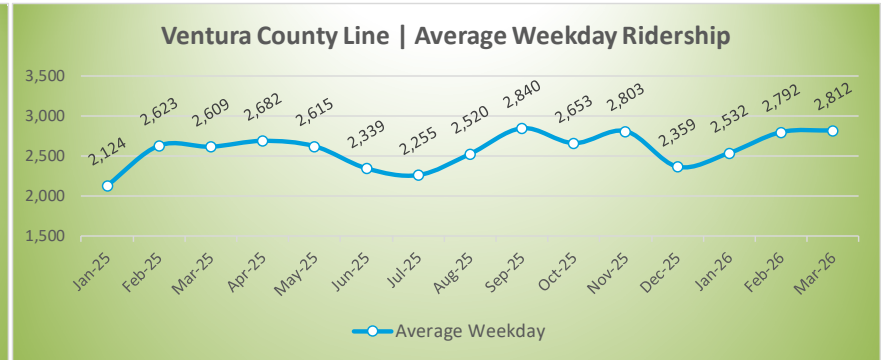
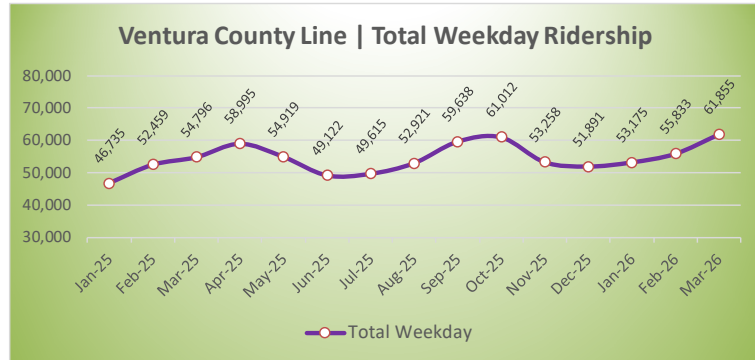


15 Month Complaints Tracking



METROLINK & LOSSAN Corridor | Ventura County Line

Ridership





Item #9G

June 5, 2026

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

RECOMMENDATION:

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

BACKGROUND:

In December 2021, VCTC executed a Railroad Lease and Operations Agreement (Agreement) with Sierra Northern Railway (SNR) for a 35-year term. Under the Agreement, SNR is responsible to operate and maintain the full SPBL right-of-way as of January 1, 2022. The Agreement defines roles and responsibilities and grants Sierra Northern the exclusive rights to operate the SPBL for railroad purposes, including tourist and freight services, film and television production, and storage and transload services.

At the request of the Commission, VCTC staff initiated regular updates on SPBL-related activities. Verbal and written updates on SPBL operations have been provided since June 2023. The following report includes updates for the month of May 2026.

STRATEGIC PLAN COMMITMENT:

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

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

DISCUSSION:

Updates and activities for the subject month include:

- *Leasing, Licensing, and Rights-of-Entry*
 - During May, staff reviewed one right-of-entry (ROE) permit and coordinated with the Fillmore High School Alumni Association to help facilitate an ROE application for their upcoming scholarship event near Fillmore City Hall.
- *SPBL Trail Planning*
 - *Ventura Segment:* Staff continued to support the City of Ventura's efforts to plan, design, conduct community engagement, and construct the 4-mile section of the SPBL Trail from East Ventura Metrolink Station to Saticoy Depot. More information on the City's *Rails with Trails* project is available at: <https://www.cityofventura.ca.gov/2584/Santa-Paula-Branch-Line>. During May, VCTC staff continued to coordinate with the City of Ventura to resolve an issue raised by Metrolink/SCRRA regarding the minimum acceptable setback of trail infrastructure from the railroad tracks. VCTC staff continued facilitated payment of \$750,000 in Priority Legislative Budget Program (PLBP) funds for required additional design and engineering work required to resolve the setback issue. Staff also advanced drafting and review of a right-of-way license agreement and a maintenance agreement between VCTC and the City for trail construction. The California Transportation Commission (CTC) is anticipated to consider allocation of construction funds for the Ventura segment at its June meeting.
 - *Santa Paula Extension:* The City of Santa Paula's efforts to plan, design, and conduct community engagement remain ongoing for an additional approximately 1.5-mile section of the SPBL Trail within the City of Santa Paula. Additional information is available at: <https://spcity.org/797/Santa-Paula-Trail-Connectivity-Project>.
 - *SPBL Trail Master Plan Update & EIR/EIS:*
 - VCTC convened the Project Development Team (PDT) meetings on May 13 and coordinated scheduling of the Technical and Citizen's Advisory Committees for early June.
 - VCTC and WSP executed Amendment No. 1 to the agreement to prepare the trail master plan update and environmental documents. The team is working to establish an Agricultural Working Group in June and July.
 - A web page dedicated to the Master Plan Update continues to be updated and is available at <https://www.goventura.org/spbl-trail-master-plan>. The project email address is spbl.trail@goventura.org.
- *Storm Damage and Response*
 - Sespe Creek Overflow railroad bridge repair: Two projects remain under FEMA review as part of the obligation process, for the completed emergency protective measures to stabilize the western bank (Category B) and permanent repairs (Category C). The Category B project has been in "Pending Award" status since August 25, 2025, and the Category C project has been in "Pending Large Project Review" status since September 16. Staff will continue to provide financial, environmental, and other project information and documentation to FEMA and CalOES upon request.
 - The FEMA Activity Completion Deadline was October 13, 2025. VCTC submitted an extension request to CalOES and FEMA on October 2. An additional request

to extend the period of performance will need to be filed upon obligation of funding by FEMA. VCTC initially requested a five-month extension to the Activity Completion Deadline, extending the completion deadline to March 13, 2026. A subsequent extension request was submitted to FEMA on March 13, 2026. VCTC also requested and received an extension to the RGP-63 permit deadline from the U.S. Army Corps of Engineers (USACE) through the end of February 2026. On February 18, VCTC submitted a request to USACE to extend the RGP-63 permit deadline through September 30, 2026. On April 8, USACE issued a reverification letter granting the requested extension through September 30.

- Construction began on September 3, 2025 and faced multiple delays. Please refer to the Item 14 Staff Report for November 7, 2025 and the Item 14 Staff Report for January 9, 2026 for further background discussion.
- Staff submitted a revised Incidental Take Permit (ITP) application project description to the California Department of Fish and Wildlife (CDFW) on January 22. CDFW indicated by email that an ITP will be in place for a May 1 restart date for permanent repairs. On April 20, staff met with CDFW to review the draft ITP in anticipation of its issuance. Most of the permit provisions align with existing planned reporting and other requirements of the RG-63 permit and did not raise concerns of the project team. On May 15, CDFW issued an ITP to VCTC. On May 20, VCTC completed payment of the Habitat Enhancement fee approved by the Commission on May 1. On May 22, CDFW approved the Water Diversion Plan.
- Despite a three-week additional delay beyond the anticipated May 4th restart date, the current permanent repair target completion date is mid-September 2026.
- On April 21 and 22, VCTC participated in the kick-off meetings for the County-led Multijurisdictional Hazard Mitigation Plan. Staff plan to incorporate long-term protections to railroad and roadway infrastructure within the Sespe Creek Overflow as a hazard mitigation project.
- *Coordination with Sierra Northern Railway*
 - SNR selected a new insurance broker in late 2024 to better meet its contractual obligations to VCTC. SNR will request an amendment to the Railroad Lease and Operations Agreement to align insurance requirements with current market conditions and available coverages.
 - Replacement of the existing Ferris Drive bridge remains pending SNR action, located just east of Santa Paula Creek. Sierra Northern conducts weekly inspections on the bridge to ensure safety and stability of the bridge until construction can be completed. Sierra Northern indicates that the bridge replacement project is among its highest priority infrastructure projects for SPBL and its operating locations.

FISCAL IMPACT

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



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Item #9H

June 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Receive and file.

BACKGROUND:

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

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment below:

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

DISCUSSION:

Federal Issues

Surface Transportation Reauthorization

On May 22, the House of Representatives Transportation & Infrastructure Committee passed H.R. 8870, the BUILD America 250 Act, a five-year surface transportation bill. The bill would replace the Infrastructure Investment and Jobs Act (IIJA), which is scheduled to expire Sept. 30.

The bill authorizes roughly \$580 billion over Fiscal Year 2027 through Fiscal Year 2031 but does not propose major changes or introduce new programs. Unlike the IIJA, the BUILD America 250 Act does not provide advance General Fund appropriations, so about \$106 billion of the bill's funding would be subject to annual appropriations. The bill also restores an emphasis on formula spending as opposed to competitive programs.

The bill provides:

- \$376 billion for the Federal Highway Administration;
- \$87.6 billion for the Federal Transit Administration;
- \$5.7 billion for the National Highway Traffic Safety Administration;
- \$64.7 billion for the Federal Railroad Administration, including \$31.1 billion for Amtrak;

In addition, the bill requires states to collect \$130 in annual registration fees on electric vehicles and \$35 per year from plug-in hybrids. The annual registration fees would escalate biennially starting in 2029 and would be capped at \$150 per year for electric vehicles and \$50 per year for plug-in hybrids.

As the Commission is aware, one of VCTC's priorities for surface transportation reauthorization is to return project selection authority to county transportation commissions for Surface Transportation Block Grant and Congestion Mitigation and Air Quality (STBG/CMAQ) funds. The original text of the BUILD America 250 Act does not include that provision. At the request of VCTC and several other Southern California county transportation commissions, Rep. Julia Brownley, D-Westlake Village, a member of the House Transportation & Infrastructure Committee, has agreed to pursue an amendment to the bill that would return STBG/CMAQ project selection authority to county transportation commissions.

Overall, the bill is a positive step toward securing federal transportation funding for the next five years. At \$580 billion, the bill is roughly half of the IIJA but is larger than the previous long-term funding bill, the FAST Act. The bill restores an emphasis on formula funding rather than competitive programs, which could be beneficial to

VCTC. The fact that a significant portion of the funding depends on future appropriations is a concern. Federal Railroad Administration programs would likely be most at risk of losing funding because the bill contains no dedicated FRA funding. VCTC will monitor the bill as it moves through the legislative process and will keep the Commission informed of its progress.

State Issues

State Budget

In May, Governor Newsom released his revised budget for the coming fiscal year. Due largely to higher-than-anticipated capital gains revenues, the May Revision projects \$16 billion more in revenue than had been expected. However, because of ongoing concerns about budget deficits in coming years, the revised budget does not propose any new ongoing spending.

As in the January budget proposal, the revised budget does not include the remaining \$690 million for the Zero-Emission Transit Capital Program. The ZETCP is part of Senate Bill 125 and provides funding to regional transportation planning agencies, including VCTC, to use and distribute to local operators for purchases of zero-emission transit equipment, as well as for operating expenses.

Likewise, the revised budget makes no mention of the state's Cap-and-Invest Program and Greenhouse Gas Reduction Fund Expenditure Plan. The Cap-and-Invest Program, formerly known as Cap and Trade, now includes a tiered system under the GGRF Expenditure Plan. As a result of that tiered system, revenues for the Transit and Intercity Rail Capital Program (TIRCP) and the Low-Carbon Transit Operations Program (LCTOP), which supports VCTC's Free Fare Programs, are expected to decline. In addition, the California Air Resources Board (CARB) is considering amendments to the Cap-and-Invest Program that could reduce funding for GGRF and its programs even further, potentially leaving no funding available for those programs. In April, VCTC signed a joint letter to CARB organized by the California Transit Association that outlines concerns about the potential impacts the proposed amendments could have on GGRF transportation programs. CARB is scheduled to hold a hearing regarding the proposed amendments on May 28, and VCTC will be monitoring the hearing outcome.

The state Legislature has until June 15 to pass a budget. VCTC is staying engaged in the budget process through its state advocate. Transit budget priorities include establishment of funding certainty for the LCTOP and TIRCP programs and extension of the statutory relief provided to transit operators during the COVID-19 pandemic, including suspension of the farebox recovery penalty.

Attachment A is a response letter and analysis of the Build America 250 Act prepared by the American Public Transportation Association (APTA). Attachment B

is the monthly report of VCTC's state advocate. Attachment C is a matrix of bills VCTC is tracking.

Fiscal Impact

This report has no fiscal impact.

ATTACHMENT A



May 20, 2026

The Honorable Sam Graves
Chairman
House Committee on Transportation
and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
House Committee on Transportation
and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Graves and Ranking Member Larsen,

On behalf of the American Public Transportation Association (APTA), which represents the \$102 billion public transportation industry that directly employs more than 450,000 people and creates millions of additional private-sector jobs, I write to you regarding your bipartisan, five-year surface transportation authorization legislation, H.R. 8870, the “BUILD America 250 Act”. APTA applauds your strong leadership and dedication to enacting bipartisan legislation that provides certainty for the public transportation industry to make the long-term investments necessary to continue to grow our economy.

The BUILD America 250 Act is a great first step. We look forward to working with you and the Committee on Appropriations to ensure that the BUILD America 250 Act, when considered by the House of Representatives, builds upon current investment levels (including guaranteed funding) for public transit and passenger rail to drive job creation, innovation, and our economy. Every \$1 invested in public transportation generates \$5 in long-term economic returns.

APTA’s 2026 Surface Transportation Authorization Recommendations urge Congress to invest **\$138 billion for public transit** and **\$130 billion for passenger rail** over five years. These investments will help address the more than \$150 billion state-of-good-repair backlog, meet the growing mobility demands in our communities, and drive innovation and new technologies to enhance safety, security, and the rider experience.

In addition, we greatly appreciate the BUILD America 250 Act’s many policy initiatives to accelerate project delivery by eliminating statutory and regulatory barriers to advancing public transit and passenger rail projects.

Finally, APTA would like to continue to work with the Committee on key policy areas of significant concern, including establishing a Consolidated State Block Grant Program; limiting the Federal contribution for bus procurements; and imposing new mandates on States and local public transit agencies.

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Paul P. Skoutelas

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Guaranteed Public Transit and Passenger Rail Investments

Public transit investments that put Americans to work today will drive the U.S. economy for decades to come. To that end, APTA strongly urges Congress to provide advance appropriations in the BUILD America 250 Act at least equal to current levels. The Infrastructure Investment and Jobs Act's (IIJA) \$21.25 billion of advance appropriations for public transit provided an initial downpayment to address the more than \$150 billion state-of-good-repair backlog in our nation's transit systems. Although the IIJA's critical guaranteed investments will begin to address decades of underinvestment, the American Society of Civil Engineer's 2025 Infrastructure Report Card still graded American transit infrastructure as a "D". Congress must build upon current public transit investments (including guaranteed funding) to ensure public transit agencies can address this state-of-good-repair backlog.

APTA also urges the Committee on Transportation and Infrastructure, working together with the Committee on Appropriations, to ensure guaranteed funding for passenger rail investments. Currently, H.R. 8870 provides no guaranteed funding for passenger rail grants. The IIJA's \$66 billion of advance appropriations for passenger rail has provided critical funding to begin to bring America's intercity passenger rail system into the 21st century, make Americans safer by eliminating dangerous highway-rail grade crossings, and expand access to passenger rail vehicles and stations for people with disabilities. Predictable, long-term Federal investment enables railroads and communities to plan and deliver these vital infrastructure projects. To restore and grow our nation's passenger rail network, Congress must provide guaranteed funding for passenger rail and build upon current investment levels.

Accelerating Project Delivery

APTA greatly appreciates the BUILD America 250 Act's many policy initiatives to accelerate project delivery by eliminating statutory and regulatory barriers to advancing public transit and passenger rail infrastructure and manufacturing projects.

Reforming Capital Investment Grants

APTA strongly supports the legislation's significant reforms to the Federal Transit Administration's (FTA) Capital Investment Grants (CIG). H.R. 8870 establishes Streamlined Starts projects for a simplified CIG review and increases the limit on the total cost for such projects from \$400 million (i.e., Small Starts under current law) to \$1 billion and adjusts the limit annually. For the overwhelming number of CIG projects that will qualify under this revised threshold, these changes will significantly reduce Federal bureaucratic delays to project delivery. The bill also makes important improvements to Core Capacity authorities to better enable funding for accessibility improvements at stations and public transit system-wide improvements. Finally, APTA supports the legislation's provision allowing costs incurred by project sponsors prior to entering Project Development to qualify for Federal reimbursement.

Accelerating Project Delivery

APTA also applauds the BUILD America 250 Act's significant changes to accelerate project delivery, including:

- Authorizing advance acquisition of real property for public transit and passenger rail projects;
- Authorizing additional projects covered by National Environmental Policy Act (NEPA) Categorical Exclusions (CEs), including public transit bus shelters;
- Allowing large public transit agencies to assume responsibility for certain NEPA actions (e.g., approving CEs); and
- Authorizing simultaneous consideration of various consultation steps during Federal reviews and limiting the requirements on documentation.

Implementing Commonsense DOT Reforms

In addition, APTA appreciates H.R. 8870's many provisions to implement commonsense U.S. Department of Transportation reforms, including:

- Authorizing public transit agencies to determine the number of spare vehicles necessary for their fleets without the limitation of FTA's one-size-fits-all spare ratio policy;
- Permanently allowing States to waive the Federal Motor Carrier Safety Administration's (FMCSA) Commercial Driver's License Under the Hood testing requirement for public transit operators; and
- Expanding the authorities for innovative procurement to include goods, technologies, and software services.

Strengthening Passenger Rail

With regard to passenger rail, APTA strongly supports the BUILD America 250 Act's provisions to limit increases to the passenger rail liability cap and provide commuter rail agencies with the necessary time to make cap adjustments. APTA also appreciates the creation of an Emergency Relief program for passenger and freight rail to be administered by the Federal Railroad Administration. Finally, APTA strongly supports provisions authorizing the advance acquisition of real property for passenger rail projects and CEs for certain passenger rail projects on existing rights-of-way.

Key Policy Areas of Significant Concern

In addition to APTA's stated concerns about total guaranteed investment levels, APTA has several key policy areas of significant concern with the BUILD America 250 Act. As the Committee continues its work on the bill, APTA looks forward to working with it on areas of significant concern, including establishing a Consolidated State Block Grant Program; limiting the Federal contribution for bus procurements; and imposing new mandates on States and local public transit agencies.

Establishing a Consolidated State Block Grant Program

To improve transportation outcomes, a key pillar of [APTA's Recommendations](#) is to strengthen collaborative, local decision making. **APTA is concerned that the new Consolidated State Block Grant Program moves in the opposite direction by adding more bureaucracy and decision-makers who are often far removed from the communities served. We believe local decision-makers are best positioned to determine which public transit investments will best serve their riders and communities.** For this reason, [APTA's Recommendations](#) urge Congress to provide direct funding to public transit agencies in small urbanized areas, similar to the process for large urbanized areas. We do not understand the policy rationale underpinning the Consolidated State Block Grant Program and would like to continue to work with the Committee to ensure that it meets our shared goal of best serving communities.

Limiting the Federal Contribution for Bus Procurements

APTA also has significant concerns with the BUILD America 250 Act's provision to limit the Federal contribution for bus procurements. Since 2023, APTA, through its Bus Manufacturing Task Force, has advanced several key changes to adjust industry procurement practices that constrained cash flow at major bus manufacturers, which contributed to bus manufacturer bankruptcies and market exits. Bus production is capital intensive with long lead times, volatile input costs, and complex Buy America compliance requirements. A policy that limits cost recovery may undermine supply-chain stability and U.S. manufacturing investment.

In addition, the Bus Manufacturing Task Force has specifically addressed bus customization issues, as one factor that can lead to increased bus costs and impact the health of the limited number of U.S. bus manufacturers. Based on the work of the Bus Manufacturing Task Force, the industry is actively working to encourage the use of common, volume-supported bus designs that we believe will achieve our common objective to reduce the cost of buses and enhance competition. In fact, several foreign bus manufacturers are actively assessing their ability enter the U.S. public transit market and achieve Buy America requirements. We would like to continue to work with the Committee to achieve our shared goals of reducing the cost of buses, ensuring the health of U.S. bus manufacturers, enhancing competition, and growing manufacturing in the United States.

The Honorable Sam Graves, Chairman
The Honorable Rick Larsen, Ranking Member
May 20, 2026
Page 5

Imposing New Mandates on States and Local Public Transit Agencies

For public transit agencies, safety is a core value—a non-negotiable operating principle and promise to our riders, workers, and communities. Public transit agencies across the country have adopted a layered, multifaceted approach to public transit safety. **APTA is concerned about mandating specific safety technologies, such as fully enclosed bus workstations, in a one-size-fits-all approach. The BUILD America 250 Act specifically requires that all new buses have fully enclosed bus workstations. H.R. 8870 also establishes a Working Group to consider requiring the retrofit of existing buses with workstation barriers, which could lead to mandating new bus enclosures on more than 62,000 buses in transit agency fleets today.** Under current law, the Safety Committee of large transit agencies, which include an equal number of agency management and front-line worker representatives, are required to consider bus enclosures as part of the development of their annual Agency Safety Plan when recommended as part of an agency’s risk assessment. APTA would like to work with the Committee on Transportation and Infrastructure to explore opportunities to utilize public transit agency’s existing Safety Committee structure and Safety Management Systems to determine whether to adopt specific technologies, such as fully enclosed bus workstations, for bus procurements.

Conclusion

Public transportation creates family-wage jobs across the nation and across all sectors of the economy. The public transit industry employs more than 450,000 people directly and creates millions of additional jobs in the private sector. Seventy-seven percent of Federal public transit investment flows to the private sector—to a network of 3,000 companies in more than 1,700 communities across all 50 States.

[*APTA’s 2026 Surface Transportation Authorization Recommendations*](#) urge Congress to invest **\$138 billion for public transit** and **\$130 billion for passenger rail** over five years. These investments will help address the more than \$150 billion state-of-good-repair backlog, meet the growing mobility demands in our communities, and drive innovation and new technologies to enhance safety, security, and the rider experience.

Again, the BUILD America 250 Act is a great first step. We look forward to working with Congress as this legislation moves forward.

Sincerely,



Paul P. Skoutelas
President and CEO

The Honorable Sam Graves, Chairman
The Honorable Rick Larsen, Ranking Member
May 20, 2026
Page 6

cc: The Honorable David Rouzer, Chairman, Subcommittee on Highways and Transit,
Committee on Transportation and Infrastructure, U.S. House of Representatives

The Honorable Eleanor Holmes Norton, Ranking Member, Subcommittee on Highways
and Transit, Committee on Transportation and Infrastructure,
U.S. House of Representatives

The Honorable Daniel Webster, Chair, Subcommittee on Railroads, Pipelines, and
Hazardous Materials, Committee on Transportation and Infrastructure,
U.S. House of Representatives

The Honorable Dina Titus, Ranking Member, Subcommittee on Railroads, Pipelines, and
Hazardous Materials, Committee on Transportation and Infrastructure,
U.S. House of Representatives

Members, Committee on Transportation and Infrastructure, U.S. House of Representatives



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

Legislative Update

As the month of May ends, we are nearing the halfway point of the legislative session. May 29th marks the House of Origin deadline, which means legislation needs to be out of the house in which it was introduced. The week before the deadline saw several lengthy floor sessions in both houses to pass the hundreds of bills before each chamber. Once they are passed this first deadline, the bills will swap houses and begin their policy hearings starting in early June.

May 14th was the Appropriations Suspense hearing in both the Senate and the Assembly. Most bills with a cost to the state are referred to the “suspense list” in each house. In total, both committees heard a combined 967 bills that day.

Additionally, there have been several budget subcommittee hearings this month in preparation for the Governor’s May Revise, which was released on Thursday, May 14th. The budget committees have been reviewing the Governor’s new proposal and are starting to shape their own budgets. The final budget must be adopted by June 15th. Seaside Advocacy will continue to monitor, report, and advocate on behalf of VCTC in these hearings.

Budget – May Revise

On May 14, 2026, the Governor released his May Revision for the budget year 2026-27. The Governor now projects budget year General Fund expenditures of \$246.6 billion, available resources of \$279.1 billion (prior year balance, revenues, and transfers), and \$4.5 billion in the Special Fund for Economic Uncertainties (SFEU), the state’s general budget reserve.

The May Revision updates the Greenhouse Gas Reduction Fund estimates based on recent cap-and-invest auctions. The May Revision estimates \$3.4 billion in 2025-26 and \$3.4 billion in 2026-27, which is a downward adjustment compared to the Governor’s budget, which estimated \$3.8 billion in 2025-26

and \$3.8 billion in 2026-27. However, these estimates do not reflect the proposed amendments currently under consideration at the California Air Resources Board, as these are not yet adopted.

For CalTrans:

- The May Revision appropriates \$40 million one-time General Fund for Clean California litter abatement and encampment resolution.
- The May Revision funds \$6.2 million two-year limited-term General Fund annually for homeless encampment liaisons.
- It provides a one-time increase of \$16.4 million in the State Highway Account for Generative Artificial Intelligence (Gen AI) in the state highway system.
- The May Revision proposes statutory changes to allow automated enforcement on the State Highway System portion of the Games Route Network in advance of the 2028 Olympic and Paralympic Games that will be held in the Los Angeles region.
- The May Revision mentions the need to appropriate additional funds for the Olympic and Paralympic Games.

LAO's 2026-27 Budget Reports and the Governor's May Revise

The Legislative Analyst's Office (LAO) has posted a few analyses of the Governor's May Revision and its proposals. The LAO's main comments on the May Revision note that if all of the Governor's proposals are approved, structural deficits still persist for the state—meaning that General Fund annual expenses exceed annual revenues for the foreseeable future under the administration's own projections. LAO continues to warn that “California is ill-prepared for even a slip-up in revenues,” noting “even just a repeat of the 2022 market declines, which were mild by historical standards, could quickly push the budget into deep deficits.”

LAO notes that the Governor's plan—inclusive of January and May proposals—includes \$1.3 billion of new discretionary General Fund spending, such as spending or reappropriations for improvements at Los Angeles' Exposition Park, broadband last-mile infrastructure, and a wildfire disaster rebuilding program. The Governor also makes various non-General Fund proposals in the May Revision, such as \$125 million of bond funding to acquire the Golden Gate Fields property in the East Bay. The May Revision says relatively little about the cap-and-trade fund, the Greenhouse Gas Reduction Fund, and the potential major changes to which the LAO has now discussed before both houses' committees.

LAO suggests redirecting the Governor's proposed \$9.7 billion deposit to the new discretionary reserve, the Projected Temporary Surplus Holding Account, to the arguably less flexible rainy day fund, and adopting well over \$10 billion of budget cuts or net revenue increases. The LAO suggests the Legislature “set aside \$4 billion in a reserve to pre-fund” the Proposition 98 required funding for 2025-26 (called “settle up” by the administration) that is omitted from the Governor's plan.

LAO's General Fund condition summary, Figure 2, shows that the Governor's plan projects a rainy day fund balance of \$15.075 billion for 2026-27—up from the \$11.191 billion for 2025-26 in last June's state budget plan.

Cap-and-Invest Proposed Amendments

On May 19th, Assembly Budget Sub 4 held a hearing on the proposed amendments to the Cap-and-Invest Program. The changes introduced through a 15-day regulatory process have generated significant concern among legislators, environmental advocates, transit agencies, agricultural groups, affordable housing developers, and public health organizations. The central dispute involves CARB's proposal to redistribute allowances away from the auction (which generates the Greenhouse Gas Reduction Fund revenue) toward industry-directed incentives and ratepayer credits.

The Legislative Analyst's Office (LAO) published a document for the hearing where the core focus was CARB's April 2026 revised proposed amendments, which made significant changes from the January version. Most notably, while the proposal removes 118 million allowances through 2030 to meet climate targets, it simultaneously creates a new Manufacturing Decarbonization Incentive (MDI) program that adds up to 118 million allowances *above* the cap — effectively offsetting those reductions. The LAO stated that April amendments also increase free allowances to industry, reduce allowances to electric utilities, and would cut projected GGRF revenues to roughly \$2 billion annually — about half of recent levels — leaving Tier 3 GGRF programs entirely unfunded. The LAO closed by flagging key legislative questions around environmental ambition, MDI program design, allowance allocation priorities, and whether the SB 840 GGRF framework remains fit for purpose given the projected revenue shortfall.

Upcoming Bill Deadlines

June 15 - Budget Bill must be passed by midnight

June 25 - Last day for a legislative measure to qualify for the Nov. 3 General election ballot.

July 2 - Last day for policy committees to meet and report bills.

July 2 – August 3 – Summer recess

Below is a list of VCTC tracked newly introduced bills:

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

Introduced: 2/21/2025

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

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

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

Introduced: 1/16/2026

Status: 5/18/2026-Read second time. Ordered to third reading.

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

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

Introduced: 2/9/2026

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

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

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

Introduced: 2/10/2026

Status: 5/18/2026-Read second time. Ordered to third reading.

Summary: The Planning and Zoning Law authorizes a state or local public agency to authorize a governmental entity, a special district, a nonprofit organization, a for-profit entity, a person, or another entity to hold title to and manage an interest in property held for mitigation purposes, subject to certain requirements. Current law authorizes a governmental entity, special district, or nonprofit organization that holds the property as described above to hold an endowment conveyed for the property, except as specified. Current law subjects the holder of an endowment to certain requirements, including that the holder certify to the project proponent or the holder of the mitigation property or a conservation easement and the local or state agency that required the endowment that it meets specified requirements. Current law repeals these provisions on January 1, 2027. This bill would delete the above repeal date, thereby extending those provisions indefinitely.

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

Introduced: 2/10/2026

Status: 5/13/2026-Referred to Coms. on L., P.E. & R. and JUD.

Summary: Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to

include prevention of abusive conduct as a component of that training and education. This bill would additionally require that the above-described training and education include, as a component of the training and education, anti-hate speech training.

AB 1821 (Pacheco D) California Public Records Act.

Introduced: 2/11/2026

Status: 5/15/2026-Set for Hearing 5/18/2026

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

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

Introduced: 2/11/2026

Status: 5/6/2026-Referred to Coms. on L. GOV. and L., P.E. & R.

Summary: Would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid.

AB 1859 (Ortega D) Public works.

Introduced: 2/11/2026

Status: 5/19/2026-Read second time. Ordered to third reading.

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

representative fails or refuses to comply with job site safety requirements, as specified. The bill would authorize the committee to bring an action against an awarding body, contractor, or subcontractor that willfully denies the committee's representative reasonable access.

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

Introduced: 2/18/2026

Status: 5/18/2026-Read third time. Passed. Ordered to the Senate. (Ayes 72. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties.

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

Introduced: 2/18/2026

Status: 5/19/2026-Read second time. Ordered to third reading.

Summary: Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas.

AB 2371 (Hadwick R) Transportation.

Introduced: 2/19/2026

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

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

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

Introduced: 2/20/2026

Status: 4/29/2026-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 29). Re-referred to Com. on APPR.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, existing law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Existing law makes those moneys available to the Department of Housing and Community Development, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, existing law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. This bill would authorize a lead agency for a land use project to require an applicant to contribute to the Transit-Oriented Development Implementation Fund if certain cost conditions are met and the department and the office have validated the reductions in vehicle miles traveled that are attributable to the project, as specified.

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

Introduced: 2/20/2026

Status: 5/18/2026-Read second time. Ordered to third reading.

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

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

Introduced: 1/23/2025

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

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

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

Introduced: 2/5/2025

Status: 5/19/2026-Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly.

Summary: Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local agency official, as defined, acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027.

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

Introduced: 2/9/2025

Status: 5/18/2026-Referred to Coms. on NAT. RES. and U. & E.

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

SB 1087 (Cabaldon D) Transportation planning: sustainable communities strategies: transportation funding programs.

Introduced: 2/13/2025

Status: 5/14/2026-From committee: Do pass. (Ayes 5. Noes 0.) (May 14). Read second time. Ordered to third reading.

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt

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

SB 1187 (Durazo D) Open meetings: majority.

Introduced: 2/19/2025

Status: 5/18/2026-Referred to Com. on L. GOV.

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

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

Introduced: 2/19/2025

Status: 5/19/2026-Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly.

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

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

Introduced: 2/20/2025

Status: 5/14/2026-From committee: Do pass. (Ayes 7. Noes 0.) (May 14). Read second time. Ordered to third reading.

Summary: Would require the Department of Transportation to provide written notice of certain construction or maintenance projects within the right-of-way of a state highway in a county with a

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

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

Introduced: 2/20/2025

Status: 5/11/2026-Referred to Com. on TRANS.

Summary: Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027.

SB 1361 (Durazo D) Transit-oriented housing developments: local governments: transit agencies and projects.

Introduced: 2/20/2025

Status: 5/19/2026-Read third time. Passed. (Ayes 31. Noes 8.) Ordered to the Assembly.

Summary: Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects.

ATTACHMENT C

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY June 5, 2026			
BILL/AUTHOR	SUBJECT	POSITION	STATUS
AB 21 DeMaio	Taxpayer Protection Act of 2025	Monitor	Amended to Common Interest Developments bill. Failed committee.
AB 23 DeMaio	The Cost of Living Reduction Act of 2025	Monitor	Failed.
AB 266 Davies	Freeway Service Patrol Act: sponsorship agreement	Monitor	Passed Senate Transportation Committee. Referred to Appropriations.
AB 289 Haney	State Highway Work Zone Speed Safety Program	Monitor	Passed. To Engrossing and Enrolling.
AB 954 Bennett	State Transportation Improvement Program: bicycle highway pilot program	Monitor	Amended. Ordered to Senate inactive file on 03/03/26.
AB 1207 Irwin	Climate change: market-based compliance mechanism: extension	Monitor	Passed. Signed by the governor.
AB 1421 Wilson, Aguiar-Curry	Vehicles: Road Usage Charge Technical Advisory Committee	Monitor	Passed Assembly 01/29/26. Ordered to Senate.
AB 1599 Ahrens	Public Transit: California Transit Stop Registry: transit datasets	Monitor	Passed Assembly 5/21/26. Ordered to Senate.
AB 1855 Gonzalez	California Environmental Quality Act: exemption: passenger rail service	Monitor	Introduced 2/11/26. Referred to Assembly Committee on Natural Resources.
AB 1944 Lee	Zero-emission transit buses: axle weight	Monitor	Passed Assembly 04/06/26. Ordered to Senate. At Transportation Committee.
AB 2059 Wilson	California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation	Monitor	Passed Assembly 5/19/26. Ordered to Senate.
AB 2267 Garcia	State Bridges and Overpasses: Suicide Prevention	Support	Referred to Appropriations. Held in suspense file on 5/14.

SB 71 Wiener	California Environmental Quality Act: exemptions: transit projects	Monitor	Passed. Signed by the governor 10/13/25.
SB 90 Seyarto	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: grants: Improvements to Public Evacuation Routes: mobile rigid water storage.	Monitor	Passed Senate Natural Resources and Water Committees. Re-referred to Appropriations Committee. Returned to Secretary of the Senate 02/02/26.
SB 445 Wiener	Amended to High-Speed Rail: third-party agreements, permits and approvals: regulations	Monitor	Referred to Assembly Appropriations Committee. Held in committee.
SB 840 Limon	Greenhouse gases: Greenhouse gas reduction fund: studies	Monitor	Passed. Signed by the governor.
SB 1087 Cabaldon	Transportation planning: sustainable communities strategies: transportation funding programs	Monitor	Introduced 2/13/26; passed Transportation Committee 04/09; passed Appropriations Committee 05/14, ordered to third reading.
SB 1136 Blakespear	Intercity rail and commuter rail: special events service plans	Monitor	Passed Senate Transportation Committee. Referred to Appropriations.



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Item #91

June 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING

**SUBJECT: SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
PROGRAMMING PROCEDURES**

RECOMMENDATION:

- Receive and file

BACKGROUND:

The Southern California Association of Governments (SCAG), as the region's federally designated Metropolitan Planning Organization, is responsible for selecting projects funded through several Federal Highway Administration (FHWA) programs, including the Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

Following the SCAG Regional Council's approval of project selections for these funds, SCAG is responsible for ensuring various federal compliance requirements are met by project sponsors throughout the post-award period. These responsibilities include regional programming and obligation authority (OA) management.

In collaboration with the county transportation commissions (CTC), SCAG developed and adopted in February 2026 new Programming Procedures for FHWA-administered federal funding to guide post-award activity across the SCAG region. These procedures are intended to prevent the lapse of federal funds, ensure consistency with federal timelines, and support the region's ability to meet statewide delivery targets.

STRATEGIC PLAN COMMITMENT:

This item supports the VCTC Strategic Plan Goal C: Partnerships, Strategy C2 Assist cities and the county to seek supplemental federal and state funding including through Caltrans.

DISCUSSION:

The newly adopted SCAG Programming Procedures outline detailed requirements and expectations for all agencies receiving FHWA program funds selected through the SCAG-administered call for projects processes. These procedures are designed to work in tandem with SCAG's existing program guidelines and include six key topic areas:

- Federal Transportation Improvement Program (FTIP) Programming Requirements: Projects must be programmed in the Federal Transportation Improvement Program in the year funds are expected to be obligated or transferred. Implementing agencies and CTCs must ensure the FTIP remains current.
- Obligation Deadlines and Management: Any project programmed with STBG or CMAQ funds that has not been identified as SCAG-selected by December 2026 must obligate those funds by December 2026. Otherwise, the STBG/CMAQ funds will be considered lapsed, and the unclaimed funds will become available for reprogramming to other SCAG-selected projects. SCAG-selected is defined as a project that was awarded in a prior or current call for projects.
- Post-Award Project Changes: VCTC has delegated authority to approve funds for cost increases when funds are available as a result of project savings/cancellations within the respective county. Shifting of funds across SCAG-selected or SCAG Contingency List projects must be done in collaboration with project sponsors and are subject to approval by VCTC.
- Scope Changes: Any changes to the project scope from what was submitted in the SCAG application will require SCAG approval. Major additions or reductions to the project scope may be required to go through a subsequent call for projects process.
- Project Delays: VCTC has delegated authority to approve delay requests up to the delivery deadline for the call for projects in which the project was awarded funding or on the Contingency List (i.e., Sept. 30, 2029, for all projects within the 2023-2026 call for projects). CTCs must coordinate with SCAG to ensure sufficient OA and apportionment are available in the requested year and financial constraint requirements are met. There is no guarantee that federal funds will be available in the requested year and may result in a loss of funding.

- Deliverability and Agency Performance: Agencies with a history of timely delivery may receive priority for contingency funding or advancement requests. Conversely, agencies with repeated delays may see reduced access to future federal opportunities.

FISCAL IMPACT:

There is no fiscal impact to VCTC.



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Item #9J

JUNE 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MATT MILLER, PROGRAM MANAGER – TRANSIT CONTRACTS
SUBJECT: AUTHORIZATION TO AMEND VCTC INTERCITY BUDGET

RECOMMENDATION:

- Approve a budget amendment for the FY 2025/2026 VCTC Intercity budget to increase revenue appropriations by \$235,000 in SB 125 funds and increase the expense appropriations in the bus purchase line item by the same amount.
- Approve a budget amendment for the FY 2025/2026 VCTC Intercity budget to increase revenue appropriations by \$580,000 in STA funds and increase expense appropriations in the contract services expense line item by the same amount.

BACKGROUND:

VCTC Intercity transit serves to connect passengers across Ventura, Santa Barbara, and Los Angeles Counties utilizing a fleet of 41 buses. In September 2025, the Commission approved the purchase of five replacement buses using SB125 funds. Due to changes in U.S. trade policy, parts of the new buses arriving from Canada incurred tariffs that are passed to the customer. Separately, diesel fuel costs have risen sharply, and monthly invoices are trending to be more than budgeted for in fiscal year (FY) 2025/2026.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

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

DISCUSSION:

As stated above, VCTC's replacement bus shells and engines incurred tariffs as they entered the U.S. from Canada. MCI, the bus manufacturer, shipped two units (bus shell and engine) in February and each unit incurred a tariff. In March, the remaining three units were shipped to the U.S., and each unit incurred a total tariff of \$38,443. The total tariff amount due to MCI is \$194,707. The tariffs are not a surprise to staff as a 15% tariff contingency was planned for each bus to cover the costs. During the May FY 2025/2026 budget adjustments, staff decreased the budget amount for the project and planned for the funds to be used in the FY 2026/2027 due to a delay in delivery of the buses. However, these tariff invoices are due to MCI now since MCI incurred the expense at the time of entry to the U.S. Additionally, there are some bus purchase support and rehabilitation of older bus items that have been or will be completed in this year such as five automatic wheelchair restraint systems for the recently delivered MCI buses and 11 replacement bus operator seats. The total cost for the above-mentioned items is \$313,579, of which there is \$78,600 available in the FY 2025/2026 budget. Therefore, staff is requested to amend \$235,000 SB 125 funds into the FY 2025/2026 budget. These costs were foreseen but were expected to be paid in Fiscal Year 2026/2027. All costs have dedicated SB 125 funds available.

Separately, diesel fuel prices have risen sharply and are projected to exceed the FY 2025/2026 fuel budget estimate. The increase in fuel cost from February to March was 61%, rising from a monthly cost of \$119,080 to \$191,600. In April, the fuel cost increased another 10% from March, rising from \$191,600 to \$210,810. The total percentage increase in fuel costs from December 2025 is 71%. To maintain service continuity and meet projected costs through June 30, 2026, an additional \$580,000 will be required. These adjustments ensure VCTC can continue delivering reliable service while responsibly managing external cost pressures. Therefore, staff is requesting authorization to amend the VCTC Intercity budget to increase the contract services line item by \$580,000 using STA fund balance.

For the FY 2026/2027 budget, staff planned for higher-than-average diesel prices and expected increases in operational costs associated with a new operations and maintenance contract.

FISCAL IMPACT:

Approval of this item will increase the VCTC Intercity budgeted revenues and expenditures by \$815,000, \$580,000 in STA funding for contract services and \$235,000 in SB 125 funds for bus replacements/rehabilitations.



Item #9K

JUNE 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MATT MILLER, PROGRAM MANAGER – TRANSIT SERVICES
SUBJECT: CSUCI COOPERATIVE AGREEMENT - FISCAL YEAR 2026-2027 EXTENSION

RECOMMENDATION:

- Approve Amendment No. 28 to the Cooperative Agreement between California State University Channel Islands (CSUCI) and VCTC for Fiscal Year 2026-2027 bus service to CSUCI.

BACKGROUND:

For the past twenty-six years, VCTC has operated bus service to and from California State University Channel Islands (CSUCI). The service is governed by an agreement which VCTC and CSUCI extend annually. The service initially qualified as a Congestion Management and Air Quality (CMAQ) demonstration project and received federal funding for 80% of the total cost. Beginning FY 2002-2003, the routes became a regular VCTC service and generate Federal Transit Administration (FTA) revenues. For Fiscal Year 2026-2027, total FTA funding will amount to approximately \$319,076. FTA funds have declined as pandemic funds have been used up and miles used have been updated to Fiscal Year 2022-2023 miles, which have been reduced on this route. FTA funding offsets the use of local revenues provided by CSUCI, which are primarily derived from on-campus parking revenues and fees.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

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

DISCUSSION:

In Fiscal Year 2025-2026, CSUCI transit service shifted to provide only one route: 99 serving Oxnard, CSUCI Campus, and Camarillo Metrolink from 7:00am to 5:55pm on the daily during the Spring and Fall semester and from 8:00am to 5:30pm daily during the Summer. The service will continue as such for Fiscal Year 2026-2027.

The attached amendment to the agreement between VCTC and CSUCI covers the term for the current fiscal year (July 1, 2026, to June 30, 2027).

FISCAL IMPACT

No fiscal impact. Sufficient funds are available for this item in the Fiscal Year 2026-2027 budget.

Attachment: Amendment No. 28 to Cooperative Agreement between CSUCI and VCTC



Item #9L

June 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: CAMARILLO TRANSIT STATION – RIGHT-OF-WAY (ROW) SURVEY AND MAPPING SERVICES SUPPORT CONTRACT AWARD

RECOMMENDATION:

- Approve a Contract with Conaway Geomatics, Inc. to provide Right-of-Way (ROW) Survey and Mapping Services Support for the Camarillo Transit Station in an amount not to exceed \$110,630

BACKGROUND:

The Camarillo Transit Station property is comprised of several parcels with various easement and other interests. The parcels and easements are owned by several different owners. The Ventura County Transportation Commission (VCTC) owns some of the parcels and infrastructure at the Station. To ensure orderly operation and planning at the Station, VCTC needs to understand the full ownership picture at the Station, including all fee ownership interests, easements, licenses, and operational ROW, as well as identify any encumbrances, shared-use areas, or unresolved boundary issues..

All surveying services are to be performed under the responsible charge of a licensed Professional Land Surveyor. The scope of work includes the following tasks:

- Task 1 – Record Research and Property Rights Analysis: Collection and review of grant deeds, easements, licenses, railroad valuation maps, historical plats, and prior survey documents to identify ownership interests, gaps, overlaps, and areas of uncertainty.
- Task 2 – Field Survey and Boundary Control: Field reconnaissance and surveying to locate monuments and ROW markers, establish survey control, and document visible improvements relevant to property ownership
- Task 3 – ROW and Ownership Mapping: Preparation of mapping delineating freight railroad fee ownership, easements, licenses, operational ROW, and VCTC-controlled areas, reconciled with field conditions.
- Task 4 – Survey Exhibits and Data: Preparation of labeled boundary exhibits, parcel area calculations, improvement inventories, and supporting notes addressing record documents, methodology, assumptions, and unresolved issues.
- Task 5 – Coordination and Technical Support: Participation in coordination meetings with VCTC and any consultant appraiser, and response to clarification requests related to survey findings.

Deliverables will include ROW and Property Boundary Exhibits in PDF format, survey drawings in georeferenced CAD format, a Survey Summary Memorandum, and digital files. All deliverables will submit in draft and final form as directed by VCTC.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

- B12. Support improved transit and transportation services for those with disabilities.

DISCUSSION:

Procurement Process

VCTC sent a Request for Qualifications (RFQ) for ROW Survey and Property Mapping Support services for the Camarillo Transit Station railroad property. The solicitation was sent to seven (7) prospective bidders in accordance with VCTC procurement policies and applicable state and federal requirements.

VCTC received responses from three (3) qualified firms. Proposals were evaluated based on relevant experience and qualifications, understanding of the scope and approach, project team credentials, and proposed fee.

Proposal Comparison

The following table summarizes the cost proposals received from all three (3) firms:

Proposer/Firm	Proposed Fee
Conaway Geomatics, Inc.	\$110,630.00
GUIDA	\$135,830.00
Psomas	\$195,540.00

The two firms not recommended for award submitted proposals with fees higher than that of the firm recommended for award. Both firms were determined to be qualified; however, based on a combination of qualifications, technical approach, and cost, Conaway Geomatics, Inc. was determined to offer the best value to VCTC.

FISCAL IMPACT:

Approval of this item will not have a fiscal impact. Sufficient funding is currently available in the Fiscal Year 2025-2026 and Fiscal Year 2026-2027 budgets under the Metrolink Regional Rail Budget.

ATTACHMENTS:

Attachment A – Professional Consulting Services Agreement with Conaway Geomatics, Inc.



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Item #9M

June 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: LUPE ACERO, FINANCE DIRECTOR

SUBJECT: INVESTMENT POLICY UPDATE

RECOMMENDATION:

- Adopt the Investment Policy as shown in Attachment A.

BACKGROUND:

An Investment Policy provides agency guidance to comply with state and local laws. It ensures prudent money management and provides for daily cash flow requirements. The Investment Policy defines the primary objectives of safety, liquidity and return on investment and applies to all investment activities and financial assets of the Commission unless noted. The funds covered by this policy are accounted for and incorporated into the investment report provided to the Commission with the monthly budget report and in the Annual Comprehensive Financial Report (ACFR).

The last Commission review and adoption of the Investment Policy occurred in June 2024. The Investment Policy was adopted in September 2017 was submitted to the California Municipal Treasurers Association (CMTA) and received the "Investment Policy Certification" award and has only had minor updates since then. VCTC's investment policy conforms to State code and reflects recommended best practices as suggested by the California Municipal Treasurers Association (CMTA), California Debt and Investment Advisory Commission (CDIAC) and Government Finance Officers Association (GFOA).

DISCUSSION:

It is best practice for an investment policy to be reviewed annually whether any changes are made or not as reviewing the investment policy annually creates an opportunity to remind stakeholders of how the agency is permitted to invest. The investment policy presented to the Commission contains no changes from the previous investment policy. It should be noted that the Ventura County Transportation Commission (VCTC) Investment Policy (see Attachment 1) contains the same investment vehicles previously approved by the Commission. All investments comply with the California Investment Code.

Because most funds received by the Commission are reimbursed by the federal and state governments, most of the cash needs to be kept liquid to meet cashflow needs. These funds are invested and held in the Ventura County Pooled Investment Fund (VCPIF), the Local Agency Investment Fund (LAIF) and Wells Fargo Bank. Currently, the Commission does not have long-term investments.

The investment policy requires annual review and approval by the Commission; therefore, the Investment Policy is submitted to the Commission for review and staff recommend adoption of the Investment Policy.



Item #9N

June 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: LUPE ACERO, FINANCE DIRECTOR
SUBJECT: CAPITAL ASSETS POLICY UPDATE

RECOMMENDATION:

- Adopt the Revised Capital Asset Policy in Attachment A.

STRATEGIC PLAN COMMITMENT:

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

BACKGROUND:

Capital assets are assets used in operations and have an initial useful life in excess of one year. Capital assets are further classified as tangible assets such as land, rail lines, buildings, construction-in-progress, rail stations and rail improvements, equipment, and furniture and intangible assets such as easements and software.

The cost to acquire, construct, and improve a capital asset is not recognized immediately as an expense when incurred, but instead is deferred (capitalized) and allocated over the estimated useful life of the capital asset in the form of depreciation expense for tangible assets or amortization expense for intangible assets.

Governmental entities are usually required to report all capital assets in the Statement of Net Position based on their historical cost (if available) less accumulated depreciation. A capital asset policy provides guidelines to allow for a cost-effective capitalization threshold for recording, tracking and reporting its capitalized assets.

The Ventura County Transportation Commission (VCTC) uses the straight-line method in the government-wide financial statements for depreciating and amortizing capital assets. Depreciation and amortization are charged as expenses against operations and accumulated depreciation and amortization are reported on the Statement of Net Position.

DISCUSSION:

VCTC's current capital policy was last updated and approved in May 2021. The current policy is to capitalize tangible assets with an initial unit cost of more than \$5,000 and an estimated useful life in excess of one year and to capitalize intangible assets with an initial unit cost of more than \$50,000 and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated assets are valued at their estimated acquisition value of the date of donation.

VCTC staff reviewed the Governmental Accounting Standard Board (GASB) Statements and Government Finance Officers Association (GFOA) guidance and updated the capital asset policy (see attachment A) to include industry best practices, guidance, changes to standards, and provide further clarification as needed.

The major changes to the policy include:

- The capitalization threshold for tangible capital assets such as Equipment, Software, Permanent Easements changed from \$5,000 to \$10,000
- The Capital assets are grouped by categories such as Equipment, Building, Infrastructure versus listing the assets in more detail. This simplifies reporting as these assets have comparable useful lives.
- Included reporting compliance in accordance with GASB Statement No. 103, Financial Reporting Model Improvements, effective for fiscal years beginning after June 15, 2025.
- Included the capitalization thresholds for GASB Statement No. 87, Lease Accounting and GASB Statement No. 96, Subscription-based information technology arrangements (SBITA).

FISCAL IMPACT:

No fiscal impact. Assets will be capitalized in accordance with the adopted Capital Assets Policy.



Item #90

Date: June 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: DARRIN PESCHKA, PROGRAM MANAGER – GOVERNMENT AND COMMUNITY RELATIONS
SUBJECT: PUBLIC TRANSIT OUTREACH AND COMMUNITY OUTREACH PROGRAM CONTRACT AWARD

RECOMMENDATION:

- Authorize the Executive Director to execute a three-year consultant services agreement with Celtis Ventures Inc. for the VCTC Public Transit Outreach and Community Outreach Program at an annual cost not to exceed \$540,000 annually for Fiscal Year 2026/2027; \$554,000 for Fiscal Year 2027/2028; and \$568,000 for Fiscal Year 2028/2029.

BACKGROUND:

VCTC historically has utilized consultants to provide services for VCTC's public transit outreach and community outreach program. In September 2020, VCTC entered into a three-and-a-half-year contract with Celtis Ventures Inc. to provide transit outreach and community outreach services. VCTC exercised the option of a single, two-year contract extension in 2024. The current contract ends June 30, 2026.

Over the past five years, VCTC's outreach program has supported countywide transit programs including promotion of College Ride, Youth Ride Free and free-fare days; VCbuspass and Tap2Ride contactless fare payment systems; new electric buses on the Coastal Express route; Bike Month; Rideshare Week; and passenger rail initiatives such as Metrolink weekend service, the Metrolink / LOSSAN codeshare program and, more recently, the expanded Pacific Surfliner service to Santa Barbara and San Luis Obispo. VCTC developed the agency's first Spanish-language transit outreach program, Buenas

con VCTC, an award-winning campaign that will continue in the coming years. VCTC has also begun producing an annual Community Impact report, with the most recent report published in March 2026. This contract also supports design and distribution of transit collateral such as bus brochures, schedules for transit stops and livery design.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments below:

- B13. Continue new Spanish-language public outreach campaigns to connect the Spanish-speaking community with VCTC Intercity and other public transportation options;
- 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 presentations to expand youth outreach.
- B15. Develop a memorable and effective ad campaign to address the myths and misconceptions about transit.
- B24. Promote transit ridership recovery to assist the state in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

DISCUSSION:

Public transit outreach and community outreach are essential to help VCTC and the county’s transit operators better serve existing riders, attract new riders, help the state meet its air-quality goals, provide education about mobility options, and reduce single-occupancy vehicle trips.

In March 2026, the Commission authorized VCTC to issue a Request for Proposals (RFP) for the Public Transit Outreach and Community Outreach Program. The RFP was distributed to 28 firms and posted on the VCTC website. Five proposals were received, reviewed, and evaluated by a committee consisting of two VCTC staff members and one staff member from the City of Thousand Oaks. The committee conducted interviews with three finalists: Celtis Ventures Inc., Communications Lab, and Marketing Maven.

Proposal	Total Cost	Combined Score
Communications Lab	\$492,575.00	89.8

Celtis Ventures	\$539,909.38	91.0
Marketing Maven	\$586,760.00	88.5
Q&M	\$485,000.00	85.0
TKG	\$300,000.00	74.7

Based on the evaluations and interviews, VCTC recommends Celtis Ventures Inc. be awarded the Public Transit Outreach and Community Outreach Program contract for Fiscal Year 2026/2027 through Fiscal Year 2028/2029, with the contract ending June 30, 2029.

The work performed by Celtis Ventures Inc. is proposed at a not-to-exceed fee of \$540,000 for Fiscal Year 2026/2027, \$554,000 for Fiscal Year 2027/2028, and \$568,000 for Fiscal Year 2028/2029. These amounts are in line with the not-to-exceed amount of \$550,000 for the current fiscal year, with annual increases built in for standard anticipated cost increases. The proposed contract includes the option of a single, two-year extension with Commission approval.

VCTC is pleased with the work Celtis has performed and looks forward to building on current campaigns and developing new outreach strategies. As work begins, VCTC staff will work internally and with Celtis staff to establish priorities and strategies for the coming fiscal year. For example, the transit environment in Ventura County, with service provided by multiple operators in several jurisdictions, can be confusing to new and even existing riders, so one priority of the outreach program is to demystify the process of using local public transit. As stated in the RFP, this year VCTC will begin working with a task force of operators, organized through the Transit Operators Advisory Committee (TRANSCOM), to better coordinate distribution of information about all available transit services in the county. Other anticipated priorities include continued expansion of outreach to youth and younger riders, promotion of mobility options such as biking and carpooling, and creation of a quarterly digital newsletter.

Attachment A is the proposed contract with Celtis Ventures.

FISCAL IMPACT:

The public transit outreach and community outreach program is a blended contract, with funding provided through a Federal Transit Administration (FTA) grant, the state Congestion Mitigation and Air Quality (CMAQ) program, the State Transit Assistance (STA) program, the Low-Carbon Transit Operations Program (LCTOP), and Local Transportation Funds (LTF). Sufficient funds for this program are available in the adopted Fiscal Year 2026/2027 budget. The cost of future work will be included in the budgets of those fiscal years.



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Item # 9P

JUNE 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MATT MILLER, PROGRAM MANAGER
SUBJECT: AUTHORIZATION TO AMEND RATP DEV CONTRACT TO UPDATE WAGE RATES FOR STAFF

RECOMMENDATION:

- Approve Amendment No. 6 (Attachment A) to the operations and maintenance contract with RATP Dev to update wage rates, the monthly fixed rate and hourly rate.

BACKGROUND

The original agreement for VCTC Intercity operations and maintenance service was a nine-year agreement effective May 4, 2015, ending on May 3, 2024. The Commission authorized staff to exercise a three-year contract extension option resulting in a new contract end date of May 3, 2027. Over time the discrepancy in operator wages compared to regional agencies has widened to a point that it has become difficult to hire and retain competent professional staff to operate and manage service and manage and maintain our bus fleet.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

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

DISCUSSION

Amendment No. 6 increases the fixed monthly and hourly rates to support higher wages for bus operators, supervisors, and dispatchers. These adjustments will better align VCTC Intercity pay with regional transit providers such as Simi Valley Transit, Thousand Oaks Transit, and Gold Coast Transit District, where wages have increased with the cost of living. As pay across the region has risen while VCTC Intercity wages have lagged, turnover has increased. Higher turnover and a less experienced operator workforce have reduced reliability, as new drivers need time to learn complex routes, adapt to new policies, and respond effectively to unexpected service challenges.

Additionally, with a long contract like this, keeping pay rates relevant is difficult to accomplish since it is difficult to predict wage alignment over a long period of time and especially to account for regional, national or global events that increase consumer prices and the general cost of living. We believe that increasing wages will allow RATP Dev to hire more effectively and retain employees longer leading to more stable service operations, reduced overtime, satisfied staff, and better-quality service.

FISCAL IMPACT:

Approval of this item will increase the cost of VCTC Intercity operations and maintenance by an estimated \$600,000 in FY26-27. Sufficient funding for this increase is included in the final FY 2026/2027 budget.



JUNE 5, 2026

Item #10

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: FISCAL YEAR 2026/2027 PROPOSED BUDGET

RECOMMENDATION:

- Conduct a public hearing to receive testimony on the Fiscal Year 2026/2027 Budget.
- Adopt the Fiscal Year 2026/2027 Salary Schedule (See Attachment 1 of this item and Appendix C of the Fiscal Year 2026/2027 Budget) effective July 1, 2026.
- Adopt, by Resolution 2026-05, the proposed Fiscal Year 2026/2027 Budget.

DISCUSSION:

The proposed Fiscal Year (FY) 2026/2027 Budget is a balanced budget. The budget allocates resources, aligns with the Commission's goals and priorities, and continues to provide a high level of services to the residents of Ventura County. The proposed Fiscal Year 2026/2027 Budget is divided into two main sections: the Main Budget and the Program Task Budgets. The Main Budget contains program overviews and projections and is intended to provide a general understanding of VCTC's budgeted activities and programs for the coming fiscal year. The Program Task Budgets contain task level detail of the projects including objectives and accomplishments. This task driven budget is designed to provide fiscal transparency and clarity of VCTC's programs and services to the region.

The following chart provides a summary of the Total Revenue and Program Expenditures for Fiscal Year 2025/2026 and Fiscal Year 2026/2027.

	Fiscal Year		Variance	%
	2025/2026	2026/2027		
	Budget*	Proposed Budget		
Revenues:				
Federal	\$ 21,289,319	\$ 23,275,856	\$ 1,986,537	9.3%
LTF Sales Tax	49,200,000	52,300,000	3,100,000	6.3%
STA Sales Tax	9,743,429	8,770,949	(972,480)	-10.0%
Other State	24,997,061	50,983,425	25,986,364	104.0%
Local and Other	8,281,997	6,289,107	(1,992,890)	-24.1%
Total New Revenues	113,511,806	141,619,337	28,107,531	24.8%
Transfers In/(Out)	33,963,626	24,242,257		
Total Revenues	\$147,475,432	\$ 165,861,594		
Expenditures:				
Transit and Transportation	46,084,377	69,562,200	23,477,823	50.9%
Highway	4,022,900	4,391,400	368,500	9.2%
Rail	33,065,646	35,584,700	2,519,054	7.6%
Commuter Assistance	919,600	938,200	18,600	2.0%
Planning and Programming	51,131,503	51,854,694	723,191	1.4%
General Government	1,730,900	3,530,400	1,799,500	104.0%
Total Program Expenditures	\$136,954,926	\$ 165,861,594	\$ 28,906,668	21.1%

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

Total appropriations for the Commission for Fiscal Year 2026/2027 are \$165,861,594. The total revenue sources are \$141,619,337 and transfers in from Fund balances are \$24,242,257.

The proposed budget is \$28,906,668 or 21.1% higher than the revised Fiscal Year 2025/2026 budget. This is mostly due to reductions to the Fiscal Year 2025/2026 budget expenditures. Since the Fiscal Year 2025/2026 budget was adopted in June 2025, staff updated revenues and allocations based on revised projections. The most recent budget adjustments were approved by the Commission on May 1, 2026. The total budget adjustments of \$21,758,300 reduced appropriations to the Fiscal Year 2025/2026 budget. Seventy-five percent of the Fiscal Year 2026/2027 budget increase is due to expenditures that shifted to Fiscal Year 2026/2027 due to timing of completion for projects.

It is important to note that this is the first year VCTC has made budget adjustments to the current budget specifically to shift expenditures to the following fiscal year. Budget adjustments are essential because initial budgets may include under- or overestimated expenditures. Regular reviews and adjustments to correct these expenses, and keep the budget plan more realistic, are necessary.

Below are some of the notable changes in the proposed Fiscal Year 2026/2027 budget as compared to the Draft Budget presented that was approved in April 2026. Additional details of these major changes, as well as smaller changes to all task budgets, can be found within the individual budget tasks. The major changes that occurred compared to the Draft Budget include:

Budget Task	Draft Budget FY 2026/2027	Final Proposed Budget FY 2026/2027	Difference between Draft and Final Proposed FY 2026/2027	Comment
<i>Regional Transit Technology</i>	4,186,200	4,479,700	293,500	Shift in expenses from FY 2025/2026 to FY 2026/2027.
Transit Grant Administration	\$ 15,575,200	\$ 28,687,000	\$ 13,111,800	Funding was not included in the Draft Budget. These are SB125 Funds for pass thru grants to subrecipients.
<i>Valley Express</i>	\$ 3,611,700	\$ 3,605,300	\$ (6,400)	
VCTC Intercity Services	\$ 22,247,400	\$ 32,151,000	\$ 9,903,600	Due to \$7.7M for the procurement of buses that shifted from prior fiscal year, \$2.1M for anticipated increases in operations including hourly rates, fixed fees and fuel costs and \$36k for a part time temporary annuitant to assist staff in the development and release of a request for bids for operations of Intercity service and maintenance of the VCTC bus fleet.
LOSSAN - Coast Rail Coordinating Council	\$ 1,665,700	\$ 887,500	\$ (778,200)	Decrease due to lower projected expenses for the pilot program.
<i>Metrolink Commuter Rail</i>	\$ 23,606,600	\$ 23,379,000	\$ (227,600)	Decrease due to lower projected Capital Rehabilitation costs.
<i>Santa Paula Branch Line</i>	\$ 11,466,300	\$ 11,318,200	\$ (148,100)	Due to lower anticipated consultant services.
<i>Regional Transit Planning</i>	\$ 5,699,500	\$ 5,808,500	\$ 109,000	Increase in capital expenses due to a shift from FY 2025/2026.
Transportation Development Act	\$ 43,124,494	\$ 42,640,794	\$ (483,700)	Decrease due to funds committed to City of Oxnard but not yet claimed.

The estimated fund balance (net of reserves and capital) at the end of Fiscal Year 2026/2027 is \$17.2 million. The chart below illustrates the estimated budget summary by fund:

FISCAL YEAR 2026/2027									
	GENERAL						VCTC	VALLEY	
	FUND	LTF	STA	SAFE	SGR	SPBL	INTERCITY	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

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

The proposed budget includes 26.1 Full Time Equivalent (FTE) staff as noted below:

Program	Fiscal Year	Fiscal Year	Fiscal Year
	2024/2025	2025/2026	2026/2027
	Actual	Budget	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	8.3	8.3	9.3
TOTAL	24.0	24.9	26.1

The chart shows 26.1 FTE due to a proposed part-time annuitant estimated at 250 hours. This one-time assistance is needed to assist staff in the development and release of a request for bids for operations of Intercity service and maintenance of the VCTC bus fleet.

Total personnel costs for Fiscal Year 2026/2027 are \$5,507,700 or 3.3% of the budget, which is an increase of \$605,300 from the previous fiscal year.

VCTC is requesting approval for a new Accounting Technician position in the Finance Department. A support position is needed for VCTC to comply with growing regulatory requirements and workload. The regulatory requirements of government accounting and finance are continuously increasing to enhance financial reporting and accountability for grants. The proposed position is a non-exempt, hourly full-time position at an hourly rate range of \$26.34 - \$38.32 per hour. It is important to note the salaries and benefits for the new position and the Finance Department are part of the Indirect Cost Allocation Rate.

The wages are estimated at \$3,717,300 or 2.2% of the budget and include:

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

Total benefits are estimated at \$1,790,400 or 1.1% of the Budget. Further information about personnel can be found within the Personnel Section of the budget (Budget pages 60-70).

The Draft Budget was reviewed by the Finance Committee in March 2026 and by the full Commission at the April 2026 meeting with a public hearing.

As required by the VCTC Administrative Code, the proposed Fiscal Year 2026/2027 budget was submitted to the Finance Committee (Chair McQueen-Legohn, Vice-Chair Parvin, and Past-Chair Judge) for review. On May 27, 2026, Chair McQueen-Legohn and Past-Chair Judge met to review and discuss the details of the Budget. The Finance Committee recommended forwarding the Budget to the full Commission for review as presented and conduct a public hearing.

The proposed Fiscal Year 2026/2027 Budget is a balanced budget and is a separate attachment to the agenda. Staff's recommendation is to:

- Conduct a public hearing to receive testimony on the Fiscal Year 2026/2027 Budget.

- Adopt the Fiscal Year 2026/2027 Salary Schedule (See Attachment 1 of this item and Appendix C of the Fiscal Year 2026/2027 Budget) effective July 1, 2026.
- Adopt, by Resolution 2026-05, the proposed Fiscal Year 2026/2027 Budget.

After the Fiscal Year 2026/2027 Budget and Salary Schedule are approved by the Commission, they will be available on the VCTC website at www.goventura.org.

STRATEGIC PLAN COMMITMENT:

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

FISCAL IMPACT:

The proposed Fiscal Year 2026/2027 budget as presented for consideration outlines a structurally balanced spending plan that serves the residents of Ventura County and supports the Commission’s strategic goals.

Approval of the proposed budget will appropriate total revenues and transfers-in of \$165,861,594, and expenditures and transfers-out of \$165,861,594.

Attachment 1

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

Department/Position	FTE	Annual Range Bottom*	Annual Range Top	Non-Exempt Hourly Rate		Exempt vs. Non-Exempt
				Bottom	Top	
ADMINISTRATION						
Executive Director	1.0	257,696	299,764			E
Program Manager, Government and Community Relations	1.0	112,529	174,418			E
Program Manager, Information Technology	1.0	112,529	174,418			E
Clerk of the Commission/Executive Assistant	1.0	112,529	174,418			E
Receptionist/Secretary	1.0	54,772	79,694	26.34	38.32	NE
ADMINISTRATION SUBTOTAL:	5.0					
FINANCE						
Finance Director	1.0	158,338	245,424			E
Program Manager, Accounting	1.0	112,529	174,418			E
Senior Accountant/Analyst	2.0	84,970	123,631	40.85	59.44	NE
Accounting Technician	1.0	54,772	79,694	26.34	38.32	NE
FINANCE SUBTOTAL:	5.0					
PLANNING						
Planning and Sustainability Director	1.0	158,338	245,424			E
Program Manager, Transportation Planning	1.0	112,529	174,418			E
Program Manager, Transportation Data and Services	1.0	112,529	174,418			E
Administrative Assistant	0.1	54,772	79,694	26.34	38.32	NE
Intern (Part-time)	0.5			18.50	21.50	NE
PLANNING SUBTOTAL:	3.6					
PROGRAMMING						
Programming Director	1.0	158,338	245,424			E
Program Manager, Programming	2.0	112,529	174,418			E
Administrative Assistant	0.3	54,772	79,694	26.34	38.32	NE
PROGRAMMING SUBTOTAL:	3.3					
TRANSIT						
Public Transit Director	1.0	158,338	245,424			E
Program Manager, Regional Transit Planning	1.0	112,529	174,418			E
Program Manager, Transit Contracts	1.0	112,529	174,418			E
Transit Planner	2.0	84,970	123,631	40.85	59.44	NE
Transit Information Center and Technology Specialist	1.0	54,772	79,694	26.34	38.32	NE
Administrative Assistant	0.6	54,772	79,694	26.34	38.32	NE
Customer Service Representative	2.0	47,314	68,843	22.74	33.09	NE
Intern (Part-time)	0.5			18.50	21.50	NE
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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Item #11

June 05, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)
FROM: DOLORES LOPEZ, TRANSIT PLANNER
AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
SUBJECT: FISCAL YEAR (FY) 2026/27 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS (UTN) FINDINGS

RECOMMENDATION:

- Review and Approve the Fiscal Year 2026/2027 Unmet Transit Needs Findings and determination that there are no Unmet Transit Needs
- Adopt Resolution No. 2026-06

BACKGROUND:

Each year, pursuant to Senate Bill 203, VCTC staff facilitates an annual transit needs assessment to determine if there are any areas in the county where populations of less than 100,000 are not served by public transit to meet their daily transportation needs. The areas in Ventura County with populations under the threshold include, the cities of Santa Paula, Fillmore, Moorpark, and Camarillo. Additionally, on June 11, 2018, legislation allowed Thousand Oaks to spend TDA funds on streets and roads and they therefore now participate in the process as well. VCTC Intercity service does not use Article 8 funds for non-transit purposes; however, service requests for the regional service it provides are included in the process. The Gold Coast Transit District (GCTD), City of Ojai and the City of Simi Valley do not utilize or claim TDA Article 8 funds for non-transit purposes and their service is not subject to the Unmet Transit Needs (UTN) process.

STRATEGIC PLAN COMMITMENT:

This item is required by state law under the Transportation Development Act.

DISCUSSION:

As part of the annual UTN process, VCTC presents UTN Findings to the Commission. The Findings have been approved by the Citizen's Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC), as they are required to review, comment, and approve the recommendations. The Findings have also been presented to and approved by the Transit Operators Advisory Committee (TRANSCOM). Based on all feedback received, part of the Analysis & Findings section has been revised for clarity.

Adopted Criteria

In order for a request to be considered an UTN, it must meet either of the two following definitions and must receive at least 15 requests for general public service or 10 requests for Dial-A-Ride services:

- Public transit services not currently provided to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare programs and education programs. Service must be needed by and benefit the general public.
- Service expansions including new routes, significant modifications to existing routes, and major increases in service hours and frequency.

If a request fulfills this criteria, the need must also be determined to be reasonable to meet. Requests that do not meet the above criteria such as minor route or schedule changes, requests for extended hours, fare reductions, or those that serve very limited populations are excluded from consideration as a valid UTN.

In December of 2023, the Commission refined the definition of UTN to bolster our dedication to advancing the UTN process, particularly for those in disadvantaged areas. By adopting the Median Household Income (MHI) standard for a low-income threshold, the Commission aims to not just maintain the 10 and 15 comment thresholds but to prioritize improvements that meet these criteria while giving special attention to requests from low-income areas that might fall below this threshold. Additionally, for comments that meet the 10 or 15 comment thresholds but are considered "Unreasonable to Meet", the agency tasked with exploring the request will evaluate the proposed service and explore funding options for a pilot where feasible.

Furthermore, the timeline for assessing passenger per hour performance has been increased from 36 to 60 months, endorsing a more comprehensive approach to evaluating new service efficiency over an extended period. The 10 and 15 comment thresholds were also reviewed and determined to be in line with best practice as it

shows concentrated interest in a particular request and are in line with other peer agencies' definitions.

Public Input Process

The public comment period for the Fiscal Year 2026-2027 UTN process was held between December 15, 2025 and February 15, 2026. Comments received outside of this formal public comment period, including prior to the public comment period, were also considered and are included in the analysis.

Each year, VCTC uses a variety of engagement platforms to promote and solicit public comments for the UTN process including an online survey, social media advertising, eblasts, community meetings, and the GOVCbus app. Public notices were also printed in the Ventura County Star and VIDA News.

A total of 170 comments were received, primarily through surveys (139). Additional comments came via community meetings (11), email (8), social media (7) and phone (5). Individual respondents provided multiple comments within a single submission

This year's total of 170 comments reflects continued and stable community engagement in the UTN process. Survey participation grew from 108 responses last year to 139 this year, reflecting increasing public awareness of and interest in the UTN process. Comments were received through a variety of channels including the online survey, community meetings, email, social media, and phone, reflecting broad community participation across multiple outreach methods. Additionally, VCTC's countywide Bus Stop Assessment, conducted in Fall 2025, gathered input from 430 riders across Ventura County on stop amenities and conditions. While that feedback was not included in this assessment as it did not meet the UTN criteria, it further reinforces the community's strong interest in improved transit infrastructure and service reliability.

Analysis

Staff assessed each comment received based on the criteria; no requests met the 15-comment threshold for fixed route or the 10-comment threshold for dial-a-ride service and therefore were not further screened to determine if the need was reasonable to meet.

Public feedback garnered through the current year's analysis demonstrated strong interest in extending service hours, enhancing connectivity between transit lines and operators, and increasing service frequency throughout Ventura County. These comments consistently highlighted the community's desire for more connected, accessible, and frequent local transportation options.

One of the most notable trends in this year's feedback was the continued high volume of requests for expanded Sunday and evening service, representing the single largest comment category. Respondents from cities such as Thousand Oaks, Camarillo, Ventura, Simi Valley, and Oxnard expressed that the lack of service during these times presents a significant barrier to accessing employment, religious services, shopping, civic meetings, and recreational activities. Although these comments represented the

most common service request theme, no one particular request for increased service within a specific corridor or location exceeded the 15-comment threshold.

Comments also emphasized the need for improved regional connections to Santa Barbara, Goleta, and Carpinteria, with a particular focus on restoring pre-pandemic rail schedules. While this is not considered a UTN as it is for service that travels outside the county, staff have been working diligently with our rail partners and the Santa Barbara County Association of Governments (SBCAG) to implement a train that supports commute times traveling from Ventura to Santa Barbara County in the mornings. The new daily Amtrak Pacific Surfliner expanded service pilot launched on May 4, 2026, directly addressing one of the most persistently requested improvements identified through this process over multiple years.

The Fillmore to Moorpark route, launched in August 2024 through a joint effort by VCTC and Valley Express, has demonstrated strong ridership growth in its first full year of operation, with ongoing community feedback reflecting continued interest in further service enhancements.

Requests for new service between Fillmore, Piru, and Santa Clarita continue to appear in public input, focusing on direct connections to Santa Clarita and Valencia for employment, medical, school, and shopping purposes. VCTC has been working with Santa Clarita Transit (SCT) to advance this service forward and has partnered with both SCT and a developer to include it in a grant application.

Although these requests fell short of the required 15-comment threshold to be considered UTN, they indicate significant and sustained public demand. VCTC staff will continue to collaborate with partner agencies to explore potential service additions, aiming to address identified gaps and enhance overall transit accessibility.

The most common comments that are not considered UTN this year are related to expanded service to Los Angeles County and Santa Barbara County locations and airports, rail service improvements, VCTC Intercity service improvements, and GCTD service improvements. Recent service changes also reflect efforts to address some of these concerns. Coastal Express service was expanded to include service to Santa Barbara Airport as part of a schedule change implemented in November 2025.

Following CTAC/SSTAC comments, staff reevaluated submitted comments to ensure they were appropriately categorized. This resulted in additional comments being identified as potential Unmet Transit Needs, however, these revisions did not change the overall findings or recommendation.

The comments highlight a community in need of transit services that are more frequent, reliable, accessible, and responsive to varied daily schedules and destinations. Among these, the demand for extended evening hours and Sunday service remains prominent, reflecting continued growth in transit use for leisure activities and accommodating non-traditional work schedules. All comments received are essential for future planning in

Ventura County and comments with meaningful support that have been raised over multiple years are taken into consideration for future planning purposes.

FISCAL IMPACT:

No fiscal impact

Attachment A – UTN Findings and Analysis

Attachment B – Resolution No. 2026-06



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Item #12

June 5, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: METROLINK UPDATE

RECOMMENDATION:

- Receive and file presentation.

BACKGROUND:

The Southern California Regional Rail Authority (SCRRA), also known as “Metrolink,” is an independent joint powers agency. The member agencies consist of Los Angeles County Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Authority (RCTC), San Bernardino County Transportation Authority (SBCTA), and VCTC.

The annual Metrolink budget process typically kicks off in January of each year, with a final budget transmitted to the member agencies by May 1 as required by the Joint Powers Agreement (JPA). Adoption of the final budget by the Metrolink Board of Directors is contingent upon each of the five member agencies approving their financial contribution for the fiscal year. At the Metrolink Board workshop in January, Metrolink staff shared a budget timeline that indicated the preliminary budget transmission to member agencies would be contingent on the completion of a revised ridership and revenue forecast. Due to a combination of factors described below, the budget process has been extended, and Metrolink staff are planning for initial transmittal in July and final adoption in September.

DISCUSSION:

Since the pandemic, ridership has been very slow to return, in part due to the prevalence of hybrid work. At the same time, costs to operate transit service have increased significantly. Metrolink has historically received a significant portion of its revenue from passenger fares, so this has created further reliance on member agency subsidies.

In Fiscal Year (FY) 2024/2025, approximately 80% of the budget was supported by the member agencies, 14% came from farebox revenue, including external subsidies, and 6% from other revenues. As of February 2026, systemwide fare revenue recovery was 52%, and ridership was 58% of pre-COVID-19 (pandemic) levels. In FY 2024/2025, farebox recovery was 14.1%, with a \$25.44 subsidy per rider compared to 34.1% farebox recovery, and \$10.44 subsidy pre-pandemic.

Member Agency Subsidies and VCTC's Financial Position

Member agency subsidies have increased significantly. On the low end, VCTC's subsidy has risen 50% and on the high end, agencies such as LA Metro and OCTA, who have historically received higher percentages of fare revenue on lines in their counties, have seen their subsidies rise over 90%. The drastic increase in subsidies required of the member agencies has become unsustainable for a number of the members, including VCTC. We continue to rely on Federal Relief Funds, which are funds swapped with previous Coronavirus Aid, Relief, and Economic Security (CARES) funds, to close the gap between the revenue dedicated to Metrolink and the subsidy required. VCTC has used these funds judiciously and is projected to have sufficient reserves for at least five additional years, though this estimate may change due to ongoing uncertainty with the current Metrolink budget situation.

This year, Metrolink staff determined that ridership and fare revenue were not meeting forecasted projections, while OCTA and LA Metro informed Metrolink of the need to reduce their subsidy contributions amid rising costs and contractual obligations. Collectively, these factors result in a minimum projected funding gap of \$30 million. This includes an approximately \$15 million shortfall in fare revenues, alongside an estimated \$5-7 million increase in expenses.

OCTA needs to reduce their operating subsidy by 10% from the FY 2025/2026 budget and to cap their capital subsidy at \$25 million to sustain Metrolink service using their primary funding source, Measure M2. LA Metro requires a 3% reduction to their operating subsidy to sustain their dedicated funding sources for Metrolink service, including Proposition C, Measure R and Measure M, and needs their operating subsidy to remain flat for the following three years, through FY 2029/2030. LA Metro identified the Antelope Valley Line as their top funding priority. LA Metro also capped their capital subsidy at \$75 million and State of Good Repair subsidy at \$38 million over the next three years. The total reductions between both agencies is \$9.5 million.

Budget Strategy and Service Reduction Initiation

Metrolink staff have communicated to the Board and to the member agencies that 60% of the budget is fixed and 40% is variable. As a result of the large revenue gap, Metrolink informed the member agency Chief Executive Officers (CEOs) that service reductions would be needed to recover approximately \$15 million of the \$30 million. The remaining \$15 million revenue gap is expected to be recovered through operational savings, budget adjustments, and a fare increase.

The initial proposed service reduction schedule, provided to the member agency CEOs on March 18, resulted in an approximately \$11.5 million reduction, falling short of the \$15 million goal. This first scenario reduced service by 35% or 60 trains. On April 17, a second schedule that reduces an additional 11 trains was discussed with the member agency CEOs and subsequently distributed to member agencies. The CEOs requested that the Member Agency Advisory Committee (MAAC) convene a workshop (held April 27) to propose alternative service scenarios that address priorities from the member agencies. The process to develop schedules, cost them out, conduct ridership and revenue forecasts and then determine the costs by member agency takes a significant amount of time. This process is being expedited in an effort to have an adopted budget by the end of September, with Metrolink and member agencies relying on a continuing resolution until that time.

Any costs above what are adopted in the FY 2026/2027 VCTC Metrolink budget will be funded by FY 2024/2025 operating surplus and Federal Relief Funds. VCTC staff will bring back to the Commission the total cost to fund Metrolink once it is known.

Operational Challenges and Temporary Service Adjustments

In addition to the budget issue, there are a few other major items to note. Metrolink has been experiencing ongoing mechanical issues with the Tier 4 F125 locomotives and, on March 23, implemented a 45-day systemwide temporary service reduction. However, the Board expressed concerns about reinstating full service after the temporary reduction only to reduce service later in the year due to budget constraints, so the service reductions have remained in place. At the May 22 Board meeting, CEO Darren Kettle stated that Metrolink now has enough locomotives for pre-reduction service levels if service were to be reinstated. These reduced service levels will remain in effect during the World Cup between June 10 and July 12. However, additional trains will be implemented on game days to fill service gaps and/or provide late-night service for fans returning home via train. More information can be found here <https://metrolinktrains.com/world-cup>.

Fare Policy Changes and Revenue Strategy

Following an analysis of the fare pilot program launched on July 1, 2025, SCRRRA is proposing a fare increase to help improve fare revenue recovery. Metrolink has not increased fares since 2013 and effectively reduced fares when implementing the fare pilot. Among other things, the fare pilot extended the \$15 SoCal Day Pass from the summer to year-round, which is essentially a fare reduction as it is cheaper than a round-trip ticket between nearly all Ventura and Los Angeles County station pairings (and beyond). The proposed fare increase would raise the price of the SoCal Day Pass

on weekdays from \$15 to \$19, and on weekends from \$10 to \$12. SoCal Day Passes will continue to remain in effect throughout the year rather than only in the summer. One-way passes will be recommended to raise the price of a ticket by 14%. Between these two changes, they are expected to generate about \$3 million; however this can change based on which service scenario is ultimately implemented. Metrolink's goal was to primarily impact less-frequent riders but leave regular riders unaffected. However, because of that, the revenue generated is not high as it would be otherwise.

Staff will continue to inform the board on items related to Metrolink as they develop.



June 5, 2026

Item #13

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

**SUBJECT: APPROVAL OF TRANSPORTATION DEVELOPMENT ACT (TDA)
TRIENNIAL PERFORMANCE AUDITS FOR VENTURA COUNTY TDA
RECIPIENTS**

RECOMMENDATION:

- Receive and file the Transportation Development Act (TDA) triennial performance audits of TDA recipients in Ventura County.
- Approve submittal of triennial performance audits to Caltrans.

BACKGROUND:

Every three years, the State requires that VCTC, in its role as the County Transportation Commission and Transportation Planning Agency (RPTA) for Ventura County, undergo a performance audit to certify that agencies claiming Local Transportation Funds (LTF) are fully complying with the TDA legislative intent and regulations. Operators that receive funding under Article 4 of the TDA are required to have performance audits. For the Fiscal Years (FY) 2022-2023 through FY 2024-2025 audit cycle, this includes the County of Ventura, Gold Coast Transit District (GCTD), East County Transit Alliance (ECTA), Ojai Trolley, Simi Valley Transit, Thousand Oaks Transit, Camarillo Area Transit and Valley Express serving the cities of Fillmore and Santa Paula and parts of the County.

While claimants that receive funding only under Article 4.5 and/or Article 8 are not statutorily required to have a performance audit, over the last couple cycles VCTC has chosen to conduct performance audits of all operators that are allocated funding under the TDA¹ to enable a comprehensive and objective review that serves the benefit of both the RPTA and the transit providers. This includes Moorpark City Transit and VCTC Intercity services. Doing so also contributes to and facilitates VCTC's preparation of its

required annual SB 203 Report of transit operators' performance countywide.

STRATEGIC PLAN COMMITMENT:

This item is required by state law under the Transportation Development Act.

DISCUSSION:

In September 2025, VCTC released a Request for Proposal (RFP) for a consultant to perform the TDA audits for VCTC claimants (including non-Article 4 claimants). In January 2026, VCTC awarded the contract to Moore & Associates to complete the Triennial Performance audits.

Public Utilities Code (PUC) Section 99246(d) states that the performance audit of an operator providing public transportation services shall include, but is not limited to, a verification of the performance indicators defined in PUC Section 99247. These performance indicators include:

- Operating cost per passenger
- Operating cost per vehicle service hour
- Passengers per vehicle service hour
- Passengers per vehicle service mile
- Vehicle service hours per employee

At the April 2026 TRANSCOM meeting, operators reviewed the draft findings and recommendations and were provided with the opportunity to ask questions of the auditor. The audits were subsequently finalized, and the final audits are reflective of operator and VCTC comments and revisions. The final audits and submission to Caltrans was approved by TRANSCOM at the May 2026 meeting.

This item is to receive and file the TDA performance audits and approve the submission of the audits to Caltrans. The attached Summary of Findings and Recommendations from Moore & Associates provides an overview of the TDA performance audits completed, and recommendations going forward. Each individual performance audit is also posted on the VCTC website, www.goventura.org

FISCAL IMPACT:

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

Attachment A: Summary of Findings and Recommendations



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