



**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, JULY 10, 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. CEREMONIAL CALENDAR-

VCTC Employee Service Pin Ceremony:

1-year service pin: Lupe Acero, Deisy Contreras, Matt Miller, Trent Moore, Cecilia Perez, Imelda Resus, Lus Rodriguez, Vanessa Schoenewald, Aubrey Smith, Geiska Velasquez. 5-year service pin: Caitlin Brooks, Amanda Fagan, Claire Grasty, Roxanna Ibarra, Erin Kenneally, Andrew Kent, Heather Miller, Darrin Peschka. 10-year service pin: Thao Le, Martin Erickson. 15-year service pin: Steve Efner, Avit Castillo. 20-year service pin: Danisha Riley, Dolores Lopez.

5. **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.*
6. **CALTRANS REPORT** - *This item provides the opportunity for Caltrans representative to give updates and status reports on current projects.*
7. **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.*
8. **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.*
9. **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.*
10. **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.*
- 10A. **[APPROVE MINUTES OF JUNE 5, 2026, MEETING PG.9](#)**
Recommendation:
 - *Approve the summary minutes of June 5, 2026.***Responsible Staff: Roxanna Ibarra, Clerk of the Board**

10B. MONTHLY BUDGET REPORT PG.19

Recommendation:

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

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

10C. AMENDMENT NO. 2 TO AGREEMENT WITH GRANITE CONSTRUCTION COMPANY FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR- PG.27

Recommendation:

- *Approve Amendment No. 2 to the Agreement with Granite Construction Company, Inc. to increase the construction contingency by 6.3% of contract value, or an additional \$650,000, for a total contingency amount of \$1,695,478.25 and a total contract amount not-to-exceed of \$8,150,260.75.*
- *Approve an Amendment to the Fiscal Year 2026/2027 Santa Paula Branch Line Program Budget as follows: Increase revenue appropriations in the amount of \$650,000 and increase expenditure appropriations by the same amount via a transfer in to SPBL Fund and transfer out of STA Fund balance.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

10D. SANTA PAULA BRANCH LINE MONTHLY UPDATE PG.29.

Recommendation:

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

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

10E. VENTURA COUNTY MULTIMODAL TRANSPORTATION NETWORK CLIMATE VULNERABILITY ASSESSMENT & ACTION PLAN CONTRACT AWARD PG.33

Recommendation:

- *Authorize the Executive Director to negotiate and execute a consultant services agreement with ICF, Inc. to prepare the Ventura County Multimodal Transportation Network Climate Adaptation Assessment and Action Plan at a cost not to exceed \$259,983.04.*

Responsible Staff: Caitlin Brooks, Program Manager, Transportation Planning

10F. CONSTRUCTION MANAGEMENT CONSULTANT SERVICES AGREEMENT FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR AMENDMENT NO. 6 PG.37

Recommendation:

- *Approve Amendment No. 6 to the Agreement with RailPros for Construction Management Services to increase the not-to-exceed amount by \$201,295.16, for a total not to exceed amount of \$2,279,295.16.*
- *Approve an Amendment to the Fiscal Year 2026/2027 Santa Paula Branch Line Program Budget as follows: Increase expenditures by \$201,295.16 in the Consultant Services category, and increase STA revenues by \$201,295.16 via a transfer in to SPBL and a transfer out of STA Fund Balance.*

Responsible Staff: Amanda Fagan, Director of Planning & Sustainability

10G. RESOLUTION AUTHORIZING EMPLOYMENT OF A RETIRED ANNUITANT PROGRAM MANAGER PG.41

Recommendation:

- *Approve Resolution 2026-07 authorizing the employment of Michael Houser as a retired annuitant Program Manager and approve the associated Employment Agreement.*

Responsible Staff: Claire Grasty, Public Transit Director

10H. DRAFT DEMAND RESPONSE INTEGRATION PLAN (DRIP) PG.51

Recommendation:

- *Receive and file.*

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

10I. CAMARILLO TRANSIT STATION AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS PROJECT – CONTRACT AWARD PG.57

Recommendation:

- *Approve a Contract with Granite Construction Company to provide construction services for the Camarillo Transit Station Americans with Disabilities Act (ADA) Improvements Project in an amount not to exceed \$5,509,329.95 and a contingency of \$550,935 for a total of \$6,060,264.95.*
- *Approve an amendment to the Fiscal Year 2026/2027 as follows: Increase STA revenues appropriations by \$1,676,264.95 and increase expenditure appropriations by the same amount.*

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

10J. RELEASE REQUEST FOR PROPOSALS (RFP)- 2027 TITLE VI PROGRAM UPDATE PG.61

Recommendation:

- *Authorize the Executive Director to finalize and release a Request for Proposals (RFP) to procure consultant services to prepare the 2027 Title VI Program Update*

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

10K. APPOINTMENT OF COMMUNITY REPRESENTATIVES TO VCTC'S CITIZEN COMMUNITY ADVISORY COMMITTEE (CTAC) PG.65

Recommendation:

- *Approve the appointment of a City of Moorpark representative and City of Thousand Oaks representative to the Citizens Transportation Advisory Committee.*

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

10L. [REGIONAL TRANSIT PLANNING BUDGET FOR FISCAL YEAR 2025/2026 PG.67](#)

Recommendation:

- *Approve a budget amendment to the FY 2025/2026 VCTC Regional Transit Planning budget to revenue appropriations by \$250,000 funded by Southern California Association of Governments (SCAG) Regional Early Action Planning (REAP) 2.0 Grant; and increase expense appropriations in the Capital Enhancement Program by the same amount*

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

10M. [INTERCITY BUS WHEELCHAIR LIFT REPLACEMENT PROJECT INVITATION FOR BIDS \(IFB\) RELEASE AUTHORIZATION PG.69](#)

Recommendation:

- *Authorize Executive Director to finalize and release an Invitation for Bids (IFB) for Intercity bus wheelchair lift replacement project.*

Responsible Staff: Matt Miller, Program Manager, Transit Services

10N. [AUTHORIZATION TO FINALIZE PURCHASE OF NON-REVENUE WHEELCHAIR ACCESSIBLE VAN FOR INTERCITY SERVICE PG.71](#)

Recommendation:

- *Authorize Executive Director to provide Model-1 Commercial Vehicles with a purchase order for one BraunAbility Voyager Wheelchair Accessible Minivan for an amount not to exceed \$99,000.*

Responsible Staff: Matt Miller, Program Manager, Transit Services

10O. [AMENDMENT TO WEED ABATEMENT AND DEBRIS REMOVAL SERVICES AGREEMENT PG.73](#)

Recommendation:

- *Authorize Amendment No.1 to the Weed Abatement and Debris Removal Services Agreement with Charles Van Nortwick Weed Abatement, Inc., increasing the contract amount by \$100,010 for a revised not-to-exceed amount of \$150,000.*

Responsible Staff: Dolores Lopez, Transit Planner

10P. [FEDERAL RAILROAD ADMINISTRATION CROSSING SAFETY PROGRAM/RAILROAD CROSSING ELIMINATION GRANT PROGRAM PG.75](#)

Recommendation:

- *Receive and file.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

10Q. AMENDMENT NO. 1 TO FUNDS TRANSFER AGREEMENT WITH CITY OF SAN BUENAVENTURA PG.77

Recommendation:

- *Approve Amendment No. 1 to the Funds Transfer Agreement (FTA) with the City of San Buena Ventura for allocation of Priority Legislative Budget Project (PLBP) Funds for the Ventura segment of the Santa Paula Branch Line Trail project.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

DISCUSSION CALENDAR:

11. PORT OF HUENEME UPDATE

Recommendation:

- *Receive and file a presentation from the Port of Hueneme-Kristin Decas*

Responsible Staff: Martin Erickson, Executive Director

12. LEGISLATIVE UPDATE PG.79

Recommendation:

- *Receive and file.*

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

13. ST. FRANCIS DAM MEMORIAL PROJECT ON THE SANTA PAULA BRANCH LINE PG.99

Recommendation:

- *Review and file a presentation on the proposed St. Francis Dam Memorial project on the Santa Paula Branch Line in the City of Santa Paula.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

14. CALIFORNIA TRANSIT FAREBOX REQUIREMENT UPDATE PG.101

Recommendation:

- *Receive and file.*

Responsible Staff: Clarie Grasty, Director of Public Transit

15. GENERAL COUNSEL REPORTS-

16. 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

VCTC COMMISSION MEETING AGENDA JULY 10, 2026

Primary: Commissioner Jim White
Alternate: Commissioner Chris Enegren

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White
Alternate: Commissioner Jeff Gorell

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White
Alternate: Commissioner Carrie Broggie

17. ADJOURN to 9:00 a.m. Friday, SEPTEMBER 11, 2026, at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.



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Item #10A

July 10, 2026

**MEETING MINUTES OF JUNE 5, 2026, REGULAR VCTC COMMISSION MEETING
AT 9:03 A.M.**

CALL TO ORDER:

Chair McQueen-Legohn called the regular meeting of the Ventura County Transportation Commission to order at 9:03 a.m. at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.

PLEDGE OF ALLEGIANCE was led by Commissioner Jim White.

ROLL CALL/MEMBERS PRESENT:

Martha McQueen-Legohn, City of Port Hueneme
Janice Parvin, County of Ventura
Carrie Broggie, City of Fillmore
Jenny Crosswhite, City of Santa Paula
Chris Enegren, City of Moorpark
Bob Engler, City of Thousand Oaks
Doug Halter, City of Ventura
Rachel Lang, City of Ojai
Matt LaVere, County of Ventura
Vianey Lopez, County of Ventura
Luis Mc Arthur, City of Oxnard
Tony Trembley, City of Camarillo
Jim White, Citizen Rep., County
Marlon Regisford, District 7 Caltrans Deputy District Director
of Planning and Local Assistance

ABSENT:

Dani Anderson, Citizen Rep., Cities
Jeff Gorell, County of Ventura
Mike Judge, City of Simi Valley
Kelly Long, County of Ventura

4. PUBLIC COMMENTS – There was one public comment from constituent Vera Vega regarding the dispatch call center.

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

There were several public comments regarding Caltrans project awards and bidding, submitted by representatives of R&R Demo, Masteneh Nikkhon, Elizabeth Contreras, Sarah Stanley and Darling Gomez.

6. COMMISSIONER REPORTS – None.

7. EXECUTIVE DIRECTOR REPORT-

Executive Director Martin Erickson reported on the following:

- LOSSAN Pacific Surfliner and Metrolink are providing extended service to the World Cup matches and related fan events scheduled from June 12 through July 19 in Los Angeles. Reservations are required on all Pacific Surfliner trains during that period, and the Codeshare and Rail to Rail programs will be suspended on event days. VCTC will be providing information about Pacific Surfliner and Metrolink services through social media channels during the month of the events. Complete information is available at metrolinktrains.com and pacificsurfliner.com/soccer2026
- The Community Traffic Calming and Bicycle & Pedestrian Safety Program targets areas across Ventura County with excessive vehicle speed and other road safety issues to recommend solutions to make roads safer, slow traffic speeds, and reduce vehicle miles traveled. The goals of the project are to develop educational safety campaigns and project recommendations with demonstrations of safety improvement projects in the cities of Ventura, Oxnard, and Simi Valley. Pop-up events were held on May 27 in Simi Valley, May 30 in Oxnard and May 28 – June 26 in Ventura. The pop-up events are temporary and only a test, with the potential for semi-permanent improvements in the future. VCTC is seeking community feedback on the temporary pop-up demonstrations and experiences traveling in the three locations. Information about the project and the link to the survey can be found here: tinyurl.com/VCTCpopups
- Staff is working with VCTC's Freeway Service Patrol (FSP) tow services contractor, Platinum Tow & Transport, to execute the new FSP contract approved by the SAFE Board in March. FSP fleet deployment under the new tow services contract is scheduled to begin in July with a mixed wrecker and service truck fleet. Seven (7) of ten (10) new FSP trucks have been delivered, and VCTC's tow contractor is currently preparing the trucks for service and inspection by the California Highway Patrol (CHP). The trucks are being outfitted with FSP required equipment, new data collection tablets, and wrapped with VCTC's distinctive blue wave design and logo. Beginning in July, FSP beat US101-2 coverage will be extended to cover the Ventura portion of US-101 and supplemented with an extra service truck during regular FSP shift hours; or one wrecker and two service trucks patrolling US-101 from Camarillo Springs Rd. to California St. during peak periods.
- On May 19, VCTC participated in National Public Works Week celebration hosted by the County of Ventura. VCTC staff shared information about bicycle safety, emphasizing three key elements: Wear a helmet, be visible, and ride with the flow of traffic.
- The Federal Transit Administration (FTA) Triennial Review is a comprehensive assessment of how a transit agency manages federal funds and complies with applicable federal laws, regulations, and administrative requirements. The onsite portion of the FTA

Triennial Review, held on May 4–5, was largely successful, reflecting the strong coordination and preparation efforts of VCTC staff. The Programming Department worked closely with the FTA and coordinated extensively with VCTC’s subrecipients, as well as the Transit and Finance Departments, in advance of and during the onsite review. Programming staff prepared and submitted all initial responses and required documentation prior to the visit and addressed follow-up questions throughout the review process. VCTC programming staff will present the final report upon receipt.

8. ADDITIONS/REVISIONS–

Martin Erickson, Executive Director, noted a typo error under Item 9P, Attachment A. In the first table, second line, last column, the dollar amount was listed as \$25.85 and should be corrected to \$26.85.

Commissioner Lang moved to approve the additions and revisions to Consent Calendar Item 9P. The motion was seconded by Commissioner Halter and passed unanimously.

9. CONSENT CALENDAR–

Commissioner Parvin moved to approve the consent calendar item 9A through 9P. The motion was seconded by Commissioner Engler and passed unanimously.

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

Recommendation:

- Approve the summary minutes of May 1, 2026.

9B. MONTHLY BUDGET REPORT PG.15

Recommendation:

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

9C. 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 - 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.

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.

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.

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

Recommendation:

- Receive and file.

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.

9H. LEGISLATIVE UPDATE PG.45

Recommendation:

- Receive and file.

9I. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS PROGRAMMING PROCEDURES-PG.69

Recommendation:

- Receive and file.

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.

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.

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.

9M. INVESTMENT POLICY-PG.81

Recommendation:

- Adopt the Investment Policy as shown in Attachment A.

9N. CAPITAL ASSETS POLICY UPDATE-PG.83

Recommendation:

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

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.

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.

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.

Lupe Acero, Director of Finance, and Martin Erickson, Executive Director, presented the Fiscal Year 2026/2027 Budget PowerPoint to the Commission.

Chair McQueen-Legohn opened the public hearing on the Fiscal Year 2026/2027 Proposed Budget at 9:51 a.m. There were no public comments submitted to VCTC regarding the budget. The Chair closed the public hearing at 9:52 a.m.

Commissioner Trembley moved to approve Item 10, Fiscal Year 2026/2027 Budget. The motion was seconded by Commissioner Mc Arthur and passed unanimously

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

Dolores Lopez presented a PowerPoint on Item 11, Fiscal Year (FY) 2026/2027 Transportation Development Act (TDA) Unmet Transit Needs (UTN) Findings.

Chair McQueen-Legohn opened the public hearing for the Fiscal Year 2026/2027 Transportation Development Act (TDA) Unmet Transit Needs (UTN) Findings at 10:02 a.m. There were no public comments submitted to VCTC regarding the item. Chair McQueen-Legohn closed the public hearing at 10:02 a.m.

Vice-Chair Parvin moved to approve Item 11, Fiscal Year (FY) 2026/2027 Transportation Development Act (TDA) Unmet Transit Needs (UTN) Findings. The motion was seconded by Commissioner Mc Arthur and passed unanimously.

12. METROLINK UPDATE-PG.105

Recommendation:

- Receive and file a presentation.

Darren Kettle, Chief Executive Officer of Metrolink, provided the annual Metrolink update to the Commission. The Commission received and filed the verbal update.

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.

Dolores Lopez introduced Kathy Chambers, consultant with Moore & Associates, who provided a PowerPoint presentation on Item 13, Approval of the Transportation Development Act (TDA) Triennial Performance Audits for Ventura County TDA recipients. The presentation was received and filed by the Commission, and authorization was granted to submit the triennial performance audits to Caltrans.

Commissioner Trembley requested that VCTC staff bring a brief presentation to the next Commission meeting regarding farebox revenue requirements applicable to VCTC, including current legislative activity and the status of related provisions.

Commissioner Trembley moved to approve Item 13, Approval of the Transportation Development Act (TDA) Triennial Performance Audits for Ventura County TDA recipients. The motion was seconded by Commissioner Engler and passed unanimously.

14. GENERAL COUNSEL REPORTS- None

15. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Commissioner Mike Judge

Commissioner Crosswhite gave an update regarding SCAG Regional Council. Commissioner Crosswhite reported that the Energy and Environment Committee received an update that the SoCal Greenprint tool would be released on June 8. She noted that the tool will assist local agencies in making decisions related to development projects.

She reported that the Transportation Committee received a presentation from the California High-Speed Rail Authority, providing an update on the High-Speed Rail Program, and encouraged interested commissioners to view the committee presentation for additional information.

Commissioner Crosswhite also reported that the Energy and Environment Committee received a presentation on data centers' energy and water use, addressing both technical and policy issues. Additionally, the committee discussed transportation conformity and anticipated regional challenges related to air quality planning.

She explained that while SCAG is responsible for regional air quality planning, it does not have direct authority over many sources of air pollution. However, if the region were to fall into transportation conformity noncompliance, it could significantly affect the delivery of transit projects throughout Southern California.

Commissioner Crosswhite noted that transportation conformity is a complex issue because the federal government establishes multiple performance areas, and failure to meet any one of them could place the entire regional transportation plan out of compliance. She explained that even if a project is necessary to meet air quality requirements, insufficient federal, state, or local funding to complete the project could result in regional nonconformity.

She further noted that the revocation of certain EPA waivers for Southern California could also affect future conformity determinations. While she indicated there should be no impacts during the current 18-month period or to preparations for the LA28 Olympic Games, she stated that SCAG will continue working with state and federal partners to monitor the issue and seek solutions beyond that timeframe.

Commissioner Crosswhite also reported on the Innovative Clean Transit Regional Assessment Study. She stated that the study confirmed that smaller transit agencies face greater challenges in implementing zero-emission bus requirements than larger agencies. She added that SCAG has developed a toolkit to assist agencies with decision-making, funding opportunities, workforce training, and utility coordination, all of which are critical components of implementing zero-emission bus programs.

Executive Director Martin Erickson shared comments on behalf of Commissioner Judge, who was unable to attend the June 5 meeting, regarding the SCAG Transportation Committee. He reported that the committee appointed Steven Ly as Vice Chair to fill the vacancy left by Thomas Wong. The committee also received an update from the California High-Speed Rail Authority on the High-

Speed Rail Program and the release of the draft 2026 Business Plan. In addition, the committee received an update on SCAG's Airport Access and Mobility Study, which is evaluating regional airport access and surface transportation connections in preparation for upcoming major events in Southern California, including the 2028 Olympic Games.

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

None.

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Commissioner White reported that LOSSAN experienced strong ridership during May, which he attributed in part to seasonal events, including the Strawberry Festival and other community events in Ventura County. He noted that additional efforts are underway to encourage ridership, including planning for special train service related to the 2026 FIFA World Cup. He also reported that summer travel is contributing to increased ridership and announced that the next LOSSAN Board meeting will be held on June 15 in Orange County.

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

Commissioner White reported that the next CRCC meeting is scheduled for September 10. He stated that recent discussions focused on coordinating rail service for the 2028 Olympic Games, including the possibility of establishing a rail connection between Los Angeles and Oakland. He also noted that the Cap-and-Invest budget was under consideration and reported that April rail ridership along the corridor increased by approximately 42%.

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

Commissioner Crosswhite reported that CalCog recently adopted an oppose position on CARB's proposed Manufacturing Decarbonization Incentive because the proposal would reduce funding currently available for important transit programs supported through the Cap-and-Invest Program.

She explained that the concern is not with manufacturing decarbonization itself, but rather with the absence of a proposal to replace funding for existing transit programs, including the Transit and Intercity Rail Capital Program (TIRCP), the Low Carbon Transit Operations Program (LCTOP), and other transit funding sources that local agencies rely upon.

Commissioner Crosswhite stated that, under the proposal, much of the available funding would instead be directed toward high-speed rail and CalFire, leaving little, if any, funding available for

ongoing transit programs after legislative priorities were met. She noted that CalCOG will continue monitoring the legislation as it moves through the legislative process.

She also reported that CalCOG, in partnership with another agency, has launched a new executive-level leadership training program designed to support and develop executive leadership throughout California.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

Commissioner White reported that CalVans has sold ten older vehicles and is incorporating more than 70 surplus vehicles into its fleet. He noted that Ventura County currently has 19 electric vehicles in service, many of which were acquired through state and federal funding programs. He commented that while electric vehicles provide environmental benefits, they also present higher operating costs and operational challenges in some service areas. Commissioner White concluded by announcing that the next CalVans meeting is scheduled for June 11.

16. The VCTC meeting was adjourned at 11:02 a.m. The next Commission meeting is scheduled for **Friday, July 10, 2026, at 9:00 a.m. at the Camarillo City Council Chambers, 601 Carmen Drive, Camarillo.**



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Item #10B

July 10, 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 May 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 May 31, 2026, budget report indicates that the revenues were approximately 73.7% of the adopted budget while expenditures were approximately 71.6% 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 May 31, 2026**

Assets and Deferred Outflows

Cash and Investments	\$	78,591,490
Receivables/Due from other funds		4,368,757
Prepays and Deposits		792,648
Capital Assets, undepreciated		27,745,594
Capital Assets, depreciated, net		30,255,125
Deferred Outflows		1,415,855
Total Assets and Deferred Outflows	\$	<u>143,169,468.85</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses and Due to Other	\$	4,235,872
Deferred Revenue		25,640,522
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>33,508,053</u>

Net Position:

Invested in Capital Assets	\$58,000,719
Fund Balance	51,660,697
Total Net Position	<u>\$109,661,416</u>

For Management Reporting Purposes Only

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

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues												
Federal Revenues	\$ 6,832,937	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,937,596	\$ 1,371,835	11,142,368	\$ 20,240,244	(9,097,876)	55.05
State Revenues	17,393,953	38,500,721	6,872,849	1,505,778	1,254,372	1,554,288	282,053	0	66,614,014	84,989,565	(18,375,551)	78.38
Local Revenues	68,705	0	0	0	0	398,841	1,605,310	2,113,296	4,186,152	6,105,097	(1,918,945)	68.57
Other Revenues	2,038	0	0	0	0	0	147,912	28,508	178,458	0	178,458	0.00
Interest	119,433	251,027	817,459	88,421	221,558	4,914	6,980	14,506	1,524,298	2,176,900	(652,602)	70.02
Total Revenues	24,417,066	38,751,748	7,690,308	1,594,199	1,475,930	1,958,043	4,979,851	3,528,145	83,645,290	113,511,806	(29,866,516)	73.69
Expenditures												
Administration												
Personnel Expenditures	4,006,552	0	0	0	0	0	177,458	45,583	4,229,593	4,902,400	(672,807)	86.28
Legal Services	33,385	0	0	0	0	0	0	0	33,385	46,200	(12,815)	72.26
Professional Services	154,963	0	0	0	0	0	0	0	154,963	219,800	(64,837)	70.50
Office Leases	134,652	0	0	0	0	0	0	0	134,652	230,400	(95,748)	58.44
Office Expenditures	662,280	0	0	0	0	0	131,052	33,663	826,995	1,041,900	(214,905)	79.37
Total Administration	4,991,832	0	0	0	0	0	308,510	79,246	5,379,588	6,440,700	(1,061,112)	83.52
Programs and Projects												
Transit & Transportation Program												
Regional Transit Technology	1,089,448	0	0	0	0	0	0	0	1,089,448	2,659,923	(1,570,475)	40.96
SD-Accessible Mobility Service	288,422	0	0	0	0	0	0	0	288,422	434,300	(145,878)	66.41
VCTC Intercity Bus Services	0	0	0	0	0	0	10,000,246	0	10,000,246	14,971,310	(4,971,064)	66.80
Valley Express Bus Services	0	0	0	0	0	0	0	2,369,388	2,369,388	4,243,410	(1,874,022)	55.84
Transit Grant Administration	15,656,845	0	0	0	0	0	0	0	15,656,845	22,302,734	(6,645,889)	70.20
Total Transit & Transportation	17,034,715	0	0	0	0	0	10,000,246	2,369,388	29,404,349	44,611,677	(15,207,328)	65.91
Highway Program												
Motorist Aid Services	0	0	0	1,680,513	0	0	0	0	1,680,513	2,008,000	(327,487)	83.69
Highway Program Management	998,507	0	0	0	0	0	0	0	998,507	1,858,600	(860,093)	53.72
Total Highway	998,507	0	0	1,680,513	0	0	0	0	2,679,020	3,866,600	(1,187,580)	69.29

For Management Reporting Purposes Only

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

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues												
Rail Program												
Metroink & Commuter Rail	12,021,333	0	0	0	0	0	0	0	12,021,333	20,954,939	(8,933,606)	57.37
LOSSAN & Coastal Rail	568,458	0	0	0	0	0	0	0	568,458	567,610	848	100.15
Santa Paula Branch Line	0	0	0	0	0	6,167,143	0	0	6,167,143	10,967,197	(4,800,054)	56.23
Total Rail	12,589,791	0	0	0	0	6,167,143	0	0	18,756,934	32,489,746	(13,732,812)	57.73
Commuter Assistance Program												
Reg Transit Information Center	13,310	0	0	0	0	0	0	0	13,310	33,900	(20,590)	39.26
Rideshare Programs	259,407	0	0	0	0	0	0	0	259,407	302,400	(42,993)	85.78
Total Commuter Assistance	272,717	0	0	0	0	0	0	0	272,717	336,300	(63,583)	81.09
Planning & Programming												
TDA Administration	292,065	35,688,667	341,504	0	64,352	0	0	0	36,386,588	41,710,426	(5,323,838)	87.24
Transportation Programming	27,400	0	0	0	0	0	0	0	27,400	84,300	(56,900)	32.50
Regional Transportation Planni	783,088	0	0	0	0	0	0	0	783,088	1,304,244	(521,156)	60.04
Airport Land Use Commission	344	0	0	0	0	0	0	0	344	28,000	(27,656)	1.23
Regional Transit Planning	3,915,751	0	0	0	0	0	0	0	3,915,751	5,447,933	(1,532,182)	71.88
Total Planning & Programming	5,018,648	35,688,667	341,504	0	64,352	0	0	0	41,113,171	48,574,903	(7,461,732)	84.64
General Government												
Community Outreach	191,074	0	0	0	0	0	0	0	191,074	221,500	(30,426)	86.26
State & Federal Relations	131,320	0	0	0	0	0	0	0	131,320	164,900	(33,580)	79.64
Management & Administration	118,370	0	0	0	0	0	0	0	118,370	248,600	(130,230)	47.61
Total General Government	440,764	0	0	0	0	0	0	0	440,764	635,000	(194,236)	69.41
Total Expenditures	41,346,974	35,688,667	341,504	1,680,513	64,352	6,167,143	10,308,756	2,448,634	98,046,543	136,954,926	(38,908,383)	71.59

For Management Reporting Purposes Only

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

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues over (under) expenditures	(16,929,908)	3,063,081	7,348,804	(86,314)	1,411,578	(4,209,100)	(5,328,905)	1,079,511	(14,401,253)	(23,443,120)	9,041,867	61.43
Other Financing Sources												
Transfers Into GF From LTF	12,164,475	0	0	0	0	0	0	0	12,164,476	11,381,705	782,771	106.88
Transfers Into GF From STA	1,783,359	0	0	0	0	0	0	0	1,783,359	3,714,831	(1,931,472)	48.01
Transfers In GF From SGR	2,540,474	0	0	0	0	0	0	0	2,540,474	7,875,640	(5,335,166)	32.26
Transfers Into GF From SAFE	414,449	0	0	0	0	0	0	0	414,449	460,400	(45,951)	90.02
Transfers Into GF From SPBL	142,669	0	0	0	0	0	0	0	142,669	193,300	(50,631)	73.81
Transfers Into SPBL From STA	0	0	0	0	0	4,873,852	0	0	4,873,852	8,385,226	(3,511,374)	58.12
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	96,628	96,628	88,280	8,348	109.46
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	(1,783,359)	0	0	0	0	0	(1,783,359)	(3,714,831)	1,931,472	48.01
Transfers Out of STA Into SPBL	0	0	(4,873,852)	0	0	0	0	0	(4,873,852)	(8,385,226)	3,511,374	58.12
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	(414,449)	0	0	0	0	(414,449)	(460,400)	45,951	90.02
Transfers Out of SPBL Into GF	0	0	0	0	0	(142,669)	0	0	(142,669)	(193,300)	50,631	73.81
Transfers Out of SGR Into GF	0	0	0	0	(2,540,474)	0	0	0	(2,540,474)	(7,875,640)	5,335,166	32.26
Transfers Out of SGR Into VE	0	0	0	0	(96,628)	0	0	0	(96,628)	(88,280)	(8,348)	109.46
Total Other Financing Sources	17,045,426	(12,164,476)	(12,657,211)	(414,449)	(2,637,102)	4,731,183	6,000,000	96,628	0	0	0	0.00
Net Change in Fund Balances	115,518	(9,101,395)	(5,308,407)	(500,763)	(1,225,524)	522,083	671,095	1,176,139	(14,401,253)	(23,443,120)	9,041,867	61.43
Beginning Fund Balance w/o capital	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/SBI												
TA Net Adjustment*	(2,093,600)	-	-	-	-	-	(55,144)	-	(2,148,747)			
Fund Balance as of May 31, 2026	3,876,268	8,317,507	27,216,181	3,506,341	6,220,002	547,450	800,809	1,176,139	51,660,697			
Fund Balance per Balance Sheet									51,660,697			

*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 MAY 31, 2026**

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

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo	Government Checking	N/A	\$31,560.29	EAC & .70%	\$ 6,496,048.66
LAIF	State Pool	N/A	\$264,402.61	3.81%	8,819,598.18
County of Ventura	Treasury Pool	N/A	\$1,228,335.14	3.84%	62,573,523.46
VCCF Bike Fund	Investment	N/A	Annually	Annually	21,138.05
Total			\$1,524,298.04		\$77,910,308.35

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 #10C

Date: July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: AMENDMENT NO. 2 TO AGREEMENT WITH GRANITE CONSTRUCTION COMPANY FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR

RECOMMENDATION:

- Approve Amendment No. 2 to the Agreement with Granite Construction Company, Inc. to increase the construction contingency by 6.3% of contract value, or an additional \$650,000, for a total contingency amount of \$1,695,478.25 and a total contract amount not-to-exceed of \$8,150,260.75.
- Approve an Amendment to the Fiscal Year 2026/2027 Santa Paula Branch Line Program Budget as follows: Increase revenue appropriations in the amount of \$650,000 and increase expenditure appropriations by the same amount via a transfer in to SPBL Fund and transfer out of STA Fund balance.

BACKGROUND:

VCTC executed a contract with Granite Construction to repair the Sespe Creek Overflow railroad bridge on June 9, 2025 and issued a Limited Notice to Proceed (LNTP) on June 11, 2025, pending receipt of required regulatory permits. Upon receipt by VCTC of a Regional General Permit (RGP) #63 verification issued by the U.S. Army Corps of Engineers on August 21, 2025, and following issuance by VCTC of a full Notice to Proceed (NTP) to Granite Construction on August 22, 2025, Granite mobilized on September 2, 2025. Three major winter storms and engagement with the California Department of Fish and Wildlife (CDFW) due to concern over project activities in connection with the California Endangered Species Act (CESA), necessitated a pause in the project to be able to restart in the low flow season.

STRATEGIC PLAN COMMITMENT:

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

DISCUSSION:

Construction schedules to complete the project within the September 30, 2026 approved RG-63 permit and FEMA deadline were initially based on beginning construction by May 1. However, project work could not begin until receipt of an Incidental Take Permit (ITP). CDFW issued an ITP to VCTC on May 15. The ITP includes stringent requirements for the contractor to work in conjunction with our biological support staff such as planning, coordination and implementation of the water diversion and associated work activities, fish surveys, clearance and relocation services, biological monitoring, and reporting. During the process to obtain an ITP, CDFW reviewed and made recommendations on water diversion and fish rescue plans. The plans were ultimately approved by CDFW on May 22. Implementation of these plans began on May 25, upon re-issuance of notice-to-proceed to Granite. The added requirements, specifically monitoring and maintaining turbidity limits, have resulted in the diversion dam taking much longer than anticipated. The project experienced further delay from the establishment of an active nest by a pair of protected migratory birds atop the on-site crane needed for drilling of the bridge piers. Schedule acceleration, such as extending workdays and hours, may be required to meet regulatory and funding partner deadlines.

As such, the Construction Management team and VCTC staff recommend approval of Amendment No. 2 to the agreement with Granite Construction to increase the contingency and total contract amount not-to-exceed to account for environmental compliance and schedule acceleration activities necessary to complete the bridge repair project. Further details on approved and pending contract change orders are provided in the enclosed letter from the Construction Manager at RailPros. VCTC will continue to work with the Construction Management team and the Contractor to minimize contract change orders and cost escalation and will continue to work with FEMA and CalOES to pursue obligation and reimbursement of eligible project costs.

FISCAL IMPACT:

Approval of this recommendation will result in the following:

- An appropriation of STA revenues in the amount of \$650,000.
- An appropriation of expenditures in the amount of \$650,000.
- A decrease in the estimated STA Fund Balance from \$12,848,973 to \$12,198,973.



Item #10D

July 10, 2026

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

RECOMMENDATION:

- Receive and file a report on Santa Paula Branch Line updates for the month of June 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 June 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 June, staff reviewed and SNR approved three right-of-entry (ROE) permits.
- *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 June, VCTC staff continued to coordinate with the City of Ventura to resolve an issue raised by Metrolink/SCRRRA regarding the minimum acceptable setback of trail infrastructure from the railroad tracks. On June 26, the California Transportation Commission (CTC) approved an allocation of construction funds for the Ventura segment at its regular meeting.
 - *Santa Paula Extension:* The City of Santa Paula is continuing efforts to plan, design, and conduct community engagement 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 Technical Advisory Committee (TAC) on June 8 and the Citizen’s Advisory Committee (CAC) on June 18. The TAC and CAC discussed project updates and key themes identified through the scoping process.
 - The project team is working to establish an Agricultural Working Group (AWG). A draft AWG outreach plan and communication materials were prepared and will be implemented beginning in 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, 2025. 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, 2025. 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.
 - Staff submitted a revised Incidental Take Permit (ITP) application project description to the California Department of Fish and Wildlife (CDFW) on January 22. On May 15, CDFW issued an ITP to VCTC. With receipt of an ITP from CDFW on May 20 and subsequent approval of the Water Diversion Plan on May 22, reconstruction of the Sespe Creek Overflow Railroad Bridge began on May 26. Pile driving, site preparations, and construction of a water diversion channel have been completed. On-site biological monitoring ensures compliance with regulatory permits and provides daily reports to CDFW in compliance with the ITP.
 - During the month of June, construction of the water diversion channel and access ramp was completed. Project progress was impeded by discovery of an active Cassin's Kingbird nest containing three chicks, which are protected under the Migratory Bird Treaty Act and California law. The nest is located atop the 100-foot on-site crane to be used for drilling the cast-in-drilled-hole (CIDH) piles for pier reconstruction. The team monitored nest activity closely and will advance work once the chicks fledge, an estimated 14 to 18 days from hatching.
 - The permanent repair target completion date is the end of September 2026, which may require schedule acceleration activities to adjust workdays and hours to achieve.
 - *Coordination with Sierra Northern Railway*
 - SNR selected a new insurance broker in late 2024 to better meet its contractual obligations to VCTC. In June, VCTC received updated Certificates of Insurance, which will be reviewed for compliance with contract requirements. 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. SNR conducts weekly inspections on the bridge to ensure safety and stability of the bridge until construction can be completed. SNR indicates that the bridge replacement project is among its highest priority infrastructure projects for SPBL and its operating locations. SNR is developing a capital improvement plan for its facilities, including SPBL, which will direct investments in bridge infrastructure on the SPBL, including Ferris Drive.
 - The SPBL roadmaster left the company in June. SNR is recruiting for a replacement and interviewing candidates. In the interim, an SNR track inspector is on site at SPBL from Oakdale or Sacramento at least once a week. SNR is also updating the position description to recruit and hire a new general manager for the Ventura Division once the Sespe Bridge is reopened.

FISCAL IMPACT

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



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Item #10E

July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: CAITLIN BROOKS, PROGRAM MANAGER -TRANSPORTATION PLANNING
SUBJECT: VENTURA COUNTY MULTIMODAL TRANSPORTATION NETWORK CLIMATE VULNERABILITY ASSESSMENT AND ACTION PLAN CONTRACT AWARD

RECOMMENDATION:

- Authorize the Executive Director to negotiate and execute a consultant services agreement with ICF, Inc. to prepare the Ventura County Multimodal Transportation Network Climate Adaptation Assessment and Action Plan at a cost not to exceed \$259,983.04.

BACKGROUND:

Ventura County has faced many climate-related infrastructure challenges in recent years, from a washed-out railroad bridge to road closures and damage from flooding, mud slides, and wildfires. For example, in February 2024, a landslide caused the closure of State Route 150 for several months, causing significant impacts to residents and businesses with closure of the only direct route between Ojai and Santa Paula. In response, Ventura County Transportation Commission (VCTC) staff explored grant funding opportunities to prepare an assessment of climate-related transportation infrastructure challenges and develop a proactive action plan to address these challenges.

In December 2024, VCTC applied for a Fiscal Year 2025-26 Caltrans Sustainable Transportation Planning Grant, in collaboration with sub-applicant Ventura County Community Foundation (VCCF). On July 1, 2025, Caltrans notified VCTC of a grant award within the Climate Adaptation Planning Grant Category. The grant expires June

30, 2028. VCTC met grant conditions by the August 8, 2025 deadline. Caltrans issued a Notice to Proceed on February 3, 2026.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Mission to create a more connected, resilient, equitable and user-friendly transportation system for Ventura County and the following Strategic Plan commitments:

- A5. Leverage data to better inform transportation land use decision making and grant seeking, and
- C2. Assist cities and the county to seek supplemental federal and state funding, including through Caltrans.

DISCUSSION:

In March 2026, the Commission authorized VCTC to issue a Request for Proposals (RFP) to prepare the Ventura County Multimodal Transportation Network Climate Adaptation Assessment and Action Plan (MTN CVAAP). The RFP was distributed to 95 firms and posted on the VCTC website. Nine proposals were received, reviewed and evaluated by a committee consisting of two VCTC staff members, one staff member from the Santa Barbara County Association of Governments (SBCAG), and one staff member from the Ventura County Community Foundation (VCCF). Proposals received are listed below, in alphabetical order.

Proposer (Prime only)	Proposed Fee
Cambridge Systematics	\$259,784.68
DKS Associates	\$259,995.00
Dudek	\$259,995.00
Fehr & Peers	\$258,995.00
Ganey Science	\$195,010.00
ICF, Inc.	\$259,983.04
Planning Communities	\$259,170.00
Rincon Consultants	\$259,944.56
Spheros Environmental	\$217,568.00

The nine proposals were evaluated using the selection criteria in the RFP. VCTC Staff conducted interviews with four finalists:

- Cambridge Systematics, Inc. with subconsultant Iteris
- Fehr & Peers with subconsultants Ascent Environmental, Altas Planning Solutions and Celtis Ventures
- ICF, Inc. L.L.C. with subconsultants GHD and 319Climate
- Rincon Consultants, Inc. with subconsultants Parametrix and Eagle Rock Analytics

Final combined evaluation scores for the four finalists are listed below:

Four Finalist Proposers	Total Cost	Final Combined Score
ICF, Inc.	\$259,983.04	91.75
Fehr & Peers	\$258,995.00	90.25
Cambridge Systematics	\$259,784.68	89.50
Rincon Consultants	\$259,944.56	88.50

After completing the competitive procurement process, the selection panel recommends that the Commission select ICF, Inc. to prepare the MTN CVAAP with a contract ending on June 30, 2028. Based on a combination of project understanding, team qualifications, project experience, references, technical approach and cost, ICF, Inc. was determined to offer the best value to VCTC. ICF’s proposal demonstrated extensive experience with similar projects with a clear plan to execute tasks and complete project deliverables on schedule and within the project budget. ICF’s proposal detailed potential project challenges and proposed solutions to those challenges. The proposal emphasizes the importance of clearly defined roles and responsibilities for public outreach and engagement and partnering with VCCF to ensure the project’s success.

The work to be performed by ICF is proposed at a not-to-exceed fee of \$259,983.04 and billed on a milestone basis per task completed. VCTC staff are working through proposed contract exceptions with ICF, Inc. If both parties cannot come to a resolution for the contract terms, VCTC will move forward with contract award negotiations with the second highest ranked firm, Fehr & Peers.

A detailed scope of work is included in Attachment A. The Project includes preparation of a Public Outreach Plan, Multimodal Transportation Vulnerability Network Assessment and Report, Climate Adaptation Strategy and Funding Plan, Final Adaptation Assessment and Action Plan, Transportation Emergency Preparedness Guide for Individual/Families/Households, and VCTC Board Review and Approval. The project will be developed with input from an Advisory Team consisting of VCTC, sub-applicant VCCF, project partners (such as Caltrans, County of Ventura, and The Nature Conservancy), and VCTC’s standing advisory committees (TTAC, TRANSCOM, and SSTAC/CTAC, which include representation from all local jurisdictions and transit operators in Ventura County). VCCF will lead engagement with vulnerable communities.

FISCAL IMPACT:

Approval of this item does not have a fiscal impact. Sufficient funds are available in the approved Fiscal Year 2026/2027 Regional Transportation Planning Program Budget.

The budget includes \$265,586 from a Caltrans Climate Adaptation Planning Grant and \$34,409 in Local Transportation Funds (LTF) for an 11.74% local match, for a total of \$299,995. The proposed total contract amount is \$259,983.04, which leaves

approximately \$40,000 for participation by project partner Ventura County Community Foundation (VCCF).



Item #10F

Date: July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: CONSTRUCTION MANAGEMENT CONSULTANT SERVICES AGREEMENT FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR AMENDMENT NO. 6

RECOMMENDATION:

- Approve Amendment No. 6 to the Agreement with RailPros for Construction Management Services to increase the not-to-exceed amount by \$201,295.16, for a total not to exceed amount of \$2,279,295.16.
- Approve an Amendment to the Fiscal Year 2026/2027 Santa Paula Branch Line Program Budget as follows: Increase expenditures by \$201,295.16 in the Consultant Services category, and increase STA revenues by \$201,295.16 via a transfer in to SPBL and a transfer out of STA Fund Balance.

BACKGROUND:

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

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

On February 18, 2026, VCTC submitted to the U.S. Army Corps of Engineers (USACE) a request to extend the performance period for the Regional General Permit #63

beyond the February 28, 2026 deadline. On April 8, USACE issued a reverification letter granting the requested extension through September 30.

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

STRATEGIC PLAN COMMITMENT:

This report aligns with the following VCTC Strategic Plan commitment Objective:

- B21: "Partner with Sierra Northern Railway, corridor cities and the County to operate, maintain, and improve the Santa Paula Branch Line railroad and right-of-way corridor as a countywide community asset, ensuring outreach to stakeholders in the process."

DISCUSSION:

On May 15, 2026, CDFW issued an Incidental Take Permit (ITP) to VCTC. The ITP requires a CDFW-approved Designated Biologist to monitor permit compliance on-site during construction activities. VCTC submitted resumes of five (5) biologists from the RailPros Construction Management (CM) team subcontractors GHD and All Hands Biological Services. The existing RailPros CM contract scope of work calls for GHD to be responsible for permit compliance and biological monitoring. However, CDFW declined to approve three of the biologists to serve as the Designated Biologist based on their experience with the covered species (Southern steelhead), including both biologists from GHD. CDFW approved two staff of All Hands Biological. However, with GHD's biologists not approved by CDFW to serve as on-site monitors, that responsibility is being shifted to All Hands with its CDFW-approved Designated Biologists. Given that the approved biologists required a higher level of experience and are thus more senior and bill at higher rates, the costs to monitor permit compliance have increased.

Further, increased CM and biological monitoring coverage will be required to align with construction contractor schedule acceleration in July 2026, which increases workdays to include all Saturdays between July and mid-October. This work is within the scope of the original Request for Proposals and contract with RailPros but exceeds the anticipated level of effort. As such, staff recommends approval of Amendment No. 6 to the agreement with RailPros for Construction Management services.

VCTC will continue to work with FEMA and CalOES to pursue obligation and reimbursement of eligible project costs. As of the Agenda publication deadline, funding for permanent repairs to the bridge is pending "Large Project Review" and subsequent obligation by FEMA as a Category C ("CAT C") project (Project # 754588). Upon obligation by FEMA, it is anticipated that costs associated with biological monitoring will

be eligible for reimbursement at rates of 75% FEMA and 18.75% CalOES, with a 6.25% local match contribution.

FISCAL IMPACT:

. Approval of this item will result in the following:

- An increase in STA revenues in the amount of \$201,295.16;
- An Increase in expenditures in the amount of \$201,295.16; and,
- A decrease in the estimated STA fund balance from \$13,050,268 to \$12,848,973.



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Item #10G

July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: RESOLUTION AUTHORIZING EMPLOYMENT OF A RETIRED ANNUITANT PROGRAM MANAGER

RECOMMENDATION:

- Approve Resolution 2026-07 authorizing the employment of Michael Houser as a retired annuitant Program Manager and approve the associated Employment Agreement.

BACKGROUND:

VCTC is preparing to undertake procurement of a new transit operations and maintenance contract for VCTC Intercity services. This effort includes development of a Request for Proposals (RFP), management of the solicitation process, proposal evaluation, contractor selection, transition planning, and potential mobilization activities. Because this procurement is complex and requires specialized transit contracting expertise, VCTC has identified a need for temporary professional support.

Mike Houser previously served as Transit Program Manager for the City of Thousand Oaks and possesses specialized knowledge and experience in transit operations, contract administration, procurement, and public transportation program management.

His experience makes him qualified to support VCTC during this limited-duration assignment.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

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

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

DISCUSSION:

Mr. Houser will provide temporary Program Manager services to support Transit Services and assist with development of the operations and maintenance RFP, support the proposal review and evaluation process, provide technical expertise during contract negotiations and award, and assist with contractor transition and implementation activities.

The employment agreement establishes a retired annuitant appointment under Government Code section 21221(h). The appointment is temporary in nature and intended to provide specialized skills for a limited-duration project. His employment remains subject to CalPERS retired annuitant requirements, including applicable hourly limitations.

CalPERS requires that the governing body approve a resolution identifying the retiree's specialized skills and the need for the temporary appointment. Adoption of the proposed resolution will satisfy CalPERS requirements and authorize execution of the employment agreement.

Approval of the resolution and employment agreement will provide VCTC with the expertise necessary to successfully manage the RFP development, contractor selection, transition, and mobilization process associated with the new transit operations and maintenance contract while ensuring compliance with CalPERS requirements.

FISCAL IMPACT:

Sufficient funding for this item is included in the FY 2026-2027 VCTC Intercity budget.

Attachments:

Attachment – Annuitant Agreement M. Houser

RESOLUTION NO. 2026-07

**A RESOLUTION OF THE VENTURA COUNTY
TRANSPORTATION COMMISSION APPROVING THE EMPLOYMENT
AGREEMENT BETWEEN THE VENTURA COUNTY TRANSPORTATION
COMMISSION AND MIKE HOUSER TO SERVE AS PROGRAM MANAGER**

WHEREAS, the Commission requires an individual with the knowledge, skills and abilities to serve as a Program Manager for Transit Services; and

WHEREAS, Mike Houser, by virtue of having previously served as the Transit Program Manager at the City of Thousand Oaks, is qualified and has the requisite specialized skills, training and experience to serve as Program Manager; and

WHEREAS, the Commission desires to employ the specialized services of Mike Houser as Program Manager for the Commission in consideration of and subject to the terms and conditions of the Employment Agreement ("Agreement"), attached hereto and incorporated herein as Exhibit A; and

WHEREAS, Mike Houser desires to accept temporary employment as Program Manager in consideration of and subject to the terms and conditions of the Agreement; and

WHEREAS, under Government Code section 21221(h), California Public Employees Retirement System (CalPERS) retirees with specialized skills may perform work of a limited duration without reinstating into CalPERS; and

WHEREAS, retired annuitants hired pursuant to Government Code section 21221(h) may work no more than 960 hours per fiscal year where the retiree has specialized skills needed to perform work of a limited duration; and

WHEREAS, the Commission shall pay Annuitant for his services as Program Manager and Annuitant shall accept, as **full** and complete compensation for said services, the sum of \$60 per hour; and

WHEREAS, the Agreement sets forth the terms and conditions of Annuitant's duties and services as Program Manager for an interim period as set forth in the Agreement.

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

1. The Ventura County Transportation Commission hereby approves the Agreement between the Commission and Mike Houser to serve Program Manager, attached hereto and incorporated herein as Exhibit A.
2. The Chairperson of the Ventura County Transportation Commission is hereby authorized to execute the Agreement.

PASSED, APPROVED, AND ADOPTED this 10th day of July, 2026.

Martha McQueen Legohn, Chair, VCTC

ATTEST:

Roxanna Ibarra, Clerk

APPROVED AS TO FORM:

Lindsay D'Andrea, General Counsel

Exhibit A

Employment Agreement

**EMPLOYMENT AGREEMENT BETWEEN
VENTURA COUNTY TRANSPORTATION COMMISSION AND MICHAEL
HOUSER TO SERVE AS A PROGRAM MANAGER**

This Employment Agreement ("**Agreement**") is entered into this ____ day of _____ ("Effective Date") by and between the Ventura County Transportation Commission (the "**Commission**" or "**VCTC**") and Michael Houser ("**Mike Houser**" or "**Annuitant**") collectively referred to as "Parties".

RECITALS

WHEREAS, the Commission requires an individual with the knowledge, skills and abilities to serve as a Program Manager to support the procurement process for a new operations and maintenance contract for VCTC Intercity Service, including the development of a request for proposals, selection process, transition and potential mobilization; and

WHEREAS, Mike Houser, by virtue of having previously served as the Transit Program Manager at the City of Thousand Oaks, has the requisite specialized skills, training and experience to serve as a Program Manager to support Transit Services; and

WHEREAS, the Commission desires to employ the specialized services of Mike Houser as a Program Manager for the Commission in consideration of and subject to the terms and conditions of this Agreement; and

WHEREAS, Annuitant desires to accept temporary employment as Program Manager in consideration of and subject to the terms and conditions of this Agreement; and

WHEREAS, under Government Code section 21221(h), California Public Employees Retirement System (CalPERS) retirees with specialized skills may perform work of a limited duration without reinstating into CalPERS; and

WHEREAS retired annuitants hired pursuant to Government Code section 21221(h) may work no more than 960 hours per fiscal year where the retiree has specialized skills needed to perform work of a limited duration; and

WHEREAS, the Commission desires by this Agreement to set forth the terms and conditions of Annuitant's duties and services as Interim Executive Director for an interim period as set forth in this Agreement.

AGREEMENT

The Parties hereby agree as follows:

1. SCOPE OF SERVICE. Annuitant shall perform the duties of Program Manager as described in Exhibit A, attached hereto and incorporated herein, to the best of his ability in accordance with the highest professional and ethical standards of the

profession. Annuitant shall comply with the Commission's rules and regulations and he shall obey the laws of the State of California and the United States of America as they apply to the performance of his duties.

2. **TERM.** The term of this Agreement shall be from June 1, 2026, through June 30, 2027 or until Annuitant has worked a total of 960 hours in the fiscal year for any CalPERS employer. It shall be Annuitant's responsibility to monitor his hours and ensure that he has not worked more than 960 hours during the fiscal year for the Commission or for any other CalPERS agency.

EFFECTIVE DATE. This Agreement shall become effective upon the Effective Date listed above.

3. **RETIRED ANNUITANT STATUS.** It is intended that at all times Mike Houser' post-retirement employment shall be in compliance with all laws governing employment of CalPERS retired annuitants, including without limitation Government Code sections 7522.56 and 21221(h) annuitants. Mike Houser understands that he is solely responsible for monitoring his hours worked and ensuring that he does not work more than 960 hours in a fiscal year (including work performed prior to execution of this agreement and work performed for other employers participating in CalPERS).
4. **SERVICES TO BE PERFORMED BY ANNUITANT – PROGRAM MANAGER.** Annuitant shall perform the duties of a Program Manager to support Transit Services as provided in Exhibit A, attached herein and incorporated by reference.
5. **COMPENSATION.** Commission shall pay Annuitant for his services hereunder as Program Manager and Annuitant shall accept, as full and complete compensation for said services, the sum of \$60 per hour for a not to exceed amount of \$25,000 or 415 hours. Annuitant shall receive no other payment, benefit, or remuneration other than his hourly wage for his services. There shall be no deductions from his wages for health insurance (including medical, dental, vision care, life, disability), overtime, vacation, or any other similar benefits of whatever kind or nature except that Annuitant may participate in ICMA or CalPERS 457 program.
6. **INDEMNIFICATION.** Commission agrees, in the event Annuitant is named as a defendant in a civil action arising from or as a result of his performance of duties as a Program Manager, to provide Annuitant such indemnification benefits as are required to be provided to an employee of the Commission under the laws of the State of California, including the provisions of Government Code Section 825, 995, 995.2, 995.4. This provision shall not apply with respect to any intentional tort or crime committed by Annuitant, or any actions outside the course and scope of the performance of his job duties pursuant to this Agreement.

7. **WORKERS COMPENSATION.** Annuitant shall be covered as a Program Manager by the Commission's Workers Compensation coverage in the event of an accident or injury.
8. **INSURANCE.** With the exception of Workers Compensation coverage, Annuitant understands and agrees that Commission will not provide any other insurance coverage for his work as a retired annuitant.
9. **UNEMPLOYMENT INSURANCE.** Annuitant certifies that he has not received any unemployment insurance payments in the past 12 months.
10. **ENTIRE AGREEMENT.** This Agreement supersedes any and all other agreements, either oral or in writing, between the Parties hereto with respect to the subject matter hereof, and no other agreement, statement or promise relating to the subject matter of this Agreement which is not contained herein shall be valid or binding unless in writing and signed by both Parties.
11. **GOVERNING LAW.** The validity of this Agreement and of any of its terms or provisions, as well as the rights and duties of the Parties hereunder, shall be governed by the laws of the State of California and leave for any action concerning the terms of this Agreement shall be in the Superior Court of the County of Ventura.
12. **SEVERABILITY.** Should any part, term or provision of this Agreement be declared invalid, void or unenforceable, all remaining parts, terms and provisions hereof shall remain in full force and shall in no way be invalidated, impaired, or affected thereby.
13. **ASSIGNMENT.** The Parties agree that the expertise and experience of Annuitant are material considerations for this Agreement. Annuitant shall not assign, transfer, or subcontract any interest in this Agreement, nor the performance of any of Annuitant's obligations hereunder and any attempt to do so shall be null and void.
14. **TERMINATION.** Annuitant understands that he is an at-will employee and that the employment may be terminated by Annuitant or Commission at any time, for any reason, or for no reason at all. The Commission's right of termination shall be in addition to all other remedies available under law to the Commission.
15. **WAIVER.** Waiver by Commission of any breach or violation of any term or condition of this Agreement shall not be deemed to be a waiver of any other term or condition contained herein or a waiver of any subsequent breach or violation of the same or any other term or condition. The acceptance by Commission of the performance of any work or services by Annuitant shall not be deemed a waiver of any term or condition of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed on the dates hereinafter respectively set forth.

Ventura County Transportation Commission

DATED: _____

By: _____

Martin
Erickson
Executive
Director,
VCTC

Approved as to Form: _____

Lindsay
D'Andrea
General Counsel

Annuitant

DATED: _____

By: _____

Mike Houser

EXHIBIT A
PROGRAM MANAGER – TRANSIT SERVICES DUTIES

Program Manager – Transit Services

Under general supervision, Program Manager shall develop, negotiate, monitor and evaluate the Agency's transit operations contract administration; manage and execute activities associated with complex oversight, planning, technical analysis, and administration of transit operating contracts and transit capital projects; review, analyze, and apply policies for Agency, federal, state and local contracting regulations, provide project oversight and management by tracking, analyzing and recording data; represent the Agency on matters relative to the transit contract program; and do related work as required.

Typical and Important Duties of Program Manager

Duties may include, but are not limited to, the following:

- Manage the Agency's transit operations in a way that supports the community's needs.
- Manage the Agency's transit contracts programs in compliance with federal, state and local requirements. Keeps up-to-date with transit contract requirements; reviews regulations and procedures, and develops appropriate policies and programs.
- Disseminates information about VCTC transit services, including accessible transit services; makes presentations on services and programs to a variety of schools, civic organizations, public agencies, and private organizations.
- Negotiates and executes cooperative agreements and Memorandums of Understanding and transit contracts.
- Assesses issues concerning transit routes and recommends solutions and long-term improvements.
- Represents the Agency in meetings with other governmental agencies; makes presentations before commissions, boards, professional organizations, business organizations, community organizations, and the general public.
- Assesses issues concerning VCTC Intercity and Valley Express services and recommends solutions and long-term improvements; plans for new VCTC Intercity and Valley Express transit services.
- Manages transit technology both for the VCTC Intercity and Valley Express services and regional transit technology initiatives.
- Oversees the Regional Transit Information Center and staff.
- Develops and administers forecasts, impacts and program budgets; oversees expenditures.
- Develops, applies, and evaluates analytical, quantitative and statistical tools and their results.
- Prepares comprehensive reports, correspondence and presentations.
- Support the Agency and county to improve overall transit in Ventura County.
- Performs related duties and responsibilities as assigned.



Item #10H

July 10, 2026

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

RECOMMENDATION:

- Receive and file

BACKGROUND:

Over the past several years, the Ventura County Transportation Commission (VCTC), local transit operators, and partner agencies have advanced efforts to improve transit service delivery, efficiency, and coordination. The 2023 Transit Integration and Efficiency Study (TIES), developed at the direction of the VCTC Commission, identified opportunities to strengthen regional coordination, improve the rider experience, and manage long-term operating costs.

TIES reviewed fixed-route and demand-response services, governance, operations, fares, and customer service policies across Ventura County's transit systems. Its findings included opportunities for enhanced coordination, potential service and governance consolidation, and improved sustainability of ADA paratransit and dial-a-ride services.

As a parallel effort to the Ventura County Short Range Transit Plan, VCTC initiated the Demand Response Integration Plan (DRIP) to explore how local providers can make ADA paratransit service more seamless, efficient, and cost-effective. Because each

operator manages its own system, countywide travel can be challenging, particularly for trips crossing city or service boundaries. The DRIP examines how greater coordination could:

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

The DRIP is comprised of two documents, the Customer Experience Plan (CEP) that focuses on near-term, customer-facing actions and the Integration Concept Plan (ICP) is provided as a high-level reference document to support future discussion if the operators and the Commission elect to consider additional integration. The overall DRIP is intended to provide a foundation for decision-makers and local operators to consider how best to move forward.

Progress Over the Last 15 Years – Foundational Regional Coordination

Formation of the East County Transit Alliance (ECTA):

ECTA was one of Ventura County’s earliest cross-jurisdictional demand-response efforts, establishing a shared model for intercity dial-a-ride and ADA paratransit trips across east county jurisdictions. With the City of Thousand Oaks serving as fiscal agent and operator, ECTA advanced coordinated service delivery while preserving local participation.

Premium Direct Connect Service to Camarillo-Gold Coast Service Areas:

Gold Coast Transit District (GCTD) and Camarillo Area Transit (CAT) offer Premium Direct Connect Service that allows eligible passengers to bypass transfers, eliminating wait times and vehicle-switching anxiety for a flat \$8.00 one-way premium fare.

Implementation of RideCo and Policy Alignment for Demand-Response Services:

VCTC and almost all local operators have implemented RideCo, a shared scheduling and dispatch platform intended to support same-day scheduling, improve vehicle utilization, strengthen data consistency, and identify policy issues affecting riders and operations. Through operator working meetings and implementation calls, agencies have addressed issues such as scheduling, pick-up times, no-shows, reservations, dwell time, and transfer coordination, helping advance incremental policy alignment and more consistent shared standards.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

B11. Develop a set of multimodal transportation metrics to determine the effectiveness of various modes of transportation.

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

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

Goal C: Partnerships

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

DISCUSSION:

After hearing transit operator feedback, staff refined the draft DRIP to recommend a phased approach to implementation and broke separated the DRIP into the two documents, the CEP and ICP. Ultimately, staff will seek approval of the CEP to move forward to advance passenger facing demand-response priorities, with the ICP being a receive and file document providing information and to be used in the future if so chosen by the Commission and the transit operators.

This approach prioritizes near-term, passenger-facing improvements that can be advanced within the existing operator and agency structure, without transitioning to a single paratransit agency. All recommendations rely on increased coordination and there are no recommendations of integration or changes to governance.

Both the Draft CEP and ICP have been updated to reflect feedback received at the TRANSCOM meetings held over the past several months. Revisions focused on softening language related to integration to better reflect a collaborative, multi-agency approach, while incorporating more neutral framing throughout. Additional clarifications were made to address areas of confusion, and select sections were restructured to improve overall flow and readability. This draft represents a good-faith effort to incorporate stakeholder input.

Customer Experience Plan

The Demand-Response CEP outlines a collaborative, incremental countywide strategy to improve customer experience across dial-a-ride, ADA paratransit, and on-demand services while preserving local operations and maintaining ADA and FTA compliance. Building on coordination among VCTC and local operators, the Plan focuses on near-term, low-risk improvements. Key recommended action items include the following:

- Countywide ADA Eligibility Certification (already in place)
- Dynamic Scheduling (already in place)
- One Mobile Application
- One Phone Number
- Service Branding
- Uniform policy and policy alignment
- Regional Service Model Evaluation (One-Pilot Seat rides throughout the county)

The Plan also recommends procuring a Client Representative (Implementation Support Consultant) to support implementation from a neutral, third-party perspective. Drawing on experience helping other transit agencies advance similar initiatives, this role would facilitate coordination among VCTC and local operators; support informed discussion and decision-making; and help minimize staff workload at each agency by managing implementation support, follow-up, and performance tracking. Collectively, these actions are intended to improve rider clarity and accessibility, support reducing barriers to regional trip making, and provide data to inform future decisions.

Demand-Response Integration Concept Plan

The ICP is provided as a high-level reference document to support future discussion if the operators and the Commission elect to consider additional integration. Building on prior Commission direction from the Transit Integration and Efficiency Study (TIES), the Plan documents existing conditions, identifies challenges such as fragmented policies, rising costs, and declining productivity, and outlines potential concepts that could support greater coordination over time. The ICP does not require or direct any specific action, but instead serves as a reference to help inform future conversations and decision-making should additional integration be pursued.

The ICP does not recommend immediate consolidation or any required transition to a single agency, but instead describes incremental, voluntary steps that could be considered to support regional coordination, including:

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

The ICP also evaluates integration scenarios modeled through RideCo and identifies potential efficiency gains, while recognizing that this analysis reflects a point-in-time snapshot of current operating conditions and is subject to limitations. Because service conditions, costs, policies, and operating assumptions change over time, additional detailed analysis would be needed if TRANSCOM and the Commission elect to revisit

further integration in the future. The ICP also provides governance and funding considerations to help inform any future discussion of additional integration.

While the customer-facing items outlined in the CEP are the near- and medium-term actions that could be implemented if approved by the Commission and agreed to by the operators, the ICP serves as a complementary reference document. It responds to the Commission's direction to study demand-response integration and provides high-level information that may help inform future discussion should additional integration be considered.

Next Steps

VCTC and the operators would not reevaluate the potential for additional integration until all recommended action items contained in the CEP were fully implemented and in effect for at least one year. During that period, each action item would be evaluated using applicable performance metrics. Following that one-year implementation period, VCTC and the operators would assess whether the passenger-facing improvements are sufficient or whether additional integration should be considered. Any recommendation to advance beyond these initial actions would first be brought to TRANSCOM for review and would require subsequent approval by the VCTC Commission.

Staff will refine the document based on any additional feedback received and prepare the final Plan for Commission consideration at its September meeting. Staff intends to seek Commission approval of the Customer Experience Plan only. The Integration Concept Plan would be presented for receive-and-file-only and would not commit VCTC or the local operators to implement the ICP. If approved, the DRIP will serve as a guiding document for improving customer experience and paratransit operations throughout the County.

FISCAL IMPACT:

This item does not have a fiscal impact.

Attachments:

Attachment – Draft Demand-Response Integration Plan: Customer Experience Plan

Attachment – Draft Demand-Response Integration Plan: Integration Concept Report



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Item #10I

July 10, 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 AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS PROJECT CONTRACT AWARD

RECOMMENDATION:

- Approve a Contract with Granite Construction Company to provide construction services for the Camarillo Transit Station Americans with Disabilities Act (ADA) Improvements Project in an amount not to exceed \$5,509,329.95 and a contingency of \$550,935 for a total of \$6,060,264.95.
- Approve an amendment to the Fiscal Year 2026/2027 as follows: Increase STA revenues appropriations by \$1,676,264.95 and increase expenditure appropriations by the same amount.

BACKGROUND:

In May 2018, the United States Attorney’s Office for the Central District of California (“USAO”) conducted an ADA compliance review at the Camarillo Transit Station. The ADA requires that all existing intercity rail stations be accessible to and useable by individuals with disabilities, including individuals who use mobility devices. Upon completion of its review of available information, the Department of Justice (DOJ) concluded that the Station was not in compliance with ADA requirements.

In 2021, VCTC entered into an agreement with the US DOJ, pursuant to which certain improvements need to be made to the Camarillo Station. Per the agreement between the DOJ and VCTC, all improvements must be completed by March 15, 2027.

Improvements identified include:

- Increasing accessibility on routes from the public right-of-way, from public transit, from accessible parking, and from the passenger loading zone due to gaps
- Remedying abrupt elevation changes and improper slopes
- Adding detectable warnings at pedestrian/vehicular transition areas, and curb ramps, and
- Improving signage to be ADA-compliant

As the first step in this effort, VCTC procured an Independent Licensed Architect (ILA) to prepare an evaluation of the ADA-compliance issues at the Camarillo Transit Station. The resulting report by the ILA identified needed improvements for compliance with applicable ADA requirements. The subsequent phase of the project was the design phase, which included developing design drawings for the ADA improvements. Concurrently with pre-construction activities, a Construction Management (CM) Services Contractor was also procured to provide pre-construction support and CM services.

With the design phase complete and design documents finalized, VCTC issued an Invitation for Bids (IFB) on May 4th, 2026, to solicit a qualified Construction Services Contractor to construct the ADA improvements at the Camarillo Transit Station.

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:

The IFB was advertised on California Association for Coordinated Transportation's (CALACT) Procurement webpage, Mass Transit magazine webpage, and on VCTC's Contracts' webpage. The IFB was distributed via email to 24 prospective bidders, and an optional pre-bid meeting and job walk was conducted on May 13th, 2026 to ensure prospective bidders had a thorough understanding of existing site conditions and the scope of work. Two (2) bids were received and publicly opened on Monday, June 22, 2026 at VCTC's offices and remotely via teleconference.

Bids were reviewed for completeness and responsiveness in accordance with VCTC procurement policies and procedures. A summary of bids received is as follows:

Contractor	Bid Amount
Cyrcon Builders, Inc.	\$4,551,431.69
Granite Construction Company	\$5,509,329.95

Cyrcon Builders, Inc. submitted the lowest bid in the amount of \$4,551,431.69. However, when staff, legal and the consultant project team reviewed the bid for completeness, Cyrcon Builders, Inc.'s bid was not found to be responsive because the bid only listed 2 completed projects within the last 5 years instead of 3 completed projects within the last 5 years as required by the IFB. As the bid did not provide the required information per VCTC's specifications, the bid is not responsive.

Given the DOJ-mandated completion deadline of March 15, 2027, timely award of this contract is critical. Staff recommends award of a Construction Services Contract to the next lowest responsive and responsible bidder, Granite Construction Company for a total not-to-exceed contract amount of \$5,509,329.95 with a contingency amount of \$550,935 for a total of \$6,060,264.95.

Following Commission approval to award the contract, VCTC staff, its Design/Project Management Consultant, and the Construction Management Consultant will work with the Contractor to further develop the construction schedule and initiate the phase necessary to begin mobilization.

FISCAL IMPACT:

Partial funding for this project is included in the Fiscal Year 2026-2027 budget as follows:

- Federal Transit Administration (FTA) Section 5337 in the amount of \$1,384,000.
- California Transportation Commission (CTC) Solutions for Congested Corridors Program (SCCP) in the amount of \$3,000,000.

Additional appropriation is needed to fully fund this project. Approval of this item will increase the STA revenue appropriation in the amount of \$1,676,264.95 and expenditures by the same amount. This will reduce the estimated STA fund balance from \$12,198,973 to \$10,522,708.

ATTACHMENTS:

- Attachment – Construction Services Agreement with Granite Construction Company.



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Item #10J

July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: RELEASE REQUEST FOR PROPOSALS (RFP) – 2027 TITLE VI PROGRAM UPDATE

RECOMMENDATION:

- Authorize the Executive Director to finalize and release a Request for Proposals (RFP) to procure consultant services to prepare the 2027 Title VI Program Update

BACKGROUND:

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. As a recipient of federal funding through the Federal Transit Administration (FTA), VCTC is required to comply with Title VI regulations and related FTA requirements, including those set forth in FTA Circular 4702.1B, Title VI Requirements and Guidelines for FTA Recipients.

As part of these obligations, VCTC is required to maintain and periodically update (every three years) its Title VI Program, which documents the agency's efforts to ensure that its programs, services, and activities are provided in a nondiscriminatory manner. The Title VI Program must be submitted to FTA every three years, or as otherwise required. Key components of a compliant Title VI Program include:

- A summary of public outreach and engagement activities and efforts to address the needs of minority and low-income populations
- A description of VCTC's procedures for tracking and investigating Title VI complaints
- Documentation of service and fare equity analyses
- A language assistance plan to ensure meaningful access for persons with limited English proficiency (LEP)
- Demographic data and mapping of the populations served by VCTC's programs and services

VCTC's current Title VI Program was last updated and submitted to FTA in 2024. An update is now required to ensure continued compliance with FTA requirements and to reflect any changes in VCTC's services, demographics, and policies since the last program update. The Title VI Program Update is due to the FTA on June 1, 2027.

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:

To complete the Title VI Program Update, VCTC staff proposes to retain a qualified consultant with expertise in federal civil rights compliance, Title VI regulations, and transportation planning. Given the technical nature of the work and the requirement for specialized knowledge of FTA compliance obligations, staff recommends procuring these services through a competitive Request for Proposals (RFP) process.

The scope of services to be included in the RFP will encompass, but not be limited to, the following tasks:

- Review and assessment of VCTC's existing Title VI Program and identification of areas requiring update
- Collection and analysis of demographic and service data, including mapping of minority and low-income populations in the VCTC service area
- Preparation of service and fare equity analyses, as applicable
- Development or update of the Language Assistance Plan (LAP) in accordance with Title IV obligations and FTA guidance

- Preparation of the updated Title VI Program document in a format consistent with FTA Circular 4702.1B requirements and any applicable subsequent federal guidance.
- Assistance with submission of the completed program to FTA and response to any FTA comments or requests for additional information
- Coordination and participation in public engagement activities, as required

Authorization by the Commission at this time will allow staff to proceed with releasing the RFP and completing the procurement in a timeframe that supports timely submission of the updated Title VI Program to FTA.

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

Activity	Date
RFP Release	July 10 th , 2026
Pre-Proposal Meeting – Virtual (<i>optional</i>)	July 21 st , 2026 at 11:00am (PST)
Questions Due	July 31 st , 2026 by 5:00pm (PST)
Answers Due	August 7 th , 2026
Proposals Due	August 21 st , 2026
Interviews (<i>if necessary</i>)	Week of September 7 th
Anticipated Commission Award/Contract Authorization	October 2 nd , 2026
Project Kickoff	October 5 th , 2026
Title VI Program Submittal to FTA	May 2027

Next Steps

Following Commission approval to release the Request for Proposals (RFP) for the Title VI Program Update, staff will proceed with releasing the RFP and continue with the procurement process to select a consultant. Staff will return to the Commission with a recommendation for award, tentatively targeting the October 2nd, 2026 meeting.

FISCAL IMPACT:

This item does not have a fiscal impact.

ATTACHMENTS:

Attachment A – RFP for Title VI Program Update



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Item #10K

July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

**SUBJECT: APPOINTMENT OF COMMUNITY REPRESENTATIVES TO VCTC'S
CITIZEN TRANSPORTATION ADVISORY COMMITTEE (CTAC)**

RECOMMENDATION:

- Approve the appointment of a City of Moorpark representative and City of Thousand Oaks representative to the Citizens Transportation Advisory Committee

BACKGROUND:

The Citizen's Transportation Advisory Committee/Social Services Transportation Advisory Committee (CTAC/SSTAC) serves as a public advisory body to the Ventura County Transportation Commission (VCTC), providing input on transit planning, policy, and the Unmet Transit Needs process. The CTAC portion of the committee is composed of representatives from jurisdictions and at-large/community members to ensure a broad cross-section of perspectives.

CTAC membership includes designated seats by jurisdiction as well as at-large representation, and vacancies periodically occur due to member resignations or term expirations.

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:

Vacancies currently exists for a community representative from the City of Moorpark and the City of Thousand Oaks on the CTAC. Staff has received confirmation via City Council approval from the City of Moorpark for Cameron Gil to serve on CTAC. This action was approved by the Moorpark City Council at its meeting on May 20, 2026. Staff also received confirmation via formal notification from the City of Thousand Oaks that Geoffrey Ware was appointed on January 13, 2026 by its' City Council.

Appointing a qualified community member will:

- Ensure continued public input into VCTC transit planning efforts
- Maintain committee membership for effective quorum and participation
- Strengthen representation of community perspectives, consistent with CTAC's advisory role

Upon approval, the appointee will serve in accordance with VCTC bylaws and participate in regularly scheduled CTAC meetings.

FISCAL IMPACT:

There is no fiscal impact.

Attachments

- Moorpark City Council – CTAC Appointment Confirmation Letter
- Thousand Oaks City Council – CTAC Appointment Staff Report



Item #10L

July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING

SUBJECT: REGIONAL TRANSIT PLANNING BUDGET FOR FISCAL YEAR 2025-2026.

RECOMMENDATION:

- Approve a budget amendment to the FY 2025/2026 VCTC Regional Transit Planning budget to revenue appropriations by \$250,000 funded by Southern California Association of Governments (SCAG) Regional Early Action Planning (REAP) 2.0 Grant; and increase expense appropriations in the Capital Enhancement Program by the same amount

BACKGROUND:

The adopted the FY 2025/2026 budget included funding for the Southern California Association of Governments (SCAG) Regional Early Action Plan (REAP) 2.0 Grant Program-funded Countywide Transit Stops and Stations Needs Assessment and Infrastructure Improvements project. Several participating operators were able to advance project activities more quickly than originally anticipated, and work planned for FY 2026/27 shifted to the latter part of FY 2025/2026. As a result, the budget requires an amendment to cover the revenue and costs in FY 2025/2026.

Sufficient SCAG REAP 2.0 grant funds remain available to support the project.

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:

This amendment does not request additional grant funding; rather, it increases VCTC's budget appropriations in FY 2025/2026 resulting from the timing of the product delivery.

FISCAL IMPACT:

Approval of this item will increase the FY 2025/26 Regional Transit Planning REAP 2.0 Grant revenues and Capital enhancement program expenditures by \$250,000.



Item #10M

July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MATT MILLER, PROGRAM MANAGER – TRANSIT CONTRACTS
**SUBJECT: INTERCITY BUS WHEELCHAIR LIFT REPLACEMENT
PROJECT INVITATION FOR BIDS (IFB) RELEASE
AUTHORIZATION**

RECOMMENDATION:

- Authorize Executive Director to finalize and release an Invitation for Bids (IFB) for Intercity bus wheelchair lift replacement project.

BACKGROUND:

The VCTC Intercity transit service is comprised of six routes that connect passengers between cities in Ventura County, Santa Barbara, Goleta and Woodland Hills. The service is run utilizing a fleet of 41 over-the-road coaches, 26 of which were purchased between 2015 and 2018. Due to age of the vehicles and high number of cycles, the buses' wheelchair lifts are failing at a high rate leading to unacceptable delays for those needing the lift and passengers already onboard. To address this, VCTC staff recommends replacing the lifts on 26 buses not due to be replaced in the upcoming year.

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 scope of work for this project includes procuring 26 new wheelchair lifts, removing the old lifts from vehicles, inspecting the housing for the lift, installing the new lift, testing and training staff on using and maintaining the new lifts.

Staff conducted preliminary research on the cost of this project and found that the cost to complete it would be beyond a simple procurement. Therefore, pursuant to VCTC’s Adopted Procurement Policies (Section III.C – Sealed Bids), VCTC will issue an IFB in which publicly solicited bids will be awarded as a firm-fixed-price contract to the responsible bidder whose bid, conforming with all the material terms and conditions of the invitation for bids, is the lowest in price. Based on research estimates, staff believes the final total cost to be between \$800k - \$1 million.

The approved Fiscal Year 2026-2027 Intercity budget, Bus Purchase/Rehabilitation line item, includes sufficient funding to complete the project. The funds being used to complete the project are from SB 125.

The projected schedule is as follows:

DATE	ACTIVITY
July 13, 2026	IFB Release
July 27, 2026	Questions & Requests for Clarification Due
August 10, 2026	VCTC Responses Due
August 24, 2026	Bids Due by 3:00 PM (PST)
September 11, 2026	Commission Consideration of Contract Award
September 14, 2026	Notice to Proceed

Dates are subject to change based on Commission direction and procurement results.

FISCAL IMPACT:

There is no fiscal impact associated with the approval to release the IFB. Staff will return to the Commission to seek separate approval for the award of a contract.

ATTACHMENTS:

Attachment A – Invitation for Bids (IFB) Package



Item #10N

July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MATT MILLER, PROGRAM MANAGER – TRANSIT CONTRACTS
SUBJECT: AUTHORIZATION TO FINALIZE PURCHASE OF NON-REVENUE WHEELCHAIR ACCESSIBLE VAN FOR INTERCITY SERVICE

RECOMMENDATION:

- Authorize Executive Director to provide Model-1 Commercial Vehicles with a purchase order for one BraunAbility Voyager Wheelchair Accessible Minivan for an amount not to exceed \$99,000.

BACKGROUND:

The VCTC Intercity transit service is comprised of six routes that connect passengers between all the cities in Ventura County, Santa Barbara, Goleta and Woodland Hills in the Los Angeles County. To increase reliability and accessibility, VCTC staff is recommending adding a non-revenue wheelchair accessible supervisor van to the bus fleet that can be used to transport passengers in wheelchairs when there is no capacity on buses or in cases of wheelchair lift malfunctions.

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:

To continue to provide the most reliable service possible, staff is recommending that a wheelchair accessible minivan with two wheelchair positions be added to the Intercity bus fleet. The van will be driven by field supervisors in non-revenue service and can be utilized to pick up passengers in wheelchairs when a wheelchair lift failure occurs and the passenger cannot be loaded or when both wheelchair positions are in use and a third wheelchair cannot be loaded. The operations field supervisor can use the vehicle and

take them to their destination just as the bus would. Additionally, the vehicle will be used by field supervisors while they accomplish their daily tasks.

As members of the California Association for Coordinated Transportation (CALACT), VCTC can purchase a variety of transit vehicles from the CALACT purchasing cooperative. The Cooperative provides a federal and California State compliant purchasing solution that allows VCTC to select from a list of vehicles that best suits the needs of the Intercity passengers. Purchasing vehicles through the Cooperative saves time and resources and allows staff to quickly submit orders as the competitive bidding process has already been completed by CALACT.

The updated pricing sheet available on the CALACT website lists a base price for a BraunAbility Chrysler Voyager with two wheelchair positions at \$77,746 before agency specific modifications like technology equipment purchase and installation, exterior graphics design and installation, and other modifications to the interior requested by the agency. With the CALACT purchase fee, taxes, exterior graphics, camera system and installation the total purchase price for the vehicle is \$89,739. After adding a 10% contingency, the total not to exceed amount is \$99,000.

FISCAL IMPACT:

Sufficient budget for this purchase is available in the Fiscal Year 2026-2027 Intercity budget funded by SB 125 funds.

ATTACHMENTS:

Attachment A – BraunAbility Voyager Wheelchair Accessible Minivan Brochure



Item #100

July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: DOLORES LOPEZ - REGIONAL TRANSIT PLANNER
SUBJECT: AMENDMENT TO WEED ABATEMENT AND DEBRIS REMOVAL SERVICES AGREEMENT

RECOMMENDATION:

- Authorize Amendment No.1 to the Weed Abatement and Debris Removal Services Agreement with Charles Van Nortwick Weed Abatement, Inc., increasing the contract amount by \$100,010 for a revised not-to-exceed amount of \$150,000.

BACKGROUND:

VCTC owns railroad right-of-way along the mainline and Santa Paula Branch Line corridors and is responsible for maintaining these properties, including addressing vegetation, fire hazards, trash, debris, and other conditions that may affect neighboring properties or public safety.

On July 12, 2019, the Commission authorized the Executive Director to expend up to \$150,000 annually for weed abatement and trash removal services and to establish a list of qualified contractors available to perform work on an as-needed basis. VCTC subsequently established a bench of contractors for these services.

Over time, the number of contractors available through VCTC's established contractor bench has decreased, as other firms have not maintained the insurance coverage required to perform work on VCTC property. VCTC entered into an agreement with

Charles Van Nortwick Weed Abatement, Inc. in an amount not to exceed \$49,990 for a term ending April 30, 2027.

STRATEGIC PLAN ALIGNMENT:

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

DISCUSSION:

The amount of weed abatement and debris removal work required along VCTC-owned railroad right-of-way varies from year to year depending on rainfall, vegetation growth, seasonal fire prevention requirements, illegal dumping, resident concerns, and other conditions.

VCTC has recently experienced significant vegetation overgrowth and an increase in calls from neighboring residents whose properties border the railroad right-of-way. VCTC has also received fire hazard notices from the Ventura County Fire Department requiring vegetation clearance. These notices are routinely issued as part of the annual fire-hazard reduction process; however, the current level of vegetation and service requests requires more work than can be supported by the contract amount currently available under the agreement.

Staff recommend approval of an amendment to the agreement with Charles Van Nortwick Weed Abatement, Inc. to add \$100,010 in contract authority for the remainder of the agreement term for a total not-to-exceed amount of \$150,000. The amendment would not change the agreement term or the approved hourly labor and equipment rates.

FISCAL IMPACT:

None

Attachment A – Amendment No. 1 to the Weed Abatement and Debris Removal Services Agreement



Item #10P

July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
SUBJECT: FEDERAL RAILROAD ADMINISTRATION CROSSING SAFETY
PROGRAM/RAILROAD CROSSING ELIMINATION GRANT
PROGRAM

RECOMMENDATION:

- Receive and file.

BACKGROUND:

The Federal Railroad Administration (FRA) Crossing Safety Program/Railroad Crossing Elimination (RCE) Grant Program provides funding for highway-rail or pathway-rail grade crossing improvement projects that enhance the safety and mobility of people and goods. Eligible projects include, but are not limited to, grade separations or closures (e.g., bridges, embankments, tunnels, or similar treatments), track relocation, and the installation or upgrade of protective devices, signals, and signage. The program also supports planning, environmental review, and design for eligible project types.

The Notice of Funding Opportunity (NOFO) for the Fiscal Year (FY) 2025 and FY 2026 RCE Program was published in the Federal Register on April 28, 2026, with applications due by June 8, 2026. VCTC staff submitted a grant application requesting funding for the construction phase of the Camarillo Station Improvement (Undercrossing) Project.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

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

DISCUSSION:

The Camarillo Station Improvement (Undercrossing) Project proposes construction of a new Americans with Disabilities Act (ADA)-compliant pedestrian undercrossing at the Camarillo Train Station. Currently, access between platforms is indirect, with passengers accessing the western and eastern tracks primarily from their respective adjacent parking lots. A nearby Caltrans pedestrian overcrossing is not ADA-compliant and does not adequately serve station access.

The proposed project would create a direct, convenient, and fully accessible connection between platforms from both parking areas. This grade-separated crossing would shorten pedestrian travel distances, improve accessibility and safety, enhance mobility for all users, and support more efficient rail operations.

The project is currently in the design phase. Staff has submitted a grant application in the amount of approximately \$14 million through the FRA Crossing Safety Program/RCE Grant Program to help fund the construction phase.

FISCAL IMPACT:

There is no direct fiscal impact to VCTC associated with this item.



Item #10Q

Date: July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

SUBJECT: AMENDMENT NO. 1 TO FUNDS TRANSFER AGREEMENT WITH CITY OF SAN BUENAVENTURA

RECOMMENDATION:

- Approve Amendment No. 1 to the Funds Transfer Agreement (FTA) with the City of San Buenaventura for allocation of Priority Legislative Budget Project (PLBP) Funds for the Ventura segment of the Santa Paula Branch Line Trail project.

BACKGROUND:

Under AB 157, the Budget Act of 2024, the California State Legislature appropriated \$5,000,000 from the State General Fund to Caltrans, to be allocated to VCTC for bike lanes connecting disadvantaged communities to higher education facilities and job centers. This allocation is known as a Priority Legislative Budget Project (PLBP). Caltrans is the administering agency for the distribution of PLBP funds to VCTC through a Funds Transfer Agreement (FTA) between VCTC and Caltrans. These funds are not part of an established State program or under the authority of the California Transportation Commission. There is no local match requirement for the PLBP funds.

In November 2024, the Commission approved Resolution No. 2024-15, which authorized the Executive Director to execute an FTA with Caltrans to accept the PLBP funds for the Santa Paula Branch Line (SPBL) trail project. In March 2025, the Executive Director executed an FTA to allocate the \$5,000,000 of PLBP funds to VCTC in accordance with Resolution No. 2024-15. On March 17, 2025, VCTC received the fully executed FTA from Caltrans and began the process to draw down the funds. VCTC holds the funds in an interest-bearing account until needed by project partners.

The Ventura Segment of the SPBL trail extends approximately four (4) miles from the East Ventura/Montalvo Metrolink station to the 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>.

On March 6, 2026, the Commission authorized the Executive Director to negotiate and execute a Funds Transfer Agreement with the City of San Buenaventura to allocate \$750,000 of PLBP funds for design and engineering of the Ventura segment. On March 16, 2026, VCTC and the City executed an FTA for such purposes. VCTC completed the \$750,000 payment to the City on May 14, 2026, during Fiscal Year 2025/2026.

STRATEGIC PLAN COMMITMENT:

This report aligns with the following VCTC Strategic Plan commitments:

- Goal A. Complete transportation-related plans and studies and allocate funding and resources aimed at improving mobility within Ventura County through various types of multimodal transportation programs and services.
- Strategy 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.
- Strategy B1. Encourage city and county partners to plan and prioritize building new bike lanes and continue seeking funds for this purpose.

DISCUSSION:

With completion of design, engineering, and programming, including approval of construction funding by the California Transportation Commission (CTC) on June 26, 2026, the City is ready to proceed with procurement of a construction contractor to build the Ventura segment of the trail and related improvements. The City requires additional PLBP funding to supplement State and local funding for construction of the trail and related improvements. To allocate additional PLBP funding, the proposed FTA Amendment No. 1 amends the scope of work to include construction and increases the allocation of PLBP funds by \$3,676,000 to the City of Ventura, for a total allocation of \$4,426,000.

It is anticipated that VCTC will allocate the remaining \$574,000 (plus accrued interest) in PLBP funding to the corridor cities for future extensions to the SPBL trail as need arises.

FISCAL IMPACT:

There is no fiscal impact on this action. The approved Fiscal Year 2026/2027 Santa Paula Branch Line Program Budget includes \$4,000,000 in Priority Legislative Budget Program funds for this purpose.

ATTACHMENT:

- A. Amendment No. 1 to the Funds Transfer Agreement Between the Ventura County Transportation Commission and the City of San Buenaventura



Item #12

July 10, 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. Throughout each legislative and congressional session, VCTC monitors legislation and decisions that may impact transportation funding, regulations and processes.

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

Federal Budget

Among the issues still before Congress is reauthorization of a long-term surface transportation bill to replace the Infrastructure Investment and Jobs Act (IIJA), which expires on Sept. 30. The BUILD America 250 Act has been introduced as the successor bill. Details about the BUILD America 250 Act were provided to the Commission in the June 2026 Legislative Update. Staff will continue to monitor progress on reauthorization and the federal budget. Congress is scheduled to take a monthlong recess in August before returning to Washington, D.C., for a month in September.

State Issues

State Budget

Governor Newsom and leaders of the Senate and Assembly on June 26 announced they had reached agreement on a \$351.7 billion budget deal. The agreement provides about \$2 billion in revenue through tax increases on corporations, software sales and revised taxes on healthcare entities. The Legislature approved the budget bill June 29, and the governor was expected to sign it by July 1. As in past years, the budget will be followed by trailer bills and junior budget bills in the coming months.

The adopted budget defers action to amend the Greenhouse Gas Reduction Fund (GGRF) Expenditure Plan, which is part of the state's Cap-and-Invest Program. GGRF revenues are generated by quarterly emissions-allowance auctions and support programs that help the state meet its climate goals. The GGRF Expenditure Plan follows a three-tiered system created by Senate Bill 840 in 2025. Revenue in Tier 1 supports a variety of backfills and administrative expenses. Tier 2 includes \$1 billion annually for high-speed rail and \$1 billion for discretionary priorities of the Legislature. Tier 3 includes the Low-Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP). Locally, LCTOP supports free fare programs, including Youth Ride Free and College Ride. In addition, Ventura County transit operators in the past have used TIRCP funds to purchase zero-emission vehicles, support installation of ZEV infrastructure and implement Metrolink weekend rail service.

Under the GGRF tier system, each tier must be made whole before other tiers receive funding. If the Cap-and-Invest Program doesn't raise enough GGRF revenue to fund Tier 1 and Tier 2 programs at the levels prescribed, the funds for Tier 3 programs will be decreased proportionally. As a result of the new tiered system, LCTOP and TIRCP revenues are expected to decline in future years. In addition, the California Air Resources Board (CARB) recently adopted amendments to the Cap-

and-Invest Program that are expected to reduce GGRF revenue even further, potentially leaving no funding available for Tier 3 programs. Over the past months, VCTC has joined the California Transit Association and transit agencies statewide to advocate for changes to the expenditure plan that will guarantee funding for Tier 3 programs, including joining a statewide coalition letter and providing public comment at a CARB hearing. Discussions about potential amendments to the expenditure plan are expected to continue in August when the Legislature returns from summer recess.

Likewise, the adopted budget does not include the remaining \$690 million for the Zero-Emission Transit Capital Program (ZETCP) that was scheduled for appropriation in Fiscal Year 2026-27 and FY 2027-28. The ZETCP is part of Senate Bill 125 and provides formula funding to regional transportation planning agencies, including VCTC, to use and distribute to local operators for purchases of zero-emission transit equipment and for operating expenses. VCTC is scheduled to receive \$8.5 million in Fiscal Year 2026-27 and FY 2027-28. The remaining ZETCP funding is scheduled to support projects such as zero-emission vehicles and infrastructure as well as support vehicles for Gold Coast Transit District, Camarillo, VCTC Intercity, Valley Express and Thousand Oaks.

The adopted budget does not include \$35 million in state operating support requested by the Southern California Regional Rail Authority (Metrolink). As the Commission heard at the June regular meeting, Metrolink is exploring numerous options to close a significant funding gap, including a request to the governor and state legislative leaders to provide state support to prevent a reduction in passenger train service this fall. As a Metrolink member agency, VCTC supported Metrolink's request through a letter sent to Governor Newsom and the chairs and vice chairs of the Senate and Assembly budget committees.

Farebox Recovery Ratio Penalty Suspension

Since the COVID-19 pandemic, the state has provided financial relief to transit operators by suspending the farebox recovery ratio penalty. More information about the farebox recovery ratio can be found in agenda Item #14. The most recent suspension was provided in the 2024 Budget Act and is scheduled to end June 30. The approved budget does not extend the suspension. However, the Legislature approved Senate Bill 169, a budget trailer bill, that extends the suspension one year, through Fiscal Year 2026-27. The bill also extends flexibility for the use of State Transit Assistance funds. SB 169 is an urgency bill and will take effect immediately once it is signed by the governor.

Executive Order on Transportation

On June 26, Governor Newsom signed Executive Order N-7-26, which directs California's transportation agencies to accelerate transit projects and increase transit ridership statewide. The executive order draws on recommendations included in the

California State Transportation Agency (CalSTA) Climate Action Plan for Transportation Infrastructure, adopted in 2021, and the SB 125 Transit Transformation Task Force Final Report completed in 2025. The order contains numerous directives to CalSTA and Caltrans that aim to improve efficiency in transportation planning, funding and operations across public transit, passenger rail, active transportation and the state highway system. The order includes six broad directives and numerous strategies to implement those directives, including the creation of real-time dashboards to track the status of all available funding programs; and identification and implementation of measures to reduce the timelines for distribution of funds and, where feasible, lifting limits on use of funds.

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

Fiscal Impact

This report has no fiscal impact.



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

Legislative Update

Much of June has focused on budget negotiations. Throughout the first two weeks of June, much of the Legislature was focused on passing the main budget bill before the June 15th deadline. These negotiations involved budget subcommittee hearings broken down by subject, along with full committee meetings to finalize the differences between the Senate and Assembly versions of the budget. Ultimately, the Legislature passed its version of the budget on time, while negotiations with the Governor were still ongoing. For the remainder of June, it consisted of lengthy committee hearings, so that a large number of bills could be moved out of the policy committee by the July 2 deadline, where they will then move to their respective Appropriations Committee. Seaside Advocacy will continue to track these bills and advocate on behalf of VCTC, as the numerous transportation bills make their way through the second house legislative process.

The Legislature will go on a four-week summer recess that begins July 3. They will return on August 3 to finish up the last month of the session.

Budget Update

After the May Revise was released, the budget subcommittees continued to meet to negotiate the remaining items. The Legislature worked tirelessly throughout the first two weeks of June to pass the budget. As a result, California lawmakers approved the state budget on June 15th, but it is far from final, as legislative leaders continue to negotiate with Governor Newsom.

The Legislature's version builds record reserves, is projected to be balanced through 2027-28, and significantly reduces the long-term structural deficit to below \$10 billion. The Legislature's version of the budget includes \$355.9 billion in total expenditures in 2026-27, including \$253 billion from the General Fund, and contains total reserves of \$36.5 billion, including \$4.5 billion in the Regular Reserve (Special Fund for Economic Uncertainties), \$15.1 billion in the Rainy Day Fund, \$9.5 billion in the Prop 98 Rainy Day Fund, \$7.4 billion in the Surplus Set-aside for 2027-28.

Regarding transportation, the budget defers action on funding the State-to-State Verification System (S2S) Project until appropriate guardrails are agreed upon for the trailer bill proposal. The budget includes \$40 million General Fund for the Clean California program at the California Department of Transportation. It also includes \$15 million in State Highway Account funds for the Trade Corridor Enhancement Program at the California Department of Transportation.

According to the Legislative Analyst's Office (LAO), relative to the May Revision, the legislative package assumes \$5.5 billion in additional revenues over the budget window and reduces the planned transfer to the Temporary Surplus Holding Account by about \$2 billion. These changes generate roughly \$8 billion in new resources. The legislative package allocates these resources to reject some proposed spending reductions and fund new temporary expenditures. As a result, despite having more resources available than the May Revision, the package leaves the overall budget bottom line largely unchanged.

The budget does not resolve the spending of Greenhouse Gas Reduction Fund (GGRF) revenues but rather leaves that thorny issue to negotiation between the Legislature and the Governor. Seaside Advocacy will continue to monitor the negotiations.

Upcoming Bill Deadlines

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

July 2 – August 3 – Summer recess

August 14 – Last day for the fiscal committee to meet and report bills to the Floor

August 17-31 – Floor Session only

August 21 – Last day to amend on the Floor

August 31 – Last day for each house to pass bills.

September 30 – Last day for the Governor to sign or veto bills

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: 6/4/2026-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

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

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

Introduced: 2/9/2026

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

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

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

Introduced: 2/10/2026

Status: 6/3/2026-Referred to Coms. on N.R. & W. and L. GOV.

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: 6/17/2026-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on 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: 6/10/2026-Referred to Com. on JUD. From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on JUD.

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. This bill would require an agency to designate a physical office location and a specified email address for the submission of requests, and authorize an agency to designate other reasonable methods for the submission of requests, including submission to a

physical mailing address, subject to certain requirements, including that the agency accept upon receipt any request that is submitted at the designated physical office location or through the designated email address during the agency's normal business hours. If an agency designates any method for the submission of requests, the bill would deem a request as properly requested for purposes of specified provisions only if the request was submitted through a method of submission that was designated by the agency. If the agency finds that a request was not submitted through a method of submission that was designated by the agency, the bill would deem the request as not properly requested at the time of submission and not subject to specified timelines otherwise applicable to the request had it been properly requested, except as specified. The bill would require an agency to provide notice to the public of any updates or changes to any method for the submission of requests designated by the agency by posting the updates or changes on its internet website.

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

Introduced: 2/11/2026

Status: 6/17/2026-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (June 17). Re-referred to Com. on APPR.

Summary: Existing law governs the procurement process for contracts of specified public entities. Existing law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency 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. The bill would require a local agency to establish a process for a contractor to appeal their bid disqualification, as specified.

AB 1859 (Ortega D) Public works.

Introduced: 2/11/2026

Status: 6/10/2026-Referred to Coms. on L., P.E. & R. and JUD.

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: 6/12/2026-In committee: Hearing postponed by committee.

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: 6/10/2026-Referred to Com. on TRANS.

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

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

AB 2371 (Hadwick R) Transportation.

Introduced: 2/19/2026

Status: 4/30/2026-Failed Deadline pursuant to Rule 61(b)(6). (Last location was PRINT on 2/19/2026)

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: 6/10/2026-Referred to Com. on TRANS.

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 741 (Blakespear D) Low Carbon Transit Operations Program.

Introduced: 2/21/2025

Status: 6/11/2026-Re-referred to Com. on TRANS. pursuant to Assembly Rule 96.

Summary: Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements. This bill would repeal the requirement for the department to adopt guidelines.

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

Introduced: 2/5/2025

Status: 6/9/2026-From committee: Do pass and re-refer to Com. on L. GOV. with recommendation: To consent calendar. (Ayes 12. Noes 0.) (June 9). Re-referred to Com. on L. GOV.

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: 6/9/2026-From committee: Do pass and re-refer to Com. on U. & E. with recommendation: To consent calendar. (Ayes 13. Noes 0.) (June 8). Re-referred to Com. on 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: 6/4/2026-Referred to Coms. on TRANS. and NAT. RES.

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. (Amended text released 6/22/2026)

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. This bill would instead delete the above-described requirements on eligible legislative bodies. This bill contains other related provisions and other existing laws.

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

Introduced: 2/19/2025

Status: 5/26/2026-Referred to Coms. on TRANS. and W., P., & W.

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: 6/1/2026-Referred to Com. on TRANS.

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: 6/10/2026-Coauthors revised. From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 9. Noes 0.) (June 10). Re-referred to Com. on L. GOV.

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.

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY July 10, 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 1740 Zbur	Coastal Resources: local coastal program: coastal development	Monitor	Passed Assembly. Ordered to Senate. Referred to Local

	permits: City of Santa Monica		Government Committee.
AB 1855 Gonzalez	California Environmental Quality Act: exemption: passenger rail service	Monitor	Introduced 2/11/26. Referred to Assembly Committee on Natural Resources.
AB 1944 Lee	Zero-emission transit buses: axle weight	Monitor	Passed Assembly 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. Referred to Environmental Quality Committee.
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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July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

SUBJECT: ST. FRANCIS DAM MEMORIAL PROJECT ON THE SANTA PAULA BRANCH LINE

RECOMMENDATION:

- Receive and file a presentation on the proposed St. Francis Dam Memorial project on the Santa Paula Branch Line in the City of Santa Paula.

BACKGROUND:

On March 12, 1928, the St. Francis Dam in Santa Clarita failed, releasing a catastrophic flood that swept through the Santa Clara River Valley, devastating communities and resulting in the loss of more than 400 lives. The floodwaters traveled through the region during the early morning hours, impacting several communities, including the Cities of Santa Paula and Fillmore. The disaster remains one of the most significant civil engineering failures in California history and has had a lasting impact on the region and its residents. In the years since the tragedy, local historians, community members, and descendants of those affected have continued efforts to ensure the event is remembered and its lessons preserved.

The Santa Paula Historical Society has expressed interest in commemorating the 100th anniversary of the disaster through the installation of a permanent monument within Railroad Plaza Park in the City of Santa Paula near the existing granite ball water feature on the northeast corner of 10th Street and East Santa Barbara Street, which runs parallel to the Santa Paula Branch Line. The proposed monument would serve as a place of reflection and education, recognizing the historical significance of the St. Francis Dam disaster and honoring the victims and communities affected by the flood. The location within Railroad Plaza Park was identified due to its central location and its proximity to other historical features that help interpret the history of Santa Paula.

STRATEGIC PLAN COMMITMENT:

This report aligns with the following VCTC Strategic Plan commitment:

- B21. Partner with Sierra Northern Railway, corridor cities and the County to operate, maintain, and improve the Santa Paula Branch Line railroad and right-of-way corridor as a countywide community asset, ensuring outreach to stakeholders in the process.

DISCUSSION:

The proposed site is located on the VCTC-owned SPBL railroad right-of-way at the intersection with State Route 150 (10th Street), within an area subject to the Santa Paula Master Lease between VCTC and the City of Santa Paula for the non-operating right-of-way executed in 1996 and amended in 2005. The master lease requires the city to obtain VCTC's written consent prior to making any improvements or alterations to the leased area by submitting a set of proposed plans in sufficient detail to allow VCTC to determine the effect of such alteration or improvement on the SPBL.

The Santa Paula City Council approved the project's conceptual design in April 2026 and directed staff to return to the City Council with a Memorandum of Understanding (MOU) with the Historical Society once the project has obtained approval from VCTC and Sierra Northern Railway. The Historical Society and City staff then reached out to VCTC to obtain necessary approvals.

The master lease establishes a process for approval of proposed plans for alterations and improvements through the Santa Paula Branch Line Advisory Committee (SPBLAC). The SPBLAC includes Commission representatives for each of the three SPBL corridor cities (Ventura, Santa Paula, and Fillmore) and the County Supervisors for the two corridor districts (Districts 1 and 3). Staff have conducted an initial review of proposed plans and visited the site. This initial review indicates that the proposed plans do not affect the operating right-of-way and provide an added benefit of better delineating Railroad Plaza Park from the railroad operational area.

Representatives of the Santa Paula Historical Society will provide a presentation to preview the proposed memorial project for the full Commission. VCTC staff will schedule a meeting of the SPBLAC at an appropriate time to review and approve plans for the proposed memorial.

FISCAL IMPACT

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



Item #14

July 10, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT

SUBJECT: CALIFORNIA TRANSIT FAREBOX REQUIREMENT UPDATE

RECOMMENDATION:

- Receive and file

BACKGROUND:

The farebox recovery ratio (FRR) is a financial performance metric that measures the share of a transit agency's operating costs covered by passenger fares. It is calculated as fare revenue divided by operating costs.

In addition to the FFR being a performance metric, in California, it is a statutory eligibility requirement tied to state transit funding under the Transportation Development Act (TDA).

Under California regulations, transit operators must meet minimum farebox recovery thresholds to qualify for TDA funding. Typical thresholds are 20% for urban operators and 10% for rural operators. Over the years, California has made many changes to the definition of farebox revenue, allowing items such as local option sales taxes and certain partnership programs to be included as fare revenue for purposes of the calculation.

If these standards are not met for consecutive years, and the agency does not receive an exemption, funding is reduced equal to the revenue shortfall needed to meet the required FRR.

Historically, this requirement has been intended to encourage cost efficiency, ensure local financial commitment and provide a uniform accountability metric across operators. However, it has also had negative consequences, including leading agencies to implement fare increases, service reductions, and/or focus on higher-ridership routes. The effect of an agency struggling to have enough ridership and losing funding is commonly referred to as a death spiral.

The COVID-19 pandemic caused a sharp drop in ridership, significantly reducing fare revenue while costs remained relatively stable. As a result, most agencies were unable to meet FRR requirements.

Senate Bill 125 extended previously approved statutory relief measures through 2025-26. These included (1) suspending financial penalties that transit agencies typically face under various programs when certain requirements are not met, such as farebox recovery rates; (2) implementing “hold harmless” provisions to ensure that revenue-based allocations for various programs are calculated using pre-pandemic data; and (3) allowing State of Good Repair funding to be used on operations.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

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 suspension of FFR penalties remains in effect through FY 2025–2026. Many agencies continue to operate below pre-pandemic farebox recovery levels due to ongoing shifts in travel behavior. There has been an effort to extend these statutory relief measures through FY 2026-2027 by transit agencies and the California Transit Association (CTA).

The budget the Legislature is expected to pass does not include changes to extend the farebox recovery rule suspension. However, the Legislature approved Senate Bill 169, a budget trailer bill, that extends the suspension one year, through Fiscal Year 2026-27. The bill also extends flexibility for the use of State Transit Assistance funds. SB 169 is an urgency bill and will take effect immediately once it is signed by the governor.

California has initiated efforts to reevaluate transit funding and performance metrics, including convening a Transit Transformation Task Force.

There is increasing discussion about potentially eliminating or replacing the farebox recovery requirement with broader performance measures such as ridership, service quality, equity, and system integration.

As Ventura County does not have a transportation revenue measure, the FFR requirement affects Ventura County more than many of our neighboring counties, who have used local sales tax revenues to make up the difference between expenses and 20% of fares. Prior to the pandemic, VCTC was engaged in efforts to revise the FFR requirement as transit operators were falling below the 20% and 10% recovery thresholds, including one agency that lost funds because of it.

VCTC has been and will continue to actively monitor both the budget trailer bill as well as larger efforts to modify the FFR and in particular will engage with CTA to further long-term changes.

FISCAL IMPACT:

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



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