



VENTURA COUNTY TRANSPORTATION COMMISSION
Transit Operators Advisory Committee (TRANSCOM)
VCTC Large Conference Room
751 East Daily Drive, Suite 420
Wednesday, September 10, 2025
1:30 p.m.

AGENDA

(Action may be taken on any item listed on the agenda)

ITEM 1 CALL TO ORDER

ITEM 2 INTRODUCTIONS & ANNOUNCEMENT

ITEM 3 PUBLIC COMMENT

Under the Brown Act, the committee should not act on or discuss matters raised during the Public Comment portion of the agenda which are not listed on the agenda. Committee members may refer such matters to staff for facts or to be placed on the subsequent agenda for consideration.

ITEM 4 AGENDA ADJUSTMENTS

ITEM 5 MEETING MINUTES

Recommended Action:

- Receive and file

Responsible Staff: Cecilia Perez, Administrative Assistant

ITEM 6 METROLINK SYSTEM-WIDE STATION SURVEY

- Receive and discuss

Responsible Staff: Metrolink staff

ITEM 7 2025-2034 SHORT RANGE TRANSIT PLAN – REGIONAL ACTIONS

Recommended Action:

- Receive and discuss

Responsible Staff: Aubrey Smith, Program Manager

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a committee meeting, please contact the Administrative Assistant at (805) 642-1591 ext. 111. Notification of at least 48 hours (about 2 days) prior to meeting time will assist staff in assuring reasonable arrangements can be made to provide accessibility at the meeting.

ITEM 8 VENTURA COUNTY RAIL UPDATES

Recommended Action:

- Receive and file.

Responsible Staff: Claire Grasty, Director of Public Transit

ITEM 9 LA28/OLYMPICS UPDATE

Recommended Action:

- Receive and file.

Responsible Staff: Claire Grasty, Director of Public Transit

ITEM 10 ADA CERTIFICATION SERVICES PROGRAM MONTHLY UPDATE

Recommended Action:

- Receive and file.

Responsible Staff: Dolores Lopez, Transit Planner

ITEM 11 FUTURE AGENDA ITEMS

- Open loop project update
- RideCo Eligibility Portal Update

Responsible Staff: Claire Grasty, Director of Public Transit

**ITEM 12 ADJOURN TO WEDNESDAY, OCTOBER 8, 2025 AT 1:30 P.M. in the
VCTC Large Conference Room at 751 East Daily Drive #420 in Camarillo.**



VENTURA COUNTY TRANSPORTATION COMMISSION
Transit Operators Advisory Committee (TRANSCOM)
VCTC Large Conference Room
751 East Daily Drive, Suite 420
Wednesday, July 9, 2025
1:30 p.m.

MEETING MINUTES

MEMBERS PRESENT: Lydia Salas, Chair, City of Camarillo
Austin Novstrup, Gold Coast Transit District (GCTD)
Cynthia Duque, GCTD
Victor Kamhi, City of Simi Valley
Tyler Nestved, City of Thousand Oaks
Sergio Albarran, City of Ventura
Alex Puga, City of Ventura
Matt Miller, VCTC Intercity

MEMBERS ABSENT: City of Fillmore
City of Moorpark
City of Ojai
City of Oxnard
City of Port Hueneme
City of Santa Paula
County of Ventura

EX OFFICIO PRESENT: Holly Galbreath, VC Air Pollution Control Dist.

EX OFFICIO ABSENT: CSU Channel Islands

VCTC STAFF PRESENT: Claire Grasty, Transit Director
Aubrey Smith, Program Manager
Dolores Lopez, Transit Planner
Erin Kenneally, Transit Planner
Darrin Peschka, Program Manager

ITEM 1 **CALL TO ORDER** – Chair Lydia Salas called the meeting to order at 1:30pm

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ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS

Claire Grasty reminded agencies to submit project split requests for SB125 funding.

Tyler Nestved shared that Grahame Watts is on leave and anything specific for transit should be sent to him.

Austin Novstrup announced GCTD awarded a grant by the Office of Traffic Safety to expand bicycle education in Oxnard and will have that up and running in a few months. Cynthia Duque announced they are currently hiring a Compliance and Grants Manager as well as an Operations Manager for their Demand Response Service.

Victor Kamhi stated that Simi Valley started on-demand service micro-transit in four zones in the city.

Erin Kenneally requested that agencies submit Quarter 4 Invoices for College Ride, Youth Ride and Free Fare Day.

ITEM 3 PUBLIC COMMENTS - None

ITEM 4 AGENDA ADJUSTMENTS - None

ITEM 5 MEETING MINUTES - The committee received the June meeting minutes.

**ITEM 6 2025-2034 SHORT RANGE TRANSIT PLAN/PARATRANSIT
INTEGRATION ANALYSIS UPDATE**

Andrea Breault from Fehr and Peers shared a presentation and update on the SRTP Integration Strategies and there was discussion regarding a client rep. Claire Grasty acknowledged that agencies have not had a lot of time to review the lengthy document and welcomes feedback.

ITEM 7 INTERCITY OPEN-LOOP FARE COLLECTION UPDATE

Matt Miller provided an update on the Intercity Open-Loop fare collection system which was launched in June. Carly from Cal-ITP discussed the Open-Loop regional timeline. Claire stated that this should go to the Commission in September and wants to set up virtual meetings.

ITEM 8 ADA CERTIFICATION SERVICES PROGRAM MONTHLY UPDATE

Dolores provided the monthly update on ADA certification and indicated that the report is being remodeled and the last two pages will be omitted.

ITEM 9 FUTURE AGENDA ITEMS

- Claire reminded the committee that Transcom is dark in August.

ITEM 10 MEETING WAS ADJOURNED AT 2:38 P.M.

Next meeting is Wednesday, September 10, 2025, at 1:30 p.m. in the VCTC Large Conference Room at 751 East Daily Drive #420 in Camarillo.



Item 7

September 10, 2025

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

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

SUBJECT: 2025-2034 SHORT RANGE TRANSIT PLAN – REGIONAL ACTIONS

RECOMMENDATION:

- Receive and File

BACKGROUND:

As part of the Ventura County Short Range Transit Plan (SRTP), the Ventura County Transportation Commission (VCTC) and local operators have been collaborating through TRANSCOM to identify strategies that will strengthen the countywide transit network. The SRTP's regional action items are focused on improving the efficiency of fixed-route service, better coordinating service planning across jurisdictions, modernizing fare systems, and presenting a more unified customer experience. These steps are designed to make transit more dependable, seamless, and financially sustainable while balancing the role of demand-response services for riders who need them most.

DISCUSSION:

Industry research indicates that improvements in frequency and reliability, simplified fare structures, and clear customer information are among the most effective strategies for supporting ridership growth and promoting equitable access to transit.

The draft SRTP proposes the following coordinated actions:

Reinvestment in Fixed-Route Services

- Shift resources to fixed-route services where demand is strong, while reserving demand-response for essential markets.
- Near-term adjustments include 30-minute service in Camarillo, revised service and interagency coordination in Moorpark, 40-minute frequencies in Santa Paula, and streamlined 60-minute service in Fillmore and Piru.
- Longer-term strategies include increasing frequency on Intercity and Simi Valley routes and extending evening and weekend service.

Service Planning Cycles

- Establish a countywide planning calendar aligned with the school year.

- Agencies would prepare schedule updates by August each year, with review of prior performance, coordination with schools and stakeholders, interagency workshops, and finalized schedules by July. This will create a consistent, predictable update process.

Uniform Transit Information

- Develop a standardized approach to route identification, maps, schedules, and digital platforms. This will create the appearance of a single network while allowing agencies to retain their branding (e.g., “Camarillo Trolley”).
- Consistency in customer-facing materials will help riders navigate the system more easily.

Fare Concepts

- Explore a phased increase in local fares (e.g., \$1.50/\$0.75) and a future countywide standard of \$2.00.
- Introduce countywide fare capping, with daily and monthly caps to simplify payment, support equity, and eliminate upfront costs of monthly passes.
- Integration of open-loop systems would also improve data collection and enhance access to transit benefits across multiple providers.
- Streamline policies among operators for consistency, improving ease of understanding and use for passengers.

These coordinated actions are intended to improve the rider experience, promote efficiency across jurisdictions, and create a foundation for long-term sustainability of Ventura County’s transit system.



Item 8

September 10, 2025

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

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

SUBJECT: VENTURA COUNTY RAIL UPDATES

RECOMMENDATION:

- Receive and file

BACKGROUND:

VCTC is actively advancing multiple rail corridor projects in coordination with the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN), Metrolink, Union Pacific Railroad (UPRR), California Department of Transportation (Caltrans), City of Camarillo and local partners to improve safety, reliability, and operational efficiency along the Ventura County Rail Corridor. Key infrastructure projects include the LOSSAN-managed Leesdale Siding Extension, which will add a 3.4-mile siding to reduce congestion and support future service expansion, and the Metrolink-managed Simi Valley Double Track Project, which adds a second track segment to eliminate bottlenecks and enhance train movements. Both projects include upgrades to signals, drainage, grade crossings, and related infrastructure, and involve careful coordination with UPRR regarding right-of-way (ROW) and freight operations.

VCTC is also improving passenger accessibility and station operations. The Camarillo Station ADA Improvement Project addresses the Department of Justice (DOJ) mandated accessibility requirements and includes upgraded access routes, curb ramps, detectable warnings, and signage, with construction planned to begin in early 2026. In parallel, the Camarillo Train Station Pedestrian Undercrossing Project, managed by the City of Camarillo, will provide an ADA-compliant connection between platforms and parking lots that has a much shorter travel distance than the current bridge.

On the service side, VCTC, the Santa Barbara County Association of Governments (SBCAG), Metrolink, and LOSSAN are collaborating to implement a weekday commute roundtrip between Ventura and Santa Barbara/Goleta, targeting an early 2026 launch. These projects collectively advance VCTC's goals to enhance regional mobility; expand service capacity; improve reliability; and ensure accessible, safe transit for all riders.

DISCUSSION:

Corridor Infrastructure and Station Improvements

Metrolink Simi Valley Double Track Project

Metrolink, in coordination with VCTC and UPRR, is advancing the Simi Valley Double Track Project, which will add a new 2.2-mile section of double track at the Simi Valley Station to improve safety, operational flexibility, and train reliability. The Metrolink Simi Valley Double Track Project involves construction of a new second track segment to eliminate existing bottlenecks and improve the efficiency of train movements. The project also includes upgrades to supporting rail infrastructure such as signals, drainage systems, and grade-crossing elements. Key elements include:

- More service: when combined with other Southern California Optimized Rail Expansion (SCORE) projects, this project will enable more frequent service. In the future, this will allow for train service every 30 minutes in each direction.
- Improved service reliability: trains will no longer have to wait for one another to pass, improving on-time performance.
- The new platform access with an underpass crossing will create a more convenient and safer walkway for pedestrians.
- Enhanced safety: improved at-grade crossings will facilitate Quiet Zone ready corridors that will also minimize train horn blowing.

The project is a key component of the long-term strategy to enhance Metrolink and Amtrak Pacific Surfliner service on the Ventura County Line. It also supports future service expansion goals in VCTC's and LOSSAN's corridor planning documents.

To accommodate these improvements, VCTC and Metrolink have recently completed the acquisition of property rights for permanent easements, temporary construction access, and utility relocations. This includes the last parcels that were recently acquired through the eminent domain process. The last remaining item that must be completed before construction can begin is securing UPRR's approval to relocate the fiber infrastructure. This is allowable under the existing grant deed, but UPRR has asked for concessions from both VCTC and the Los Angeles County Metropolitan Transportation Authority (Metro), which has complicated and stalled the process. VCTC is working with Metrolink and Metro to try to move this forward.

Leesdale Siding Extension and Upgrade Project

LOSSAN, in partnership with the Caltrans, UPRR, and local agencies, is advancing the Leesdale Siding Extension Project along the LOSSAN Corridor. The project will result in the construction of a new 3.4-mile siding with railroad ROW that will improve operational flexibility for Pacific Surfliner and Metrolink service.

The need for siding/double track extensions between Moorpark and Oxnard was highlighted in the California State Rail Plan in 2013. The existing Leesdale Siding is short (3,330 feet) with non-powered switches, no signalization, and substandard rails, which constrains the capacity on the corridor. In 2021, the LOSSAN Rail Corridor Optimization Study identified infrastructure improvements needed to implement pulse scheduling and service patterns. The Leesdale Siding Extension Project is identified as a near-term project, critical to the improvements in service patterns planned for this portion of the LOSSAN Rail Corridor.

The Leesdale Siding Extension Project is a critical component of the corridor's long-term strategy to increase passenger rail frequencies and reduce delays by allowing trains to pass more efficiently. Key elements include:

- Extension and realignment of the existing siding to create a continuous second track segment.
- Upgrades to track, signals, and related infrastructure for operational efficiency.
- Coordination with UPRR to minimize freight impacts and maximize shared benefits.
- Reduces delays for Amtrak Pacific Surfliner and Metrolink commuter services.

- Improves corridor reliability for freight and passenger operations.
- Supports future service expansion goals outlined in LOSSAN's Strategic Plan.
- Enhances overall safety and efficiency of rail movements in Ventura County.

Environmental review and design are substantially complete, with construction anticipated pending full funding and regulatory approvals. The project is advancing towards 60 percent design for structures and 90 percent design for track and site engineering. LOSSAN is the lead agency for this project and is coordinating with UPRR, Caltrans, Public Utilities Commission, VCTC, County of Ventura, and the City of Oxnard. Design is estimated to be completed in Spring of 2026 with construction commencing in Fall 2026 and completion in Fall 2028 pending stakeholder approvals.

Camarillo Station Americans with Disabilities Act (ADA) Improvement Project

VCTC is currently underway with the Camarillo Station ADA Improvement Project. In May 2018, the United States Attorney's Office for the Central District of California ("USAO") conducted an ADA compliance review at the Camarillo Rail Station. The ADA requires that all existing intercity rail stations be accessible to and useable by individuals with disabilities, including individuals who use wheelchairs. Upon completion of its review of available information, the US Department of Justice (DOJ) concluded that VCTC was not in compliance with ADA requirements.

In 2021, VCTC entered into an agreement with the 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 to/from the public right-of-way, public transit, accessible parking, and 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.
- Improving signage to be ADA-compliant

The project team is wrapping up the 100% design phase and will soon begin procurement for a construction contractor. VCTC is coordinating with stakeholders, including UPRR, LOSSAN, Metrolink, the City of Camarillo, and Caltrans. UPRR has completed its design review, and VCTC expects to receive a Right-of-Entry (ROE) permit in September, which is required to move forward with a request for a funding allocation approval from the California Transportation Commission (CTC). Construction is anticipated to begin in early 2026, with project completion targeted for Spring/Summer 2027, which is after the DOJ deadline. UPRR's review of the plans has been lengthy. VCTC initially expected to receive a draft lease agreement in early July. However, at the time this report was prepared, VCTC had not received the ROE permit. As a result, VCTC has missed multiple CTC deadlines to request funding for project construction. Staff is working with legal counsel to address this issue with the USAO.

Camarillo Train Station Pedestrian Undercrossing

The City of Camarillo, in partnership with VCTC, LOSSAN, and UPRR, is moving forward with the design of the Camarillo Train Station Pedestrian Undercrossing. project proposes to construct an ADA compliant pedestrian undercrossing at the Camarillo Train Station. The undercrossing would be constructed beneath the two existing railroad tracks, providing additional pedestrian access to the station platforms and associated parking areas.

The existing railroad tracks are owned by UPRR and are utilized by the Pacific Surfliner, Metrolink, and Amtrak. The station parking lot is owned by VCTC and is separated by the train tracks into eastern and western sides.

In the current configuration, access to trains on the western track is provided by the western parking lot, and access to trains on the eastern track is provided by the eastern parking lot. The existing Caltrans pedestrian overpass that was originally constructed to support pedestrian usage from the adjacent roadways was not intended to support the station parking lot or train

access. The Caltrans pedestrian overpass is not ADA-compliant, so the station lacks legal and ADA-compliant access between the platforms and between the eastern and western parking lots.

Both sides of the proposed undercrossing would be accessible by stairs and ADA-compliant ramps. The project is intended to create a more direct, convenient, and accessible path to access the platforms on either side of the tracks from both the eastern and western parking lots.

The design process evaluated but dismissed alternative options such as an overcrossing, elevator, and at-grade alternatives due to cost, maintenance, and regulatory challenges. The current design incorporates ADA ramps, stairs, lighting, security enhancements, and aesthetic treatments consistent with the existing station. A draft maintenance agreement with VCTC is under review.

A CTC approved extension allows the City of Camarillo until June 30, 2026, to complete final design and be ready for construction bidding in Fiscal Year 2028-29 (estimate) depending on approvals from external stakeholders.

Service Updates

Santa Barbara Service

Historically, the Ventura-Santa Barbara rail corridor has been served by the Amtrak Pacific Surfliner, with limited capacity for additional commuter services. LOSSAN began operating an early morning train in 2018 (funded by SBCAG's Measure A funds) but it was cut in 2020 due to impacts of the COVID-19 pandemic. When service was restored, the train operated at a later schedule.

In response to growing demand for intercounty transit options, VCTC and SBCAG initiated discussions with LOSSAN to explore the feasibility of implementing one morning weekday roundtrip train between Moorpark and Santa Barbara/Goleta. LOSSAN is unable to operate the proposed early morning service due to a lack of available equipment. At LOSSAN's direction, VCTC, SBCAG, and Metrolink began meeting in March 2023 and 2024 to develop a proposed operational framework for the initial service plan for morning service between Moorpark and Santa Barbara/Goleta. This is possible with a temporary transfer of a roundtrip operating slot from LOSSAN to Metrolink authorized on UPRR tracks.

In January 2025, SBCAG approved a multi-party startup funding agreement between VCTC, SBCAG and Metrolink. Under the agreement, SBCAG and VCTC provide funding to Metrolink for tasks related to the implementation of the service, including developing a service plan, training crews, mobilizing and preparing equipment, and negotiating agreements with LOSSAN and UPRR. Metrolink has entered into negotiations with LOSSAN to implement additional service.

LOSSAN is working with UPRR on the right to utilize LOSSAN's available track access (i.e., a roundtrip "slot") on UPRR ROW between LA Union Station and Santa Barbara/Goleta to operate the peak period service on UPRR tracks between Ventura (Moorpark Station) and Santa Barbara (Carpinteria, Santa Barbara and Goleta stations) counties. Staff have been working diligently and hoped to launch service in Fall 2025. UPRR approval is taking longer than LOSSAN had anticipated. In addition, UPRR is directing resources to the railroad's merger with Norfolk Southern, thus adding to the delay. The service is expected to begin in early 2026.

The proposed Metrolink commuter rail service between Ventura and Santa Barbara counties represents a significant step toward enhancing regional mobility, reducing traffic congestion, and promoting sustainable transportation options. Through continued collaboration among VCTC, SBCAG, Metrolink, and LOSSAN, this initiative aims to meet the evolving transportation needs of the communities in both counties.



Item 10

September 10, 2025

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)
FROM: DOLORES LOPEZ, REGIONAL TRANSIT PLANNER
SUBJECT: ADA CERTIFICATION SERVICES PROGRAM MONTHLY UPDATE

RECOMMENDATION:

- Receive and file the monthly ADA Certification services report(s) and program update.

DISCUSSION:

Mobility Management Partners (MMP) is VCTC's contracted service provider for ADA Paratransit Eligibility Certification services.

Attached is the August ADA Paratransit Certification Services Reports from MMP for review at this TRANSCOM meeting.

Aug-25								
		August	Jul	Jun	May	Apr	Mar	RideCo launched August 1, 2025
Call Center	Inbound ADA Calls	382	490	475	471	449	470	
	Outbound ADA calls	112	61	97	120	205	77	
	Average hold time (in seconds)	0.02	0.47	0.09	0.07	0.31	1.46	
	Outbound Area Transmittals	1	1	6	11	1	2	
	Inbound Area Transmittals	12	15	7	2	13	6	Riders requesting service outside of Ventura County
Applications Received	Recertification	21	50	60	73	89	48	Total applications received: 63
	New Applications	42	51	50	53	58	59	Online Applications Received: 0 (0%)
Applications Received by Service Area	Camarillo Area	5	8	15	9	17	12	<div>Applications by Language</div> <div>■ ENGLISH ■ SPANISH</div>
	Gold Coast Area	23	47	50	56	57	38	
	Valley Express Area	1	6	5	6	6	5	
	Moorpark Area	4	3	3	2	8	2	
	Simi Valley Area	15	20	18	22	37	28	
	Thousand Oaks	15	15	19	29	21	22	
	Out of County	0	2	0	2	1	0	
Completed Determinations by Evaluation Type	In-Person Interviews with Physical Assessment	2	9	6	7	6	6	<div>Evaluations by Age and Determination Type</div> <div>■ Conditional ■ Not Eligible ■ Temporary ■ Unconditional</div>
	In-Person Interviews with Cognitive Assessment	5	4	4	5	3	11	
	Special Circumstance (no Interview)	17	24	6	4	9	20	
	Over 85+ (no interview)	5	6	9	6	12	12	
	Interviews:Phone 20, In Person with Interview Only 2	22	27	31	31	45	36	
	Short-term Certification (60 days)	0	0	0	0	0	0	
	Recertifications	20	28	43	56	62	39	
	Completed Determinations	71	98	99	109	137	124	
	Cost per Determination	\$328.90	\$238.29	\$237.33	\$215.56	\$171.50	\$189.48	
Delays in Processing (Cumulative)	Due to Incomplete application by client	0	6	4	1	5	4	
	Pending Professional Evaluation (PE)	8	15	27	13	17	7	
	Applications that failed to meet 21 day rule	0	0	0	0	0	0	
	Applicants awaiting interviews	3	8	14	9	9	8	
Assessments	Assessment Catagories	Total						<div>In-person Interviews by Eligibility and Assessment Type</div> <div>■ Physical ■ Cognitive ■ Interview only</div>
	Physical Assessment	2						
	Cognitive Assessment	5						
	Interview only with No Assessment (In-person)	2						
	No Shows for Interview (In-Person=1) (Phone=0)	1						
	Total In-Person Interviews that were Cancelled	0						
Determinations by Eligibility						Total	%	
Unconditional (including S.C., Over 85+ , Phone interviews)						64	90%	
Conditional						5	7%	
Temporary						2	2%	
Denials						0	0%	
Short Term (including Emergency)						0	0%	