



**VENTURA COUNTY TRANSPORTATION COMMISSION
LOCAL TRANSPORTATION AUTHORITY
AIRPORT LAND USE COMMISSION
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
CONSOLIDATED TRANSPORTATION SERVICE AGENCY
CONGESTION MANAGEMENT AGENCY**
www.goventura.org

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, NOVEMBER 7, 2025

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- MV DRIVER OF THE YEAR RECOGNITION RENE FAVILA.

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 OCTOBER 3, 2025, MEETING PG.7](#)**
Recommendation:
- Approve the summary minutes of October 3, 2025.
- Responsible Staff: Roxanna Ibarra, Clerk of the Board**
- 10B. [VCTC MEETING AND ADMINISTRATIVE & FINANCE COMMITTEE MEETING CALENDAR SCHEDULE 2026 PG.11](#)**
Recommendation:
- Approve the VCTC Meeting Calendar Schedule for 2026.
- Responsible Staff: Roxanna Ibarra, Clerk of the Board**
- 10C. [MONTHLY BUDGET REPORT PG.13](#)**
Recommendation:
- Receive and file.
- Responsible Staff: Lupe Acero, Finance Director**
- 10D. [FISCAL YEAR 2025/2026 CARRY-OVER BUDGET AMENDMENTS PG.21](#)**
Recommendation:
- Amend the VCTC Fiscal Year 2025/2026 budget revenues and expenditures as stated in Exhibit A-Carry-over Budget Amendments from Fiscal Year 2024/2025 to 2025/2026.
- Responsible Staff: Lupe Acero, Finance Director**
- 10E. [CASH MANAGEMENT FOR DELAYED FEDERAL TRANSIT ADMINISTRATION GRANTS PG.25](#)**
Recommendation:
- Authorize the Executive Director to utilize State Transit Assistance (STA) fund balance for cash-flow purposes for the General Fund, VCTC Intercity Fund and Valley Express Fund expenditures until the Federal Transit Administration (FTA) grants are approved.
- Responsible Staff: Lupe Acero, Finance Director and Martin Erickson, Executive Director**
- 10F. [TRANSPORTATION DEVELOPMENT ACT \(TDA\) UNMET TRANSIT NEEDS DEFINITIONS AND SCHEDULE PG.27](#)**
Recommendation:
- Review and approve the Fiscal Year 2025-2026 Unmet Transit Needs definitions and schedule.
- Responsible Staff: Dolores Lopez, Transit Planner**

10G. [MEMORANDUM OF UNDERSTANDING FOR PURCHASE OF ZERO EMISSIONS REPLACEMENT BUSES FOR VCTC COASTAL EXPRESS COMMUTER SERVICE PG.35](#)

Recommendation:

- Approve the Memorandum of Understanding (MOU) with the Santa Barbara County Association of Governments (SBCAG) for Zero Emissions replacement buses for use on the VCTC Intercity Coastal Express Commuter route in an amount not to exceed \$6,000,000, for a period of performance beginning upon execution of the MOU through December 31, 2029.
- Approve and authorize the Executive Director to make immaterial amendments in accordance with the provisions set forth in the MOU.

Responsible Staff: Matt Miller, Program Manager, Transit Services and Claire Grasty, Public Transit Director

10H. [AMENDMENTS TO SENATE BILL 125 FUNDING MEMORANDUM OF UNDERSTANDING PG.37](#)

Recommendation:

- Authorize the Executive Director to amend the existing Senate Bill (SB) 125 Memorandums of Understanding (MOU) between the Ventura County Transportation Commission and the transit operators.

Responsible Staff: Aubrey Smith/Heather Miller

10I. [GMV SYNCROMATICS CORPORATION CONTRACT EXTENSION AMENDMENT FOR THE AUTOMATIC VEHICLE LOCATION AND PASSENGER INFORMATION SYSTEM PG.39](#)

Recommendation:

- Approve the 2nd amendment to the agreement between Ventura County Transportation Commission and GMV Syncromatics Corporation extending the term by three years with two option years for \$2,897,915 to provide continuing operations and maintenance support for VCTC's AVL system and establishing a total new total not-to-exceed amount of \$7,377,915.

Responsible Staff: Matt Miller, Program Manager, Transit Services and Claire Grasty, Director of Public Transit

10J. [PURCHASE & INSTALLATION OF NEW ONBOARD ROUTERS FOR VCTC INTERCITY PG.41](#)

Recommendation:

- Approve a contract with Spring Bird Bus for an amount not-to-exceed \$123,590 to replace internet routers aboard VCTC Intercity buses.

Responsible Staff: Matt Miller, Program Manager, Transit Services and Claire Grasty, Director of Public Transit

10K. [CLAIM FOR DAMAGES PG.43](#)

Recommendation:

- It is recommended that the Ventura County Transportation Commission ("VCTC") reject a claim for damages submitted on behalf of Cristina Michelle Fernicola ("Claimant").

Responsible Staff: Lindsay D'Anrea, General Counsel

10L. [PAGA CLAIM PG.45](#)

Recommendation:

- It is recommended that the Ventura County Transportation Commission ("VCTC") reject a PAGA claim submitted to VCTC on behalf of Griselda Elizabeth Martinez ("Claimant") who is a former RATP Dev Employee.

Responsible Staff: Lindsay D'Andrea, General Counsel

10M. [SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR OCTOBER 2025 PG.47](#)

Recommendation:

- Receive and file a report on Santa Paula Branch Line updates for the month of October 2025.

Responsible Staff: Amanda Fagan, Planning and Sustainability Director

10N. [RESOLUTION TO ACCEPT STATE HIGHWAY ACCOUNT FUNDING FOR THE FREEWAY SERVICE PATROL \(FSP\) PROGRAM PG.51](#)

Recommendation:

- *Adopt Resolution No. 2025-11 to Provide Twenty-Five (25%) Local Matching Fund Commitment and Authorize the Executive Director to Execute Funding Agreement No. FSP-26SB-6155(134) with Caltrans to Accept State Highway Account Funding Allocation for Freeway Service Patrol Operations.*

Responsible Staff: Andrew Kent, Program Manager, Data & Services

10O. [SUPPORT FOR SCAG APPLICATION TO CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT FOR REGIONAL ACTIVE TRANSPORTATION INVENTORY PG.53](#)

Recommendation:

- *Authorize the Executive Director to support an application by the Southern California Association of Governments (SCAG) as a sub-applicant for a Fiscal Year 2026-27 Caltrans Sustainable Transportation Planning Grant to develop a regional inventory of active transportation facilities.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

10P. [CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT APPLICATION MULTIMODAL CORRIDOR STUDY AND SAFETY PLAN FOR STATE ROUTE 126 PG.55](#)

Recommendation:

- *Authorize the Executive Director to apply for a Fiscal Year 2026-27 Caltrans Sustainable Transportation Planning Grant to prepare a multimodal corridor study and safety plan for State Route 126 in Ventura County.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

10Q. [VENTURA COUNTY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM-SUBMITTAL FOR 2026 STATE TRANSPORTATION IMPROVEMENT PROGRAM PG.59](#)

Recommendation:

- *Approve the proposed 2026 State Transportation Improvement Program submittal to the California Transportation Commission as shown in Attachment 1.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

10R. [AUTHORIZATION TO AMEND TRANSIT GRANT ADMINISTRATION BUDGET PG.63](#)

Recommendation:

- *Approve budget amendment for the FY 2025/26 Transit Grant Administration budget to increase revenues by \$1,452,335 in State of Good Repair funds and increase expenditures in Pass-Through Grants by an equal amount.*

Responsible Staff: Heather Miller Program Manager, Programming

DISCUSSION CALENDAR:

11. [APPROVE FISCAL YEAR 2025/26 PROGRAM OF PROJECTS PG.65](#)

Recommendation:

- *Approve the Program of Projects (POP) for federal transit operating, planning and capital assistance for Fiscal Year (FY) 2025/26 (Attachment A).*

Responsible Staff: Heather Miller, Program Manager, Programming

12. [OXNARD HARBOR DISTRICT UPDATE PG.71](#)

Recommendation:

- *Receive and file.*

Responsible Staff: Martin Erickson, Executive Director

13. [COUNTY OF VENTURA SYSTEMIC COUNTYWIDE SIGNALIZED INTERSECTION IMPROVEMENT PROJECT PG.73](#)

Recommendation:

- *Receive a presentation from the County of Ventura Roads and Transportation Department on the Systemic Countywide Signalized Intersection Improvement Project.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

14. [SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR UPDATE PG.75](#)

Recommendation:

- *Receive and file a report on the repair of the Sespe Creek Overflow Railroad Bridge.*

Responsible Staff: Amanda Fagan, Planning and Sustainability Director

15. [GENERAL COUNSEL REPORTS-](#)

16. [AGENCY REPORTS:](#)

Southern California Association of Governments (SCAG)

Primary: Chair Mike Judge

Southern California Regional Rail Authority (Metrolink-SCRRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

17. **ADJOURN to 9:00 a.m. Friday, DECEMBER 5, 2025**, at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.



[This page intentionally left blank.]



Item #10A

November 7, 2025

MEETING MINUTES OF OCTOBER 3, 2025, REGULAR VCTC COMMISSION MEETING AT 9:00 A.M.

CALL TO ORDER:

Chair Judge called the regular meeting of the Ventura County Transportation Commission to order at 9:04 a.m. at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.

PLEDGE OF ALLEGIANCE was led by Commissioner Parvin.

ROLL CALL/MEMBERS PRESENT:

Mike Judge, City of Simi Valley
Marth McQueen-Legohn, City of Port Hueneme
Dani Anderson, Citizen Rep., Cities
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
Kelly Long, County of Ventura
Vianey Lopez, County of Ventura
Janice Parvin, County of Ventura
Tony Trembley, City of Camarillo
Gloria Roberts, District 7 Caltrans District Director

ABSENT:

Carrie Broggie, City of Fillmore
Jeff Gorell, County of Ventura
Luis McArthur, City of Oxnard
Jim White, Citizen Rep., County

4. PUBLIC COMMENTS – There were two public comments. Mr. Kendall Lousen, NBVC Community Planning liaison officer, sent via email a public comment regarding the Point Mugu State Beach Closure. Mr. Todd Collart, City of Ventura resident made a public comment regarding bicycle facilities updates along Pacific Coast Highway.

CALTRANS REPORT – Gloria Roberts, District 7 Caltrans district director gave the Caltrans report for the month of October to the Commission.

6. COMMISSIONER REPORTS –Chair Judge stated he attended the Mobility 21 Summit and that it was a well-attended and interesting summit. He thanked Mr. Erickson and Ms. Peschka for their support during the Mobility 21 Summit Chairs' Roundtable. Commissioner Anderson thanked all the sponsors for their support on the recent Government & Disability Summit.

7. EXECUTIVE DIRECTOR REPORT-

Executive Director Martin Erickson reported on the following items:

- VCTC will celebrate **Rideshare Week on Oct. 6-10** with the theme “Less Miles, More Smiles.” During Rideshare Week, people are encouraged to take public transit, bike, walk, carpool or vanpool instead of driving alone. People who pledge to rideshare at goventura.org/pledge will be entered into a drawing for prizes. In addition, VCTC has added a cost calculator to its website that allows people to see how much money they could save by sharing a ride instead of driving alone. Find that calculator at goventura.org/save
- VCTC had the honor of sponsoring and presenting at the County of Ventura’s second annual **Government & Disability Summit** on Sept. 23-26 in Ventura. Executive Director Martin Erickson and transit planner Erin Kenneally gave a presentation about steps that VCTC is taking to make transit in Ventura County more accessible, including replacing vehicles and improving stops countywide. Conference attendees also were able to board one of VCTC’s new low-floor buses, which feature vestibules and ramps to make boarding easier for people with disabilities.
- Executive Director Martin Erickson, several VCTC Commission members and VCTC staff attended the annual **Mobility 21 Summit** in Anaheim on Sept. 12. Commission Chair and Simi Valley Mayor Pro Tem Mike Judge participated in a chairs’ panel discussion on “The Power of Partnership.” Mr. Erickson participated in panel discussions on state and federal transportation policy and funding and transportation resiliency, as well as a discussion with agency CEOs on charting a path forward.
- VCTC will host the second of three planned **Community Workshops for the Santa Paula Branch Line Trail Master Plan Update** on October 7th from 6-8pm at the Agriculture Museum in Santa Paula. All are welcome to learn more about and share feedback on the Santa Paula Branch Line Trail Master Plan Update.

8. ADDITIONS/REVISIONS –

Executive Director Erickson noted two minor corrections in the consent calendar:

- Minor correction on item 9G. Update on Coastal Express Service Changes. On the first page at the bottom of first paragraph, the item lists September 29, 2025 as the date of implementation on the incremental changes to improve the service. The correct date is November 3, 2025.

9. CONSENT CALENDAR

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

9A. APPROVE MINUTES OF SEPTEMBER 5, 2025, MEETING-PG.5

Recommended Action:

- Approve the summary minutes of September 5, 2025.

9B. MONTHLY BUDGET REPORT-PG.11

Recommended Action:

- Receive and file.

9C. VCTC FIRST AMENDMENT TO OFFICE LEASE AT 751 DAILY DRIVE, CAMARILLO-PG.13

Recommended Action:

- Approving the First Amendment to extend the Office Lease at 751 Daily Drive, Camarillo, extending the lease term for a period of sixty-two months, commencing on January 19, 2026.
- Authorize the Executive Director to execute the First Amendment to Office Lease at 751 Daily Drive, Camarillo, CA.

9D. ENTERPRISE RESOURCE SYSTEM (ERP) ASSESSMENT-PG.17

Recommended Action:

- Authorize the Executive Director to enter into a professional services agreement to provide an assessment for an Enterprise Resource System (ERP).

9E. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR SEPTEMBER 2025-PG.19

Recommended Action:

- Receive and file a report on Santa Paula Branch Line updates for the month September 2025.

9F. CAMARILLO METROLINK STATION AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS PROJECT INVITATION FOR BIDS (IFB) RELEASE AUTHORIZATION- PG.23

Recommended Action:

- Authorize Executive Director to finalize and release an Invitation for Bids (IFB) for Construction Services for the Camarillo Metrolink Station Americans with Disabilities Act (ADA) Improvements Project.
- Authorize Executive Director to request approval from the California Transportation Commission (CTC) of a Letter of No Prejudice (LONP) to allow the Camarillo Metrolink Station ADA Improvements Project to proceed prior to allocation by the CTC.

9G. UPDATE ON COASTAL EXPRESS SERVICE CHANGES- PG.27

Recommended Action:

- Receive and file.

9H. TRANSIT INTEGRATION AND EFFICIENCY STUDY (TIES) UPDATE-PG.33

Recommendation:

- Receive and file update on the Transit Integration and Efficiency Study (TIES)

Responsible Staff: Claire Grasty, Director of Public Transit

9I. CONTRACT AMENDMENT WITH MMO PARTNERS-PG.39

Recommended Action:

- Approve Contract Amendment #1 with CPS HR Consulting increasing the contract amount by \$49,000 (for a total of \$98,000) and authorize the Executive Director to execute the contract amendment.

9J. RESOLUTION TO ACCEPT SENATE BILL 1 FUNDING FOR THE FREEWAY SERVICE PATROL (FSP) PROGRAM-PG.43

Recommended Action:

- Adopt Resolution No. 2025-10 to Provide Twenty-Five Percent (25%) Local Matching Fund Commitment and Authorize the Executive Director to Execute Funding Agreement No. FSP-26SB1-6155(135) with Caltrans to Accept Senate Bill 1 Funding Allocation for Freeway Service Patrol Operations.

DISCUSSION CALENDAR:

10. METROLINK UPDATE-PG.47

Recommended Action:

- Receive and file presentation.

Darren Kettle, Chief Executive Officer, for Metrolink gave the annual Metrolink-PowerPoint presentation update to the commission. The commission received and filed the presentation.

11. ADVANCED AIR MOBILITY INNOVATION CENTER AND CAMARILLO/OXNARD AIRPORTS PART 150 STUDIES UPDATE-PG.49

Recommended Action:

- Receive and file an update from the County of Ventura Department on the Advanced Air Mobility Innovation Center and Part 150 Studies for the Camarillo and Oxnard Airports.

Amanda Fagan, director of Planning and Sustainability, introduced Gloria E. Martinez Economic Vitality manager and Erin Powers, deputy director of Airports Business and Administration to the commission. Both Ms. Martinez and Ms. Powers gave an update and PowerPoint presentation regarding the Advanced Air Mobility Innovation Center and Camarillo/Oxnard Airports Part 150 Studies update.

12. LEGISLATIVE UPDATE-PG.51

Recommended Action:

- Receive and file.

Darrin Peschka, Government and Community Relations program manager, gave a verbal update to the commission on the state's Cap-and Invest Program. The commission received and filed the legislative update.

13. GENERAL COUNSEL REPORTS- None.

14. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Chair Mike Judge

No report.

Southern California Regional Rail Authority (Metrolink-SCRRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

No report.

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

No report.

Coast Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

No report.

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

No report.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

No report.

15. ADJOURNMENT

The meeting adjourned at 10:45 a.m. to the next regular meeting Friday, November 7, 2025, at 9:00 a.m., City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, CA 93010.



November 7, 2025

Item #10B

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: ROXANNA IBARRA, CLERK OF THE BOARD/EXECUTIVE ASSISTANT
SUBJECT: VCTC CALENDAR YEAR 2026 REGULAR MEETING SCHEDULE & ADMINISTRATIVE FINANCE COMMITTEE MEETING SCHEDULE

RECOMMENDATION:

- Adopt the following schedule of regular monthly VCTC meeting dates for calendar year 2026.
- Adopt the following schedule of the Administrative and Finance Committee meeting dates for 2026

BACKGROUND:

It is recommended that the Commission adopt the 2026 meeting schedule as presented below. The July, September and October regular monthly VCTC meetings are proposed for the second Friday of each respective month to avoid conflicts with holidays or annual conferences.

VCTC Regular Meeting Schedule – 2026

<u>Month</u>	<u>Date</u>	<u>Notes</u>
January	9	
February	6	
March	6	
April	3	
May	1	
June	5	
July	10	(Second Friday due to July 4th holiday)
August	—	Dark
September	11	(Second Friday due to Labor Day holiday)
October	9	(Second Friday due to Mobility 21 Summit 2026)
November	6	
December	4	

Administrative and Finance Committee Meeting Schedule – 2026

<u>Month</u>	<u>Date</u>	
March	25	(Third Wednesday of the month)
May	27	(Third Wednesday of the month)



[This page intentionally left blank.]



Item #10C

November 7, 2025

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 September 2025.

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 September 30, 2025, budget report indicates that the revenues were approximately 7.3% of the adopted budget while expenditures were approximately 9.2% 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, highway callbox 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. The vacation accrual is adjusted annually at the end of the fiscal year.

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF SEPTEMBER 30, 2025**

Assets and Deferred Outflows

Cash and Investments	\$ 75,415,526.54
Receivables/Due from other funds	9,337,722
Prepays and Deposits	890,458
Capital Assets, undepreciated	26,780,724
Capital Assets, depreciated, net	31,219,995
Deferred Outflows	1,415,855
Total Assets and Deferred Outflows	<u>\$145,060,280</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses and Due to Other	\$ 4,633,990
Deferred Revenue	18,516,017
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>\$ 26,781,666</u>

Net Position:

Invested in Capital Assets	\$58,000,719
Fund Balance	60,277,896
Total Net Position	<u>\$118,278,614</u>

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2025

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues												
Federal Revenues	\$ 1,311,367	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 597,922	\$ 336,312	\$ 2,245,601	\$ 24,856,365	(22,610,764)	9.03
State Revenues	613,197	3,918,144	1	234,444	0	9,905	29,500	0	4,805,191	101,690,176	(96,884,985)	4.73
Local Revenues	57,960	0	0	0	0	301,310	622,674	1,839,340	2,821,284	6,105,097	(3,283,813)	46.21
Other Revenues	1,105	0	0	0	0	0	0	0	1,105	0	1,105	0.00
Interest	4,489	0	0	563	0	1,571	1,990	16	8,629	2,176,900	(2,168,271)	0.40
Total Revenues	1,988,118	3,918,144	1	235,007	0	312,786	1,252,086	2,175,668	9,881,810	134,828,538	(124,946,728)	7.33
Expenditures												
Administration												
Personnel Expenditures	959,213	0	0	0	0	0	41,357	12,518	1,013,088	4,902,400	(3,889,312)	20.67
Legal Services	2,710	0	0	0	0	0	0	0	2,710	46,200	(43,490)	5.87
Professional Services	28,482	0	0	0	0	0	0	0	28,482	219,800	(191,318)	12.96
Office Leases	55,382	0	0	0	0	0	0	0	55,382	230,400	(175,018)	24.04
Office Expenditures	732,376	0	0	0	0	0	30,542	9,245	772,163	1,041,900	(269,737)	74.11
Total Administration	1,778,163	0	0	0	0	0	71,899	21,763	1,871,825	6,440,700	(4,568,875)	29.06
Programs and Projects												
Transit & Transportation Program												
Regional Transit Technology	92,090	0	0	0	0	0	0	0	92,090	2,436,195	(2,344,105)	3.78
SD-Accessible Mobility Service	95,106	0	0	0	0	0	0	0	95,106	490,300	(395,194)	19.40
VCTC Intercity Bus Services	0	0	0	0	0	0	989,704	0	989,704	22,506,882	(21,517,178)	4.40
Valley Express Bus Services	0	0	0	0	0	0	0	564,206	564,206	3,999,848	(3,435,642)	14.11
Transit Grant Administration	689,567	0	0	0	0	0	0	0	689,567	27,850,400	(27,160,833)	2.48
Total Transit & Transportation	876,763	0	0	0	0	0	989,704	564,206	2,430,673	57,283,625	(54,852,952)	4.24
Highway Program												
Motorist Aid Services	0	0	0	425,780	0	0	0	0	425,780	2,008,000	(1,582,220)	21.20
Highway Program Management	0	0	0	0	0	0	0	0	0	4,058,600	(4,058,600)	0.00
Total Highway	0	0	0	425,780	0	0	0	0	425,780	6,066,600	(5,640,820)	7.02

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2025**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Rail Program												
Metrolink & Commuter Rail	3,249,578	0	0	0	0	0	0	0	3,249,578	25,461,058	(22,211,480)	12.76
LOSSAN & Coastal Rail	6,976	0	0	0	0	0	0	0	6,976	12,800	(5,824)	54.50
Santa Paula Branch Line	0	0	0	0	0	298,279	0	0	298,279	16,368,106	(16,069,827)	1.82
Total Rail	3,256,554	0	0	0	0	298,279	0	0	3,554,833	41,841,964	(38,287,131)	8.50
Commuter Assistance Program												
Reg Transit Information Center	11,084	0	0	0	0	0	0	0	11,084	33,900	(22,816)	32.70
Rideshare Programs	47,277	0	0	0	0	0	0	0	47,277	302,400	(255,123)	15.63
Total Commuter Assistance	58,361	0	0	0	0	0	0	0	58,361	336,300	(277,939)	17.35
Planning & Programming												
TDA Administration	0	6,025,036	0	0	4,522	0	0	0	6,029,558	41,672,759	(35,643,201)	14.47
Transportation Programming	854	0	0	0	0	0	0	0	854	84,300	(83,446)	1.01
Regional Transportation Planni	136,046	0	0	0	0	0	0	0	136,046	1,571,186	(1,435,140)	8.66
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	28,000	(28,000)	0.00
Regional Transit Planning	296,821	0	0	0	0	0	0	0	296,821	5,989,700	(5,692,879)	4.96
Total Planning & Programming	433,721	6,025,036	0	0	4,522	0	0	0	6,463,279	49,345,945	(42,882,666)	13.10
General Government												
Community Outreach	50,978	0	0	0	0	0	0	0	50,978	221,500	(170,522)	23.01
State & Federal Relations	33,207	0	0	0	0	0	0	0	33,207	164,900	(131,693)	20.14
Management & Administration	26,929	0	0	0	0	0	0	0	26,929	248,600	(221,671)	10.83
Total General Government	111,114	0	0	0	0	0	0	0	111,114	635,000	(523,886)	17.50
Total Expenditures	6,514,676	6,025,036	0	425,780	4,522	298,279	1,061,603	585,969	14,915,865	161,950,134	(147,034,269)	9.21

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2025**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues over (under) expenditures	(4,526,558)	(2,106,892)	1	(190,773)	(4,522)	14,507	190,483	1,589,699	(5,034,055)	(27,121,596)	22,087,541	18.56
Other Financing Sources												
Transfers Into GF From LTF	6,082,239	0	0	0	0	0	0	0	6,082,239	11,381,700	(5,299,461)	53.44
Transfers Into GF From STA	1,115,696	0	0	0	0	0	0	0	1,115,696	3,880,831	(2,765,135)	28.75
Transfers In GF From SGR	76,852	0	0	0	0	0	0	0	76,852	5,760,632	(5,683,780)	1.33
Transfers Into GF From SAFE	116,567	0	0	0	0	0	0	0	116,567	460,400	(343,833)	25.32
Transfers Into GF From SPBL	45,353	0	0	0	0	0	0	0	45,353	193,300	(147,947)	23.46
Transfers Into SPBL From STA	0	0	0	0	0	333,508	0	0	333,508	9,680,906	(9,347,398)	3.45
Transfers Into VI From STA	0	0	0	0	0	0	2,000,000	0	2,000,000	6,814,767	(4,814,767)	29.35
Transfers Into VE	0	0	0	0	0	0	0	80,409	80,409	80,409	0	100.00
Transfers Out of LTF Into GF	0	(6,082,238)	0	0	0	0	0	0	(6,082,238)	(11,381,700)	5,299,462	53.44
Transfers Out of STA Into GF	0	0	(1,115,697)	0	0	0	0	0	(1,115,697)	(3,880,831)	2,765,134	28.75
Transfers Out of STA Into SPBL	0	0	(333,508)	0	0	0	0	0	(333,508)	(9,680,906)	9,347,398	3.45
Transfers Out of STA Into VI	0	0	(2,000,000)	0	0	0	0	0	(2,000,000)	(6,814,767)	4,814,767	29.35
Transfers Out of SAFE Into GF	0	0	0	(116,567)	0	0	0	0	(116,567)	(460,400)	343,833	25.32
Transfers Out of SPBL Into GF	0	0	0	0	0	(45,353)	0	0	(45,353)	(193,300)	147,947	23.46
Transfers Out of SGR Into GF	0	0	0	0	(76,852)	0	0	0	(76,852)	(5,760,632)	5,683,780	1.33
Transfers Out of SGR Into VE	0	0	0	0	(80,409)	0	0	0	(80,409)	(80,409)	0	100.00
Total Other Financing Sources	7,436,707	(6,082,238)	(3,449,205)	(116,567)	(157,261)	288,155	2,000,000	80,409	0	0	0	0.00
Net Change in Fund Balances	2,910,149	(8,189,130)	(3,449,204)	(307,340)	(161,783)	302,662	2,190,483	1,670,108	(5,034,055)	(27,121,596)	22,087,541	18.56
Beginning Fund Balance w/o capital assets	5,854,350	17,418,902	32,524,588	4,007,104	7,445,526	25,367	184,858	-	67,460,695			
Long-term Pension/OPEB/Vacation/Leases/SBITA Net Adjustment*	(2,093,601)	0	0	0	0	0	(55,144)	0	(2,148,745)			
Fund Balance as of	6,670,898	9,229,772	29,075,384	3,699,764	7,283,743	328,029	2,320,197	1,670,108	60,277,895			

*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 SEPTEMBER 30, 2025**

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	\$8,627.60	EAC & 1.08%	\$ 5,154,200.51
LAIF	State Pool	N/A	0	4.24%	9,100,4870.51
County of Ventura	Treasury Pool	N/A	0	4.38%	60,458,518.53
State of California	Deposit on Mediation	N/a	0		0
VCCF Bike Fund	Investment	N/A	Annually	Annually	21,138.05
Total			\$8,627.60		\$74,734,344.60

** Interest for LAIF and County of Ventura for July – September will be recorded in October.

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.

In May 2024, VCTC sent \$579,000 to the State of California Condemnation division for the acquisition of certain and specific property interest in an eminent domain action. These funds are not liquid and therefore are not shown as cash on the Balance Sheet; However, these funds earn interest from the State and are included in the Income Statement and will be used for Metrolink purposes. The acquisition was settled in August 2025; funds have been liquidated and will be removed from the Balance Sheet upon confirmation from the State Treasurer that funds have been liquidated.

VCTC receives an annual disbursement from a permanent fund from the Ventura County Community Foundation (VCCF). The funds are invested in a money market account at VCCF and can only be used for bike purposes. Information is posted once a year at the year end.



Item #10D

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: LUPE ACERO, FINANCE DIRECTOR

SUBJECT: FISCAL YEAR 2025/2026 CARRY-OVER BUDGET AMENDMENTS

RECOMMENDATION:

- Amend the VCTC Fiscal Year 2025/2026 budget revenues and expenditures as stated in Exhibit A - Carry-over Budget Amendments from Fiscal Year 2024/2025 to 2025/2026

DISCUSSION:

The Fiscal Year 2025/2026 budget was in part prepared on estimates for projects that occurred in Fiscal Year 2024/2025. Some projects experienced delays, all funds were not expended as anticipated and/or funds were expended, and other funding sources need to be substituted. Therefore, staff is recommending the following budget amendments of revenues and expenditures from the prior year be adjusted to the Fiscal Year 2025/2026 budget as indicated in the "Carry-over Amendments from Fiscal Year 2024/2025 to 2025/2026" attachment which indicates the budget task, budget line item, funding source, expenditure, and the reason for the carry over.

FISCAL IMACT:

Approval of the Carry-over Amendments from Fiscal Year 2024/2025 to Fiscal Year 2025/2026 will increase the revenue and expenditure appropriations as indicated in Exhibit A.

Exhibit A - Carryover Budget Amendments from Fiscal Year 2024-2025 to Fiscal Year 2025-2026

Budget Task:	Accessibility Services
Funding Source	Adjustment To Revenues
LTF Fund Transfer	\$194,000
REAP-SCAG	\$50,000
Total Funding Increase	\$244,000

Expenditure	Adjustment to Expenditures
Consultant Services	\$244,000
Total Expenditures Increase	\$244,000

Reason:

The unused Consultant funds will be carried over into Fiscal Year 2025/2026 to support the completion of the Demand-Response Integration Plan, as well as to support the Travel Training program implementation.

Budget Task:	Regional Transit Planning
Funding Source	Adjustment To Revenues
SB 125 TIRCP	\$1,839,360
STA Fund Transfer	\$259,000
FTA 5307	\$76,000
Total Funding Increase	\$2,174,360

Expenditure	Adjustment to Expenditures
Capital Enhancement Program	\$1,305,000
Free Fare Programs	\$774,360
Consultant Services	\$95,000
Total Expenditures Increase	\$2,174,360

Reason:

The SB125 and STA funding carryover will support reimbursements to local operators for Free Fare Programs (Youth Ride Free, College Ride, and Free Fare Days) and associated marketing outreach, as well as the purchase of radio equipment for the County Regional Radio System Project. The FTA 5307 funds and a portion of the STA carryover funds will be used for Consultant Services to support completion of the Short Range Transit Plan in Fiscal Year 2025/2026.

Budget Task:	Santa Paula Branch Line
Funding Source	Adjustment To Revenues
STA – FEMA/CalOES Fund Transfer	\$440,300
STBG Grant	\$76,195
REAP-SCAG	\$29,896
Total Funding Increase	\$546,391

Expenditure	Adjustment to Expenditures
Bridge Reconstruction	\$440,300
PLBP-SPBL Trail Project	\$106,091
Total Expenditures Increase	\$546,391

Reason:

The REAP and STBG carryover will support continuation of the SPBL Trail Master Plan Update project into Fiscal Year 2025/2026. In addition, unexpended STA funds will increase the Bridge Reconstruction expenditure line to support ongoing project work.

Exhibit A - Carryover Budget Amendments from Fiscal Year 2024-2025 to Fiscal Year 2025-2026

Budget Task:	Regional Transportation Planning
Funding Source	Adjustment To Revenues
LTF Fund Transfer	\$30,358
Total Funding Increase	\$30,358

Expenditure	Adjustment to Expenditures
Consultant Services	\$30,358
Total Expenditures Increase	\$30,358

Reason:

The Consultant expenses were not fully expended in Fiscal Year 2024/2025, and therefore, are being carried over into Fiscal Year 2025/2026.

Budget Task:	Valley Express
Funding Source	Adjustment To Revenues
FTA	\$235,691
SGR Fund Transfer	\$7,871
Total Funding Increase	\$243,562

Expenditure	Adjustment to Expenditures
Vehicle Replacements	\$243,562
Total Expenditures Increase	\$243,562

Reason:

The FTA and SGR carryover will fund Valley Express vehicle replacements received in Fiscal Year 2025/2026 due to delays in delivery and final inspection. The vehicle final inspections occurred after June 30, 2025; therefore, need to be recorded in Fiscal Year 2025/2026.

Budget Task:	VCTC Intercity
Funding Source	Adjustment To Revenues
SB 125	\$185,787
Total Funding Increase	\$185,787

Expenditure	Adjustment to Expenditures
Bus Replacements/Rehabilitation	\$185,787
Total Expenditures Increase	\$185,787

Reason:

The SB 125 carryover will increase the Bus Replacements/Rehabilitation expenditure line to support ongoing bus rehabilitation and accessibility improvements. Funds will cover driver seat replacements, exterior graphic updates, installation of automatic wheelchair restraints on MCI buses, and final inspection costs for four vehicles pending delivery.

Budget Task:	Regional Transit Technology
Funding Source	Adjustment To Revenues
SB 125	\$12,139
Total Funding Increase	\$12,139

Expenditure	Adjustment to Expenditures
Equipment/Equipment Maintenance	\$12,139
Total Expenditures Increase	\$12,139

Reason:

The SB 125 carryover funds will cover the costs of needed spare parts for the new farebox system on buses and at the VCTC Intercity facility, as well as farebox installations on nine new Gold Coast Transit buses as part of the Countywide Farebox Replacement Project.

Exhibit A - Carryover Budget Amendments from Fiscal Year 2024-2025 to Fiscal Year 2025-2026

Budget Task:	Transportation Development Act
Funding Source	Adjustment To Revenues
SGR Fund Balance	\$8,167
LTF Fund Transfer	\$29,500
Total Funding Increase	\$37,667

Expenditure	Adjustment to Expenditures
Pass-Through State of Good Repair	\$8,167
TDA Audits	\$29,500
Total Expenditures Increase	\$37,667

Reason:

The SGR funds were not fully expended in Fiscal Year 2024/2025 and therefore, are carried-over into FY 2025/2026. The TDA audit expenditures of \$29,500 will be incurred and paid in FY 2025/2026.

Budget Task:	STA Fund
Funding Source	Adjustment To Revenues
STA Fund Transfer out to General Fund	\$259,000
STA Fund Transfer out to SPBL	\$440,300
Total Funding Increase	\$440,300

Reason:

Update the STA budget transfer-out line item for funds transferred to other VCTC funds.

Budget Task:	SGR Fund
Funding Source	Adjustment To Revenues
SGR Fund Transfer out to Valley Express	\$7,871
Total Funding Increase	\$7,871

Reason:

Update the SGR budget transfer-out line item for funds transferred to other VCTC funds.



Item #10E

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

**SUBJECT: CASH MANAGEMENT FOR DELAYED FEDERAL TRANSIT ADMINISTRATION
GRANTS**

RECOMMENDATION:

- Authorize the Executive Director to utilize State Transit Assistance (STA) fund balance for cash-flow purposes for the General Fund, VCTC Intercity Fund and Valley Express Fund expenditures until the Federal Transit Administration (FTA) grants are approved.

BACKGROUND:

The Ventura County Transportation Commission (VCTC) funds a large portion of its transit activities with Federal Transit Administration (FTA) funds. The grant approval process can be lengthy; therefore, VCTC requests (or preprograms) the FTA funds a year before expected use, so that funds will be available when expenditures are incurred. The grants intended to fund this fiscal year's activities have been delayed partially due to the closure of FTA's grant application system, Transit Awards Management System (TrAMS), which occurs during the closing of the federal fiscal year and the transition of staff responsibilities in the FTA grant application submission process due to VCTC retirements. While the grant applications have already been submitted to the FTA, grant processing timelines may be further impacted due to reductions in the FTA workforce.

Due to these unexpected grant delays, VCTC is requesting a temporary State Transit Assistance (STA) cash-flow advance not to exceed \$6.0 million to pay for operating expenditures. The expenditures are primarily for operations of VCTC Intercity, Valley Express and VCTC activities. VCTC Programming staff anticipates the FTA grants will be approved by December 2025.

DISCUSSION:

Although the FTA grants have not been formally approved, they have been formally submitted by VCTC staff and are now pending FTA review and approval. These grants contain the majority of the funding for bus operations of the VCTC Intercity and Valley Express. The STA cash advance will be paid back when the FTA grants are approved and drawn down.

FISCAL IMPACT:

The estimated STA Fund balance at the end of Fiscal Year 2025-26, excluding the cash advance, is \$16.0 million. Approval of this item can temporarily decrease the \$16.0 million STA Fund balance by up to \$6.0 million to an estimated \$10.0 million until the cash advance is repaid.



Item #10F

November 7, 2025

TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: DOLORES LOPEZ, TRANSIT PLANNER
SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA)
UNMET TRANSIT NEEDS (UTN) DEFINITIONS AND SCHEDULE

RECOMMENDATION:

- Review and approve the Fiscal Year 2025-2026 Unmet Transit Needs definitions and schedule.

PURPOSE/SUMMARY

The State Transportation Development Act (TDA) requires that a public hearing be held to discuss public transit, take testimony on local/regional transit needs, and develop findings that ensure that all reasonable transit needs are satisfied before TDA funds can be allocated for street and road purposes. These UTN and Reasonable to Meet definitions were adopted by the Commission in 2009 and reviewed in 2023.

BACKGROUND/CONTEXT

The last update of Unmet Transit Needs definitions took place in 2023. During that process, VCTC hired a consultant to review its existing UTN definitions and confirmed that VCTC's thresholds are consistent with other agencies.

In order to incorporate an equity component as part of the UTN evaluation process, VCTC adopted a Median Household Income (MHI) threshold to evaluate service requests in low-income areas. This method is commonly used by State funding agencies to identify disadvantaged communities.

While the existing 10 and 15 comment thresholds remain unchanged, evaluating services requests from an equity-focused lens helps to prioritize improvements in disadvantaged communities. For service requests deemed "Unreasonable to Meet" due to service constraints, the agency responsible will now provide a letter of commitment to study the request and/or seek grant funding for a potential demonstration service.

DISCUSSION

December 15, 2025, marks the beginning of the Fiscal Year 2026-27 Unmet Transit Needs multilingual (English, Spanish and Mandarin) public outreach process with the online survey and the website landing page going live. Digital and print outreach will be posted on social media platforms and onboard vehicles, with community outreach events planned to engage the public directly. The required public hearing is scheduled for the February 2026 regular meeting of the Ventura County Transportation Commission.

By soliciting input through various formats, residents have several opportunities to be heard. Public comments received throughout the year and testimony received at the public hearing are reviewed

against adopted Unmet Transit Needs and Reasonable to Meet definitions. The public hearing is required by the State as part of the TDA process in order to approve the UTN process (Attachment B).

The findings from the analysis will be taken back to Citizen's Transportation Advisory Committee (CTAC)/Social Services Transportation Advisory Council (SSTAC) for discussion and approval in April 2026 so appropriate action can be taken prior to staff's recommendation to the Commission in May 2026. In addition to the staff recommendation, CTAC/SSTAC also has the option of submitting a formal recommendation on or before the May 2026 Commission meeting.

FISCAL IMPACT:

No Fiscal Impact

ATTACHMENTS (if applicable)

Attachment A: Unmet Transit Needs Definition (Fiscal Year 2026-27)

Attachment B: Unmet Transit Needs Schedule (Fiscal Year 2026-27)

UNMET TRANSIT NEEDS PROCESS

Definitions

Unmet Transit Need

Public transportation services identified by the public with sufficient broad-based community support that have not been funded or implemented. Unmet transit needs identified in a government-approved plan must meet the definition of an unmet transit need. Sufficient broad-based community support means that persons who will likely use the service on a routine basis demonstrate support: at least 15 requests for general public service and 10 requests for disabled service.

Common examples Include:

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

Excludes:

- Operational changes such as minor route changes, bus stop changes, or changes in schedule
- Requests for minor extended hours
- Service for groups or individuals that is not needed by or will not benefit the general public
- Comments about vehicles, facilities, driver performance and transit organizational structure
- Requests for better coordination
- Requests for reduced fares and changes to fare restrictions
- Improvements funded or scheduled for implementation in the following year
- Future transportation needs
- Duplication or replacement of existing service

“REASONABLE TO MEET”

Outcome	Definitions	Measures & Criteria
<i>Equity</i>	The proposed service will not cause reductions in existing transit services that have an equal or higher priority	Measures: Vehicle revenue service hours and revenue service miles. Criteria: Transit vehicle service hours and miles will not be reduced on existing routes to fund the proposed service
<i>Timing</i>	The proposed service is in response to an existing rather than future transit need	Criteria: Proposed service is in response to an existing rather than future transit need; based on public input
<i>Feasibility</i>	The proposed service can be provided with the existing fleet or under contract to a private provider	Measure: Vehicle spare ratio: Transit system must be able to maintain FTA's spare ratio requirement of 20% (buses in peak service divided by the total bus fleet cannot fall below 20%). If less than 20%, can additional buses be obtained (purchased or leased) or can service be provided under contract to a private provider?
<i>Feasibility</i>	There are adequate roadways to safely accommodate transit vehicles	Measure & Criteria: Route inspection to determine adequacy of infrastructure to accommodate transit vehicles and passengers.
<i>Cost Effectiveness</i>	The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole	Measure: Total estimate annual passenger fare revenue divided by total annual operating cost (the entire service including the proposed service) Criteria: Fare revenue/ operating cost cannot fall below the operator's required passenger fare ratio.
<i>Cost Effectiveness</i>	The proposed service will meet the scheduled passenger fare ratio standards described in Attachment A	Measures and criteria described below.
<i>Service Effectiveness</i>	Estimated passengers per hour for the proposed service will not be less than the system-wide average after five years.	Measure: Passengers per hour. Criteria: Projected passengers per hour for the proposed service is not less than 70% of the system-wide average (without the proposed service) at the end of 12 month of service, 85% at the end of 24 months of service, and 100% at the end of 60 months of service.

**The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. Comparing unmet transit needs with the needs for streets and roads is not allowable in determining transit needs that are reasonable to meet.*

PASSENGER FARE RATIOS

It is desirable for all proposed transit services in urban areas to achieve a 20% passenger fare ratio by the end of the fifth year of operation. A passenger fare ratio of 10% is desired for special services (i.e., elderly and disabled) and rural area services*. More detailed passenger fare ratio standards, which will be used to evaluate services as they are proposed and implemented, are described below. Transit service both in urban and rural areas, per state law, may obtain an “intermediate” passenger fare ratio.

Urban Service	Rural Service	Recommended Action
New Service Performance Criteria: End of Twelve Months		
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed
New Service Performance Criteria: End of Twenty-four Months		
Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service, with modifications if needed

New Service Performance Criteria: End of Sixty Months **		
Less than 15%	Less than 7%	Provider may discontinue service
15% to 19%	7% to 9%	Provider may consider modifying and continue service
20% or more	10% or more	Provider will continue service, with modifications if needed

**Per statute the VCTC may establish a lower fare for community transit (dial-a-ride) services.*

***A review will take place after 54 months to develop a preliminary determination regarding the discontinuation of proposed services*

Unmet Transit Needs
Public Hearing and Process Schedule
Fiscal Year 2026-27

September 09, 2025	CTAC/SSTAC MEETING Review and approve Unmet Transit Needs definitions and schedule
December 5, 2025	VCTC MEETING Approve Unmet Transit Needs definitions and schedule
December 15, 2025	OUTREACH Unmet Transit Needs information and survey posted to digital and print channels
	LEGAL NOTICES FOR PUBLIC HEARING PUBLISHED
January 2, 2026	Local, Spanish-language newspaper of record (VIDA Newspaper)
January 2, 2026	Local, English-language newspaper of record (Ventura County Star Newspaper)
February 6, 2026	PUBLIC HEARING VCTC meeting at 9:00 a.m.
April 14, 2026	CITIZENS TAC / SOCIAL SERVICES TAC MEETING Approve Unmet Transit Needs findings and staff recommendation
April 8, 2026	TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM) MEETING Approve Unmet Transit Needs findings and staff recommendation
June 5, 2026	VCTC MEETING Staff presents Unmet Transit Needs findings Adopt Unmet Transit Needs Assessment Adopt Fiscal Year 2025-26 Transportation Development Act apportionments
June 10, 2026	SUBMITTAL Approved Unmet Transit Needs Findings are sent to the State of review
August 15, 2026	DEADLINE Deadline to submit findings to the State of California for review



[This page intentionally left blank.]



Item #10G

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: MATT MILLER, PROGRAM MANAGER
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**

**SUBJECT: MEMORANDUM OF UNDERSTANDING FOR PURCHASE OF ZERO EMISSIONS
REPLACEMENT BUSES FOR VCTC COASTAL EXPRESS COMMUTER SERVICE**

RECOMMENDATION:

- Approve the Memorandum of Understanding (MOU) with the Santa Barbara County Association of Governments (SBCAG) for Zero Emissions replacement buses for use on the VCTC Intercity Coastal Express Commuter route in an amount not to exceed \$6,000,000, for a period of performance beginning upon execution of the MOU through December 31, 2029.
- Approve and authorize the Executive Director to make immaterial amendments in accordance with the provisions set forth in the MOU.

BACKGROUND

In June 2025, the California Transportation Commission (CTC) awarded SBCAG and Caltrans Solutions for Congested Corridors Program (SCCP) funding for several projects related to the 101 Multimodal Corridor Project including the VCTC Coastal Express zero-emission buses project. SBCAG is the recipient of funding from the CTC for the project and is thus responsible for managing the grant funds and delivery of the project. SBCAG and Caltrans along with implementing agencies, will be entering into an SB1 Baseline Agreement that addresses timelines for project delivery and outlines the available funding.

DISCUSSION:

The grant will fund three zero emission buses by providing \$6,000,000 in SCCP funds for service on the Coastal Express. The buses can be either hydrogen fuel cell or battery electric.

Staff worked with SBCAG to prepare an MOU for the VCTC Coastal Express zero-emissions buses project (Attachment A). The MOU must be approved by both parties and was approved at the October SBCAG Board Meeting. The funding allocation by CTC must be completed within the current fiscal year as required in the SB1 SCCP funding award. VCTC is the lead agency pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).

FISCAL IMPACT

No fiscal impact to report. VCTC is not obligating any funds to this project.



[This page intentionally left blank.]



Item #10H

DATE: NOVEMBER 7, 2025
TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: HEATHER MILLER, PROGRAMMING MANAGER
SUBJECT: AMENDMENTS TO SENATE BILL 125 FUNDING MEMORANDUMS OF UNDERSTANDING

RECOMMENDATION:

- Authorize the Executive Director to amend the existing Senate Bill (SB) 125 Memorandums of Understanding (MOU) between the Ventura County Transportation Commission and the transit operators.

PURPOSE/SUMMARY

The purpose of this item is to amend the existing MOUs with the transit operators in Ventura County for SB 125 funding to incorporate the second year of funding received by the Ventura County Transportation Commission (VCTC).

BACKGROUND/CONTEXT

Senate Bill 125 (SB 125), adopted as part of the 2024 State Budget, provides one-time supplemental funding through two programs: the Transit and Intercity Rail Capital Program (TIRCP) and the Zero-Emission Transit Capital Program (ZETCP). The TIRCP portion is appropriated over three fiscal years and is intended to support high-priority transit capital projects consistent with the uses allowed under Cycle 6 of the program, including projects that maintain or secure federal or local funding commitments, those in development with federal partners, or new projects advancing regional mobility and greenhouse gas reduction goals. As in prior cycles, all TIRCP-funded projects must demonstrate increased ridership and reduced emissions, and the funding may also be used to support operating expenses that prevent service cuts and sustain ridership levels, subject to program compliance. The ZETCP portion is appropriated over four fiscal years and may be used for zero-emission transit equipment such as vehicles and refueling infrastructure, or, under specified conditions, to fund operating expenditures that prevent service reductions and maintain or increase ridership.

DISCUSSION

At the September 6, 2024, VCTC meeting, the Executive Director was authorized to execute agreements with the transit agencies for the SB 125 funds. These agreements were executed in the past year and the transit operators received their respective first year of SB 125 funds. VCTC has received the second year of funding from the SB 125 Program and is subsequently amending the existing MOUs in order to distribute these funds to the transit operators in accordance with the funding distribution approved at the July 11, 2025 VCTC meeting.

Staff seeks Commission approval authorizing the Executive Director to amend existing MOUs with transit operators including GCTD and cities of Camarillo, Moorpark, Ojai, Simi Valley and Thousand Oaks to include the additional funds from the second-year SB 125 distribution of funds and revised project list/scope of work (SOW) incorporating the increase in funds.

FISCAL IMPACT:

SB 125 TIRCP and SB 125 ZETCP GGRF funds are currently budgeted this year as Pass-Through Grants funding in order to distribute such funds to transit operators.

ATTACHMENTS

Final Amendments to Interagency Agreements for GCTD, City of Camarillo, City of Moorpark, City of Simi Valley and City of Thousand Oaks are attached. City of Ojai Amendment is attached with a pending SOW/project list (Exhibit A).



Item #101

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: MATT MILLER, PROGRAM MANAGER
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**

**SUBJECT: GMV SYNCROMATICS CORPORATION CONTRACT EXTENSION AMENDMENT FOR
THE AUTOMATIC VEHICLE LOCATION AND PASSENGER INFORMATION SYSTEM**

RECOMMENDATION:

- Approve the 2nd amendment to the agreement between Ventura County Transportation Commission and GMV Syncromatics Corporation extending the term by three years with two option years for \$2,897,915 to provide continuing operations and maintenance support for VCTC's AVL system and establishing a total new total not-to-exceed amount of \$7,377,915.

BACKGROUND:

In November 2017, VCTC awarded a six-year contract to GMV Syncromatics for automatic vehicle location (AVL) system, automatic voice annunciators (AVA), real time arrival signage and mobile passenger app for Countywide transit operators. In September 2023, the six-year term was adjusted to reflect the final system acceptance of November 2019; therefore, the contract is set to end in November 2025. Since deployment of the system, GMV Syncromatics has gone through many changes to its corporate structure resulting in improvements to their capacity to manage projects, technical knowledge and overall stability of the system and backend software. The current AVL/AVA system is adequately meeting VCTC's needs and continuation of services to support the current system will allow VCTC to derive additional benefit from its initial investment in the system.

DISCUSSION:

As stated above, the Syncromatics contract is coming to an end in November 2025, and staff is recommending that it be amended and extended for three years with two option years if we choose to exercise them. The proposed amendment would increase the not-to-exceed amount under the contract by \$1,722,214 for the initial 3-year extension term and an additional \$2,897,915 if VCTC elected to exercise its 2 additional option years.

The decision to amend and extend the contract with Syncromatics was based on the company's improved performance, the adequacy of the current system to meet VCTC's needs, the significant cost and effort that would be required to transition to a new vendor, and the ongoing benefits to VCTC from deriving additional use of its existing system through continued operation and maintenance.

Since implementing the system, Syncromatics, the company, has grown and improved their processes, products, and project management abilities. The company has become more responsive to our county's needs when providing technicians to serve our fleets, troubleshooting the backend system and providing technical assistance when integrating with other vendors like Umo and open-loop payments. The GTFS and GTFS-RT data that are being produced has been accurate and is currently being used by a host of third-party app developers and payment systems.

Staff requested Syncromatics propose pricing in line with our current processes, new warranty pricing information for new equipment, and updated equipment service plan information. Other than updating these items, staff is not requesting any other additional work with the contract in an effort to keep pricing down and as close as possible to our current annual fees. Staff has evaluated comparable system pricing and comparable procurements to confirm the reasonableness of the proposed cost for services under the proposed amendment.

This contract amendment qualifies as a sole source procurement under the justification of continuation of existing work. The current AVL/AVA system is still operational, meeting VCTC and the County operators' needs, and is not yet ready for replacement. GMV Syncromatics is the original developer and provider of the County operators' current AVL/AVA system. The system includes proprietary software and hardware components that are uniquely integrated with all seven County operators' operational infrastructure and cannot be maintained by a 3rd party contractor.

Transitioning to a new vendor would require significant investment in time and resources related to procurement and RFP activities, funding, new equipment, retraining of staff, and potential service disruptions, which is not necessary at this time due to the fact that the current AVL/AVA system is still adequate. Additionally, GMV Syncromatics possesses unique technical knowledge of the existing system architecture, which is essential for seamless upgrades and ongoing support. Furthermore, extension of the contract will allow VCTC to continue to receive maintenance and support of the current AVL/AVA system while VCTC plans for and conducts a competitive procurement for a new full system when the current AVL/AVA system needs to be replaced.

Fiscal impact

No fiscal impact to report. All funds for this project are planned for the FY25-26 Regional Transit Technology budget.



Item #10J

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: MATT MILLER, PROGRAM MANAGER
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**

**SUBJECT: PURCHASE & INSTALLATION OF NEW ONBOARD ROUTERS FOR VCTC
INTERCITY**

RECOMMENDATION:

- Approve a contract with Spring Bird Bus for an amount not-to-exceed \$123,590 to replace internet routers aboard VCTC Intercity buses.

BACKGROUND

On June 28, 2023, the California Transportation Commission (CTC) awarded SBCAG and Caltrans \$132.4 million in Solutions for Congested Corridors Program (SCCP) funding to the Santa Barbara U.S. 101 Multimodal Corridor Project. SBCAG is the recipient of funding from the CTC for the five local projects and is thus responsible for managing the grant funds and delivery of the projects. One of the projects included contactless card readers for VCTC Intercity Coastal Express commuter buses. SBCAG and Caltrans along with implementing agencies entered into a SB1 Baseline Agreement that addresses timelines for project delivery and outlines the available funding.

DISCUSSION:

VCTC has since installed the contactless card readers on the VCTC Intercity buses and has launched the Tap2Ride program. These readers require a stable and secure connection to the internet provided by the routers. The routers currently utilized by the Tap2Ride system are outdated and need to be replaced in order for the system to continue working efficiently. After accounting for the cost for the readers, there is SCCP funding available to support replacing the routers.

The project will remove existing networking hardware and supply, install, and commission new Cradlepoint R1900 routers with Panorama dome antennas. The project scope also covers activation and configuration of the NetCloud Essentials subscription. These routers also provide the below benefits.

1. Enhanced Passenger Connectivity

- Support for 4G LTE and 5G networks ensures faster, more reliable internet access.

- Increased device capacity accommodates growing passenger demand for onboard Wi-Fi.

2. Operational Improvements

- Enables real-time data transmission for GPS tracking, vehicle diagnostics, and live video feeds.
- Supports integration with smart transit systems, including mobile ticketing and digital signage.

3. Security and Compliance

- Modern routers include advanced cybersecurity features and regular firmware updates.
- Ensures compliance with current data protection regulations and IT governance standards.

4. Cost Efficiency

- Reduces maintenance and support costs associated with legacy hardware.
- Improves energy efficiency, contributing to sustainability goals and lowering operational expenses.

5. Scalability and Future Readiness

- Modular design allows for future upgrades and integration with emerging technologies.
- Cloud-compatible for centralized management and remote troubleshooting.

VCTC reached out to four vendors to provide and install the routers, one of which was unresponsive. Staff received three responses from three vendors. Staff has chosen Spring Bird Bus based on their experience and price.

FISCAL IMPACT

There is no fiscal impact to report. Funds are included in the grant.



Item #10K

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: LINDSAY D'ANDREA, GENERAL COUNSEL

SUBJECT: CLAIM FOR DAMAGES

RECOMMENDATION:

- It is recommended that the Ventura County Transportation Commission ("VCTC") reject a claim for damages submitted on behalf of Cristina Michelle Fernicola ("Claimant").

BACKGROUND:

On September 8, 2025, VCTC received a claim for damages from the Claimant related to VCTC bus operations.

Pursuant to Section 23 of the Intercity Transit Services Agreement between the Ventura County Transportation Commission ("VCTC") and Roadrunner Management Services, Inc. ("Roadrunner") for the operation of bus service between VCTC and RATP Dev, RATP Dev is obligated to defend, indemnify, and hold harmless VCTC from all liability arising out of the provision of transportation services, including liability arising from the actions or omissions of VCTC employees, agents, or subcontractors.

In recognition of the above provision, VCTC has submitted a tender letter in connection with this claim to RATP Dev. RATP Dev has accepted tender and is processing the claim. Therefore, it is recommended that VCTC reject the claim.



[This page intentionally left blank.]



Item #10L

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: LINDSAY D'ANDREA, GENERAL COUNSEL

SUBJECT: PAGA CLAIM

RECOMMENDATION:

- It is recommended that the Ventura County Transportation Commission ("VCTC") reject a PAGA claim submitted to VCTC on behalf of Griselda Elizabeth Martinez ("Claimant") who is a former RATP Dev employee.

BACKGROUND:

On September 11, 2025, VCTC received a PAGA claim from the Claimant stemming from the Claimant's past employment with RATP Dev.

Pursuant to Section 23 of the Intercity Transit Services Agreement between the Ventura County Transportation Commission ("VCTC") and Roadrunner Management Services, Inc. ("Roadrunner") for the operation of bus service between VCTC and RATP Dev, RATP Dev is obligated to defend, indemnify, and hold harmless VCTC from all liability arising out of the provision of transportation services, including liability arising from the actions or omissions of VCTC employees, agents, or subcontractors.

In recognition of this provision, VCTC has submitted a tender letter in connection with this claim to RATP Dev. RATP Dev has accepted tender and is processing the claim. Therefore, it is recommended that VCTC reject the claim.



[This page intentionally left blank.]



Item #10M

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

SUBJECT: SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR OCTOBER 2025

RECOMMENDATION:

- *Receive and file a report on Santa Paula Branch Line updates for the month of October 2025.*

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.

The adopted Ventura County Transportation Commission (VCTC) Strategic Plan for Fiscal Years 2022/2023 – 2027/2028 includes three objectives related to the Santa Paula Branch Line (SPBL):

- 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.

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 October 2025.

DISCUSSION:

Updates and activities for the subject month include:

- *Leasing, Licensing, and Rights-of-Entry*
 - Two lease reassignments (Loose Caboose/Barnyard, Lindgren/Underwood) remain outstanding. Staff continued to follow up with the owner of the Barnyard on the draft lease and crossing agreement.
 - In alignment with the Commission-approved right-of-entry (ROE) permitting process, staff continue to coordinate with Sierra Northern Railway on review of ROE applications. Application instructions, template and mapping resources are available at <https://www.goventura.org/spbl>.
- *SPBL Trail Planning*
 - *Ventura Segment:* Staff continued to support the City of Ventura's efforts to plan, design, and conduct community engagement for the 4-mile section of the SPBL Trail from East

- Ventura/Montalvo 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>.
- *Santa Paula Extension*: Staff continued to support the City of Santa Paula's 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*:
 - Public engagement efforts continued during October. The fifth Project Development Team (PDT) was held on October 1, and the sixth PDT meeting was held on October 24.
 - Six additional planned one-on-one meetings were held with stakeholders during the month of October, including a presentation to youth at One Step a la Vez on October 27.
 - The SPBL Trail Master Plan Update team participated in the Saticoy Farmers Market on October 5 to share information and gather feedback on trail alignment and amenities.
 - The second public workshop was held on October 7 from 6:00-8:00PM in Santa Paula at the Agriculture Museum. Approximately 55 people attended the workshop.
 - Sierra Northern Railway conducted a high-rail tour of the SPBL with VCTC staff and the consultant team project manager to cover the section from Fillmore to Piru on October 13.
 - VCTC will present the project to the Ventura County Agricultural Policy Advisory Committee on November 12.
 - To create additional opportunities for community members to learn about the project and provide feedback that will contribute to developing alternatives and generating a defensible and implementable vision for the trail, the project team created a map-based community engagement survey tool with a brief introductory video, available in both English and Spanish. The tool collects feedback on alignments, key destinations, amenities and other features. The survey is available online via the project website and at: [Santa Paula Branch Line Trail Master Plan Update](#).
 - A web page dedicated to the Master Plan Update is available at <https://www.goventura.org/spbl-trail-master-plan>. The project email address is spbl.trail@goventura.org.
 - *Storm Damage and Response*
 - Staff continued to coordinate with FEMA and CalOES regarding the Sespe Creek Overflow railroad bridge repair project. 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). As of October 28, the Category B project has been in "Pending Award" status since August 25, and the Category C project has been in "Pending Large Project Review" status since September 16. Staff will continue to provide financial, environmental, and other project information and documentation to FEMA and CalOES upon request.
 - Construction began on September 3 and continued throughout September and October with installation of the water diversion, implementation of the fish protection plan, and other construction activities. Water diversion and relocation of native and special status species from the work area was completed on October 3.
 - The FEMA Activity Completion Deadline was October 13, 2025. VCTC submitted an extension request to CalOES and FEMA on October 2. An additional request to extend the period of performance will need to be filed upon obligation of funding by FEMA. VCTC requested a five-month extension to the Activity Completion Deadline, extending the completion deadline to March 13, 2026. VCTC also requested an extension to the RG-63 permit deadline from the U.S. Army Corps of Engineers through the end of February 2026.
 - Please refer to the Staff Report for Item 14 for additional information.

- *Coordination with Sierra Northern Railway*
 - Staff coordinated with SNR's Ventura Division General Manager on issuance of ROEs, Site Visits, Inspections, and other rail activities as needed.
 - SNR selected a new insurance broker in late 2024 to better meet its contractual obligations to VCTC. SNR will request an amendment to the Railroad Lease and Operations Agreement to align insurance requirements with current market conditions and available coverages.
 - SNR continues to work on replacement of the existing Ferris Drive bridge, located just east of Santa Paula Creek. The replacement bridge will be raised to address a low-clearance issue below the existing bridge. Due to a delay in availability of Sierra Northern's bridge construction subcontractor, SNR anticipates beginning the project by the end of the calendar year, which will require approximately one week to complete. The project will rebuild the bridge with a new steel structure with an open-deck design to raise the bridge using an industry standard design that will gain 6-8 inches of height from below the bridge. Sierra Northern conducts weekly inspections on the bridge to ensure safety and stability of the bridge until construction can be completed.
 - SNR and its sister company, Mendocino Railway, hired several new staff to prepare for additional rail service upon reopening of the Sespe Creek Overflow railroad bridge, with plans to begin service to freight customers on the eastern portion of the SPBL and to launch excursion services upon completion of bridge repairs.
 - Sierra Northern Railway's Ventura Division will host the 2025 Operation Toy Train event on Saturday, December 6 with several stops along the way. For the second year in a row, in partnership with [Operation Toy Train](#), the goal is to collect new unwrapped toys for donation to the Fillmore Fire Department and Santa Paula Rotary Club to be handed out to local children in need. Santa Claus will be on the train at each stop to meet and greet everyone of all ages who come out to see the train. Last year, Sierra Northern collected a total of 620 toys, with hopes to increase that number exponentially for 2025.

FISCAL IMPACT

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



[This page intentionally left blank.]



Item #10N

DATE: November 7, 2025
TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: ANDREW KENT, PROGRAM MANAGER
SUBJECT: RESOLUTION TO ACCEPT STATE HIGHWAY ACCOUNT FUNDING FOR THE
FREEWAY SERVICE PATROL (FSP) PROGRAM

RECOMMENDATION:

- Adopt Resolution No. 2025-11 to Provide Twenty-Five Percent (25%) Local Matching Fund Commitment and Authorize the Executive Director to Execute Funding Agreement No. FSP-26-6155(134) with Caltrans to Accept State Highway Account Funding Allocation for Freeway Service Patrol Operations.

PURPOSE/SUMMARY

Commission adoption of attached Resolution No. 2025-11 commits VCTC to a twenty-five percent (25%) local matching fund commitment to receive State Highway Account funds for Freeway Service Patrol operations.

BACKGROUND/CONTEXT

Freeway Service Patrol (FSP) provides roving tow trucks on portions of the highway system during peak traffic periods for rapid clearing of disabled vehicles and motorist assistance. FSP is implemented through a partnership between the Ventura County Transportation Commission (VCTC, acting in its capacity as the Ventura County Service Authority for Freeway Emergencies (SAFE), the California Highway Patrol (CHP), and Caltrans.

In 1992, the Freeway Service Patrol Act was established with funding from the State Highway Account. In 2017, Senate Bill (SB) 1 provided additional funding for the Freeway Service Patrol program. These funds are to be used by eligible regional and local agencies for traffic-congested urban freeways throughout the state to provide emergency roadside assistance. The FSP funds from the State Highway Account are allocated by Caltrans annually using a baseline formula-based method (County population, traffic congestion and freeway lane miles).

State funds are available to SAFE through to operate FSP with a required local match of twenty-five percent (25%). In December of 2019, the SAFE Board directed Staff to submit the original application to Caltrans for FSP funding, including the submittal of Commission Resolution 2019-02 demonstrating SAFE's commitment to the local match requirement for acceptance of State funds.

Since the FSP program began operations in March of 2021, SAFE has accepted approximately \$1.7 million of SHA funds and \$2.1 million in SHA funds from the State to operate the FSP program. The local match

share comes from a \$1 annual fee per vehicle registered in Ventura County, which is used to fund a variety of motorist aid programs, including emergency roadside callboxes and Incident Responder grants.

DISCUSSION

With the start Fiscal Year 2025/26, Caltrans provided SAFE Staff with a routine funding agreement to accept Ventura County's share of the SHA funding allocation for FSP operations. To accept the SHA allocation, Caltrans requires a resolution committing SAFE to the local match requirement to accompany the funding agreement. Staff reviewed Resolution 2019-02 from the original FSP funding application and determined the language did not well define SAFE's match commitment into the future. Per General Counsel's recommendation, Staff prepared Resolution 2025-XX with updated language specifying and reaffirming SAFE's budgetary match commitment for acceptance of State funds. The updated resolution will allow Staff to finalize the funding agreement with Caltrans and accept \$544,507.00 of SHA funds allocated to Ventura County FSP for Fiscal Year 2025/26.

The Staff recommendation to the SAFE Board is to adopt Resolution 2025-11 to provide the twenty-five percent (25%) local matching funds required to accept the SHA allocation and authorize the Executive Director to enter into Funding Agreement No. FSP-25-6155(128). Staff will return to the SAFE Board for approval of a funding agreement for SB1 funds when the final allocation is made available by the State.

FISCAL IMPACT:

Adoption of Resolution No. 2025-XX commits VCTC to budgeting \$137,545.00 of local SAFE funds for Freeway Service Patrol operations to accept a \$550,180.00 SHA allocation from the State.

ATTACHMENTS:

Attachment A. Resolution No. 2025-11



Item 100

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
**SUBJECT: SUPPORT FOR SCAG APPLICATION TO CALTRANS SUSTAINABLE
TRANSPORTATION PLANNING GRANT FOR REGIONAL ACTIVE
TRANSPORTATION INVENTORY**

RECOMMENDATION:

- *Authorize the Executive Director to support an application by the Southern California Association of Governments (SCAG) as a sub-applicant for a Fiscal Year 2026-27 Caltrans Sustainable Transportation Planning Grant to develop a regional inventory of active transportation facilities.*

PURPOSE/SUMMARY:

The purpose of this report is to seek Commission approval to support an application by SCAG for a Caltrans Sustainable Transportation Planning Grant and for VCTC to serve as a sub-applicant to develop a regional inventory of active transportation facilities.

BACKGROUND:

In September 2025, Caltrans released the Fiscal Year 2026-27 Sustainable Transportation Planning Grant Application Guide and Call for Applications. A total of \$34.5 million is available for transportation planning projects statewide across two project areas: Sustainable Communities and Strategic Partnerships. Applications are due November 21, 2025, by 5 p.m. Eligible planning projects must have a transportation nexus, directly benefit the multimodal transportation system, improve public health, social equity, environmental justice, and the environment, and provide other important community benefits.

As a Metropolitan Planning Organization (MPO), SCAG is an eligible applicant if they partner with at least one Regional Transportation Planning Agency (RTPA) as a sub-applicant. SCAG has requested that VCTC and other County Transportation Commissions within the region sign onto the application as sub-applicants. The proposed SCAG application will be structured to compete for the Sustainable Communities Technical category. The application would not compete directly with the proposed VCTC application for a Sustainable Transportation Planning Grant for the proposed State Route 126 multimodal corridor study and safety plan, which will compete for the Strategic Partnerships category.

SCAG provided the following draft project description for VCTC consideration:

Connected Paths: Building a Regional Inventory for Active Transportation
SCAG proposes to develop a comprehensive, GIS-based regional inventory of active transportation facilities, including bike lanes, sidewalks, crosswalks, and shared-use paths, across its six-county jurisdiction. This foundational dataset will enable local and regional planners to identify critical gaps in connectivity, prioritize investments, and advance multimodal projects that support mode shift and reduce greenhouse gas emissions. The project will directly support implementation of Connect SoCal and Caltrans' Climate Action Plan for Transportation Infrastructure (CAPTI) by providing actionable data for equity-focused planning, safety improvements, and climate-aligned

infrastructure. Building on lessons from the San Bernardino County Transportation Authority's 2020 inventory, SCAG will coordinate with county transportation commissions and local jurisdictions to ensure consistency, scalability, and integration with existing planning tools. The resulting connectivity analyses will inform project development, funding applications, and regional performance tracking, positioning Southern California to lead in delivering safe, connected, and low-carbon mobility networks.

Sub-applicants must co-sign the application. If awarded the grant, SCAG would propose a letter of commitment to formalize the applicant/sub-applicant relationship. SCAG does not anticipate any additional staff commitments from sub-applicants. SCAG would provide updates to sub-applicants throughout the project. SCAG is considering a technical advisory committee (likely comprised of the County Transportation Commissions) that would meet periodically, at most on a quarterly basis, for project updates and feedback.

DISCUSSION:

Having access to a comprehensive, GIS-based regional inventory of active transportation facilities would assist VCTC, county, and city staff to better plan, maintain and improve active transportation infrastructure and facilities. Current data collection on active transportation facilities is typically conducted on a project-by-project basis. VCTC updates bicycle infrastructure data approximately every five years with the assistance of county and city staff but does not currently track and monitor pedestrian infrastructure. The proposed regional active transportation facilities inventory will provide a comprehensive baseline across the region that will assist local planners and decision makers with both active and traditional transportation infrastructure planning and contribute to regional connectivity across county and city boundaries.

FISCAL IMPACT:

There is no fiscal impact on VCTC of the proposed action. If the SCAG grant application is successful, SCAG will provide any required local match. VCTC staff would contribute to the project through review of draft products and participation in an advisory committee using existing approved staff time included in the Regional Transportation Planning Program budget.

ATTACHMENTS:

None



Item #10P

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

**SUBJECT: CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT APPLICATION
MULTIMODAL CORRIDOR STUDY AND SAFETY PLAN FOR STATE ROUTE 126**

RECOMMENDATION:

- *Authorize the Executive Director to apply for a Fiscal Year 2026-27 Caltrans Sustainable Transportation Planning Grant to prepare a multimodal corridor study and safety plan for State Route 126 in Ventura County.*

PURPOSE/SUMMARY:

The purpose of this report is to provide an overview of operational and safety concerns related to State Route 126 and to seek Commission approval to submit a grant application to Caltrans for a Sustainable Transportation Planning Grant to prepare a multimodal corridor study and safety plan for SR-126.

BACKGROUND:

State Route (SR) 126 through Ventura County extends from U.S. 101 through the cities of Ventura, Santa Paula and Fillmore and the unincorporated community of Piru to the Los Angeles County line and Interstate 5 in Santa Clarita. In recent years, community concerns over traffic congestion and safety of SR-126 have increased. Caltrans has evaluated and implemented improvements to SR-126 and is currently conducting a safety analysis. Initial data collection and assessment conducted by VCTC staff for SR-126 indicate that crashes occur at a lower rate per vehicle mile traveled (VMT) on SR-126 than other highways in the county but have higher rates of fatalities and severe injuries. SR-126 is best characterized as lower risk, but high consequence. The primary crash factor for SR-126 is most frequently improper turning, though speeding (30% of crashes) and drugs and alcohol involvement (13%) are also common factors. Figure 1 presents Traffic Collisions Data from January 1, 2024 – March 31, 2025 for all highways in Ventura County per the Traffic Injury Mapping System (TIMS).

Ventura County Highways: TIMS Database 07/01/2022 - 06/30/2025							
Route	Total Crashes	Fatalities	Injury - Severe	Injury - Visible	Injury - Pain	DVMT 2023	Est. Crashes per Million VMT
SR126	357	17	48	210	277	1,494,392	0.22
US101	1229	12	89	564	1115	4,963,149	0.23
SR118	399	13	45	179	299	1,638,460	0.22
SR23	212	4	15	94	146	642,772	0.30
SR33	179	10	22	107	100	319,651	0.51
SR1	125	13	27	90	80	297,277	0.38
SR150	120	5	15	61	71	164,854	0.66
SR34	70	1	4	23	74	104,979	0.61
SR232	51	2	6	18	45	56,495	0.82

Figure 1. TIMS Traffic Collisions Data January 1, 2024 – March 31, 2025

Figure 2 presents a heat map of SR-126 Traffic Collisions for the period of 2018 – 2022.

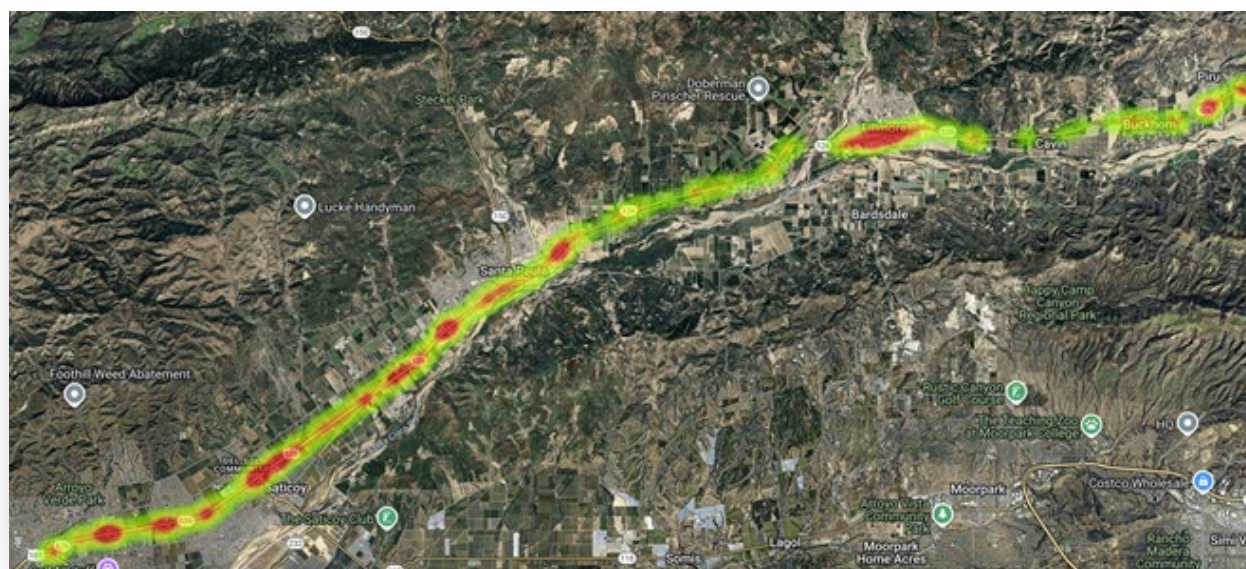


Figure 2. TIMS Traffic Collisions Heat Map (2018 – 2022)

The cities of Ventura, Santa Paula and Fillmore and the Piru community have seen significant residential and employment growth in recent years. A new hospital is planned in Santa Paula and significant development is planned in northern Los Angeles County. The SR-126 corridor cities have among the highest VMT per capita of Ventura County cities. The City of Fillmore's Baseline 2016 VMT per capita at 26 is substantially higher than that of the overall Ventura County VMT per capita at 16. The 2040 projected VMT per capita for Fillmore is 36, twice that of the projected countywide VMT per capita of 18. Santa Paula has a 2016 Baseline VMT per capita of 15, with a projected increase to 21 VMT per capita by 2040. The cities of Santa Paula and Fillmore both include Priority Development Areas (Neighborhood Mobility Areas) designated in the Connect SoCal 2024 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) within the SR-126 corridor. The SR-126 corridor also includes the Santa Paula Branch Line railroad, a 32-mile short line railroad and associated right-of-way with 29 miles of active track, owned by VCTC. Current planning efforts for the Branch Line corridor include a Trail Master Plan Update and County of Ventura efforts to deploy broadband infrastructure.

DISCUSSION:

To address community concerns, relatively high existing and projected VMT, and projected growth along the SR-126 corridor in Ventura and Los Angeles Counties, VCTC staff propose to apply for a Sustainable Transportation Planning Grant from Caltrans to prepare a multimodal corridor study and safety plan for SR-126 in Ventura County. The corridor study will follow the Caltrans Comprehensive Multimodal Corridor Plan (CMCP) Guidelines. Completing a CMCP for SR-126 would enable VCTC to apply for SB-1 Solutions for Congested Corridors Program (SCCP) funding for roadway, transit, active transportation, safety, and other improvements within the corridor.

In September 2025, Caltrans released the Fiscal Year 2026-27 Sustainable Transportation Planning Grant Application Guide and Call for Applications. A total of \$34.5 million is available for transportation planning projects statewide across two project areas: Sustainable Communities and Strategic Partnerships. Applications are due November 21, 2025, by 5 p.m. Eligible planning projects must have a transportation nexus, directly benefit the multimodal transportation system, improve public health, social equity, environmental justice, and the environment, and provide other important community benefits.

VCTC is an eligible Primary Applicant for the Caltrans Sustainable Transportation Planning Grant program as the Regional Transportation Planning Agency (RTPA) serving Ventura County. The proposed application will be structured to compete for the Strategic Partnerships category, which funds transportation planning

studies in partnership with Caltrans that address the regional, interregional, and statewide needs of the State Highway System, and assist in achieving the Caltrans Mission and Grant Program Objectives.

The purpose of the corridor study is to improve safety, operations, and multimodal transportation options in the SR-126 corridor. The proposed SR-126 Comprehensive Multimodal Corridor Study and safety plan would use a similar approach and scope of work used for the *SR-1 Pacific Coast Highway Climate Master Plan Feasibility Study*, *Santa Monica Boulevard Safety Enhancement Study*, and *101 Communities Connected Multimodal Corridor Study*.

FISCAL IMPACT:

The scope of work and cost estimate are still under development, but the estimated grant application amount is approximately \$400,000. A local match of 20% is required and will be included in the Fiscal Year 2026/2027 VCTC Draft Budget request (approximately \$50,000), within the Regional Transportation Planning Program budget, if VCTC is successful in its application.

ATTACHMENTS:

Draft Project Description

Draft Project Description (Limited to 5 sentences):

To address community concerns, relatively high existing and projected Vehicle Miles Traveled (VMT), and projected growth along the State Route (SR) 126 corridor in Ventura and Los Angeles Counties, the Project will produce a multimodal corridor study and safety plan for SR-126 in Ventura County. The corridor study will follow the Caltrans Comprehensive Multimodal Corridor Plan (CMCP) Guidelines and will improve safety, operations, and multimodal transportation options in the SR-126 corridor. The Project will be developed in collaboration with Caltrans, the County of Ventura, and cities of Fillmore, Santa Paula, and Ventura. The project will complement other ongoing planning efforts, including the Santa Paula Branch Line Trail Master Plan Update, and build on completed plans such as the Ventura County Freight Corridors Study. The purpose of this plan is to develop a comprehensive multimodal corridor study and transportation safety plan for SR-126 that (1) Provides an assessment of the current and projected future multimodal transportation conditions and outline potential short-, medium-, and long-term strategies to address safety and congestion concerns; (2) Improves safety and mobility for all users of the route by identifying opportunities to create or enhance Complete Streets features; (3) Reflects a balanced vision for the corridor including potential strategies and funding mechanisms to address the needs of the corridor, as determined by collaborative discussions and input from partners, stakeholders, and the public.



Item #10Q

DATE: NOVEMBER 7, 2025
TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
**SUBJECT: VENTURA COUNTY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM –
SUBMITTAL FOR 2026 STATE TRANSPORTATION IMPROVEMENT PROGRAM**

RECOMMENDATION:

- Approve the proposed 2026 State Transportation Improvement Program submittal to the California Transportation Commission as shown in Attachment 1

PURPOSE

State law requires the adoption and submittal of the State Transportation Improvement Program (STIP) by December 15 of each odd-numbered year to the California Transportation Commission (CTC). The Ventura County Transportation Commission (VCTC) is the agency responsible for developing the STIP for Ventura County.

BACKGROUND

The STIP is a five-year capital improvement program of transportation projects on and off the State Highway System funded with revenues from the State Highway Account and the Public Transportation Account. The STIP is divided into two subprograms: the Interregional Transportation Improvement Program (ITIP) funded with 25% of STIP funding and the Regional Transportation Improvement Program (RTIP) funded with 75% of STIP funding. The RTIP is further divided between Northern and Southern California and then subdivided by formula into county shares. RTIP county shares are available solely for projects nominated by regional agencies, such as VCTC, while the California Department of Transportation (Caltrans) nominates projects for the ITIP. Funding levels for the STIP have varied from year to year depending on the overall economic situation at the state and federal levels. Although Senate Bill 1 (SB 1), the state funding bill passed by the Legislature in April 2017, did not add new funding to the STIP, it stabilized the historically volatile funding source by eliminating price-based adjustments to the fuel excise tax and restoring a consistent base rate. SB 1 also includes an annual indexing of fuel taxes to inflation to stop the degradation of STIP funding revenue.

The 2026 STIP will program VCTC's share of STIP RTIP funds for the five-year period starting July 1, 2026 through June 30, 2031. The CTC is scheduled to publish the 2026 STIP staff recommendations on February 27, 2026 and adopt the 2026 STIP at the March 2026 CTC meeting.

DISCUSSION

Every new STIP includes projects carried forward from the previous STIP, if applicable, plus new projects and/or reserves from among those proposed by regional agencies in their RTIPs. The statewide capacity for the 2026 STIP Fund Estimate identifies new capacity in the two years added to the STIP period (fiscal years 2029/30 and 2030/31) and identifies no additional capacity in the first three years of the 2026 STIP (fiscal years 2026/27, 2027/28, 2028/29). County shares are calculated using the statutorily-driven formula distribution of population and highway lane miles. Ventura County's 2026 STIP share includes a net carryover/unprogrammed balance of \$101,847,000 and new County Share formula distribution funds of \$11,936,000 through 2030/31 for a total amount of \$113,783,000.

PROPOSED 2026 PROGRAM

Planning, Programming, and Monitoring

Planning, Programming, and Monitoring (PPM) is used annually by VCTC to fund planning and programming activities performed by VCTC staff and consultants and can be programmed up to a maximum of 5% of the county share. Existing PPM programming capacity in Fiscal Year (FY) 2028/29 from the 2024 STIP totals \$444,850. The 2026 STIP provides an additional \$596,800 in new PPM programming capacity for the three-year period from FY 2028/29 through FY 2030/31. Staff recommends dividing the sum of these available funds (approximately \$1,042,000) equally for this three-year period for totals of about \$347,000 per year as shown in Table 1. Staff recommends no changes to the existing PPM programming in FY 2026/27 and FY 2027/28.

Table 1: 2026 STIP Proposed Programming of PPM

	(1,000s)					
	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Existing PPM funds Programmed in 2024 STIP	\$487	\$487	\$445	\$0	\$0	\$1,419
Proposed Programming of New PPM funds	\$0	\$0	-\$97	\$347	\$347	\$597
Proposed PPM Programming in 2026 STIP	\$487	\$487	\$348	\$347	\$347	\$2,016

US 101 High Occupancy Vehicle/Express Bus Lane Project

Under VCTC's adopted policy, the US 101 High Occupancy Vehicle (HOV)/Express Bus Lane Project is the priority for STIP funds. At the May 9, 2025 meeting, the Commission approved designation of the northbound segment of US 101 from Flynn Road in Camarillo to Johnson Drive in Ventura as Phase 1 of the US 101 HOV/Express Bus Lane Project. This 10-mile segment provides the most cost-effective near-term congestion relief in the corridor and was unanimously supported by the project development team, which includes Caltrans and the corridor cities. The Commission also directed staff to return with recommendations to program the necessary funds for the construction phase through upcoming STIP and Surface Transportation Block Grant (STBG) funding cycles. Therefore, after subtracting \$2,016,000 in PPM funds and \$3,744,000 for the Hueneme Road Widening Project described in the next paragraph, staff recommends that the remaining \$108,023,000 in Ventura County RTIP funds be programmed in the 2026 STIP. It is anticipated that the environmental clearance for the US 101 HOV/Express Bus Lane Project will be completed in 2027, allowing the nomination of Phase 1 in the 2026 STIP.

Hueneme Road Widening: Edison Drive to Rice Avenue

Staff recommends programming \$3,744,000 in 2026 STIP funds in FY 2026/27 to complete final

design and right-of-way acquisition for the Hueneme Road Widening Project. The Project will widen Hueneme Road between Edison Drive and Rice Avenue from two to four lanes and includes the addition of Class II bike lanes in both directions. The Project will eliminate the final traffic bottleneck along the Hueneme Road–Rice Avenue Truck Corridor, the primary goods-movement route between the Port of Hueneme and US 101, which also serves Naval Base Ventura County for military mobilization. Designated a Highway of National Significance in the California Freight Mobility Plan, the corridor supports vital freight and defense operations. In partnership with the County of Ventura as implementing agency, VCTC secured Trade Corridor Enhancement Program (TCEP) funding at the June 2025 California Transportation Commission meeting to partially fund design and right-of-way phases. The proposed STIP programming will fulfill the 30 percent local match required for the TCEP award.

It should be noted that the Camarillo Central Avenue Bike Lanes Project is programmed in the current 2024 STIP. This project is programmed in FY 2025/26 which is outside of the 2026 five-year STIP period. Attachment A reflects existing STIP programming, proposed changes, and the overall 2026 STIP proposal. Funds for the Camarillo Central Avenue Bike Lanes Project are reflected in the Prior column in Attachment 1. Changes to proposed programming years may be necessary as CTC staff coordinates annual programming statewide and project schedules are refined.

FISCAL IMPACT:

No fiscal impact associated with programming of funding. PPM and project allocations will be included in fiscal year budgets as appropriate.

ATTACHMENTS

Attachment 1

ATTACHMENT 1

Existing 2024 STIP Funding Summary (1,000s)

Agency	Project	Programming by Fiscal Year						Total ²	Project Totals by Component					
		Prior	26-27	27-28	28-29	29-30	30-31		R/W	CON	E&P	PS&E	R/W Sup	Con Sup
VCTC	Planning, programming & monitoring		487	487	445			1,419		1,419				
Camarillo	Camarillo Central Ave Bike Lanes ¹	4,667						-		4,667				
TOTAL		4,667	487	487	445	-	-	1,419						

Proposed Changes in 2026 STIP (1,000s)

Agency	Project	Programming by Fiscal Year						Total ²	Project Totals by Component					
		Prior	26-27	27-28	28-29	29-30	30-31		R/W	CON	E&P	PS&E	R/W Sup	Con Sup
VCTC	Planning, programming & monitoring				(97)	347	347	597		597				
Camarillo	Camarillo Central Ave Bike Lanes ¹							-						
VCTC	US 101 HOV/Express Bus Lane Project						108,023	108,023		108,023				
County of Ventura	Hueneme Rd Widening		3,744					3,744	3,467			277		
TOTAL		-	3,744	-	(97)	347	108,370	112,364						

Proposed 2026 STIP Funding Summary (1,000s)

Agency	Project	Programming by Fiscal Year ³						Total ²	Project Totals by Component					
		Prior	26-27	27-28	28-29	29-30	30-31		R/W	CON	E&P	PS&E	R/W Sup	Con Sup
VCTC	Planning, programming & monitoring	-	487	487	348	347	347	2,016		2,016				
Camarillo	Camarillo Central Ave Bike Lanes ¹	4,667	-	-	-	-	-	-		-				
VCTC	US 101 HOV/Express Bus Lane Project	-	-	-	-	-	108,023	108,023		108,023				
County of Ventura	Hueneme Rd Widening	-	3,744	-	-	-	-	3,744	3,467			277		
TOTAL		4,667	4,231	487	348	347	108,370	113,783						

¹This project is programmed in the 2024 STIP in FY 2025/26, outside of the 2026 STIP period.

²Totals do not include figures in the Prior column.

³Programming years may change due to statewide capacity or project schedule updates.



Item #10R

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: HEATHER MILLER, PROGRAM MANAGER
SUBJECT: AUTHORIZATION TO AMEND TRANSIT GRANT ADMINISTRATION BUDGET

RECOMMENDATION:

- Approve budget amendment for the FY 2025/26 Transit Grant Administration budget to increase revenues by \$1,452,335 in State of Good Repair funds and increase expenditures in Pass-Through Grants by an equal amount.

BACKGROUND:

In September 2024, the Ventura County Transportation Commission (VCTC) adopted Resolution 2024-10 approving a project list for FY 2024/25 State of Good Repair (SGR) funds for Ventura County projects. The project list included an award of SGR Regional Public Utilities Code (PUC) 99313 funds totaling \$1,452,335 to the City of Thousand Oaks for the purchase of six (6) dial-a-ride vans. This award of SGR regional share funds was approved by the VCTC in December 2022 as part of the 2022 Congestion Mitigation and Air Quality (CMAQ)/Transportation Development Act (TDA) Article 3/SGR call-for-projects.

DISCUSSION:

The first purchase order was issued by the City of Thousand Oaks to A-Z Bus Sales in September of 2024 for two (2) electric vans. Delivery on the first order experienced a series of delays. The City of Thousand Oaks placed a second order for an additional two (2) vehicles in April 2025. The delivery of all four (4) vans is now anticipated to be in November of 2025. The remaining two (2) vans of the six (6) in total will be ordered early next year. The City of Thousand Oaks will submit invoices to VCTC for reimbursement of the cost of the vehicles once delivered. Staff seeks approval of this budget amendment in order to pass through identified SGR funds upon receipt of the invoices.

FISCAL IMPACT:

As noted in the recommendation, Transit Grant Administration budget revenues will increase by \$1,452,335 in SGR PUC 99313 funds; likewise the Pass-Through Grant expenditure line item will increase by \$1,452,335.



[This page intentionally left blank.]



Item #11

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: HEATHER MILLER, PROGRAM MANAGER

SUBJECT: APPROVAL OF FISCAL YEAR 2025/2026 PROGRAM OF PROJECTS AND PUBLIC HEARING

RECOMMENDATION:

- Open public hearing and receive testimony.
- Approve the Program of Projects for federal transit operating, planning and capital assistance for Fiscal Year 2025/26 in Attachment A.

BACKGROUND:

The Federal Transit Administration (FTA) requires that the public be provided an opportunity to review transit projects proposed to be funded with federal dollars. As the designated recipient of federal transit funds, the Ventura County Transportation Commission (VCTC) is required to hold a public hearing and adopt a yearly Program of Projects (POP) which lists projects to be funded with federal funds in each of the four urban areas in Ventura County. VCTC prepares the POP using separate programs for the Oxnard/Ventura, Thousand Oaks/Moorpark, Simi Valley, and Camarillo urbanized areas as defined by the U.S. Census Bureau. The POP public notice was published in the Ventura County Star on November 3-5 inviting public comment.

DISCUSSION:

The attached Fiscal Year (FY) 2025/26 Program of Projects table includes the recommended projects for each of the urbanized areas in Ventura County based on anticipated FY 2025/26 funds, prior year carry-over funds, and federal discretionary (competitive grant) funds with an expected use in the 2026 fiscal year.

In order to prepare the POP, VCTC staff provides Ventura County transit operators (Gold Coast Transit District and cities of Camarillo, Moorpark, Simi Valley and Thousand Oaks) with estimated FTA revenues and expenses for the year for the four urbanized areas. Estimates incorporate 2020 Census population data and bus service data as reported annually to the National Transit Database (NTD) by transit operators. Under VCTC's adopted policy, the estimated revenue generated under the FTA formula by each transit operator's service provides the target amount for that operator's program. For agencies providing local bus service, the programming target includes the amount generated under the formula for the jurisdiction's population after subtracting out a share of costs for VCTC's Countywide Planning activities. Transit operators provide proposed programs based on the estimated revenue apportioned to each operator for inclusion in the POP. VCTC Countywide planning activities include Bus Planning, Fare Collection/APC Data Management, APC/AVL Equipment Acquisition, Transit Planning and Programming, and the operation of the Transit Information Center.

The POP includes FTA Section 5307 formula funds used for transit capital projects, operating assistance, and transportation-related planning and FTA Section 5339 capital funds to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. FTA Section 5337 State of Good Repair (SGR) generated revenue funds are generated by Metrolink service and used for Metrolink Preventive Maintenance and Capital Rehabilitation projects.

Discretionary (competitive grant) funds are also identified in the POP including second year funding for projects selected in the most recent 2024 FTA Section 5310 (Seniors and Disabled) and 5307/Jobs Access/Reverse Commute (JARC) call-for-projects approved by this Commission in November 2024. Congestion Mitigation and Air Quality Improvement (CMAQ) and Congestion Reduction Program (CRP) federally funded transit projects awarded through the 2024 SCAG call-for-projects and anticipated to be obligated in the coming year are also included in the 2026 POP.

As a reminder, the POP is based on estimates for FY 2025/26 federal transit funding as authorized under the fifth and final year of the Infrastructure Investment Jobs Act (IIJA); should the adopted FY 2026 federal transportation budget be lower than these estimates, it will be necessary to make changes to the POP.

The Transit Operators Committee (TRANSCOM) approved the FY 2026 POP on October 8, 2025.

Program of Projects

The Ventura County Transportation Commission (VCTC) will hold a public hearing on the Program of Projects (POP) for the Oxnard, Thousand Oaks, Camarillo and Simi Valley Urbanized Areas (UAs) for projects to be funded with Federal Transit Administration funds in the 2025/26 Fiscal Year (FY 2026). The funds available in FY 2026 are estimated to be \$456,000 in Section 5310 funds and \$22,496,000 in other funds for the Oxnard UA, \$282,000 in Section 5310 funds and \$12,380,000 in other funds for the Thousand Oaks UA, \$2,696,000 for the Camarillo UA, and \$3,820,000 for the Simi Valley UA, based on anticipated FY 2026 funds, prior year carry-over funds, and federal discretionary funds. The public hearing will be held at 9:00 a.m. on Friday, November 7, 2025 at the Camarillo City Council Chamber, 601 Carmen Drive, in Camarillo. The POP is available for public inspection at 751 E. Daily Drive, Suite 420, Camarillo CA 93010, and online at <https://www.goventura.org/work-with-vctc/grant-opportunities/>. Unless a subsequent list is published, this list will become the final Program of Projects for inclusion in the Federal Transportation Improvement Program.

FY 2025/26 Federal Transit Program of Projects**OXNARD/VENTURA URBANIZED AREA**

	Total Cost	Federal Share	Local Share & Other
Gold Coast Transit			
<u>Operating Assistance</u>			
Operating Assistance (FY 26/27)	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000
Late Night Safe Rides (5307 JARC)	\$ 716,318	\$ 358,159	\$ 358,159
GCTD On Demand Paratransit Service to Camarillo	\$ 180,250	\$ 90,125	\$ 90,125
Total Operating	\$ 2,716,318	\$ 1,358,159	\$ 1,358,159
<u>Capital Assistance</u>			
Preventive Maintenance (FY 26/27)	\$ 3,318,854	\$ 2,655,083	\$ 663,771
Operations and Maintenance Facility	\$ 919,443	\$ 735,554	\$ 183,889
Debt Service			
Operations and Maintenance Facility	\$ 823,558	\$ 658,846	\$ 164,712
Debt Service (5339)			
ADA Paratransit Service (FY 26/27)	\$ 1,577,420	\$ 1,261,936	\$ 315,484
Total Capital	\$ 6,639,274	\$ 5,311,419	\$ 1,327,855
Total Gold Coast	\$ 9,355,592	\$ 6,669,578	\$ 2,686,014
Ventura County Transportation Commission			
<u>Operating Assistance</u>			
VCTC Intercity Operating Assistance (FY 26/27)	\$ 3,155,802	\$ 1,577,901	\$ 1,577,901
Total Operating	\$ 3,155,802	\$ 1,577,901	\$ 1,577,901
<u>Planning Assistance</u>			
VCTC Bus Service Planning (FY 25/26)	\$ 600,000	\$ 480,000	\$ 120,000
Regional Transit Information Center (FY 25/26)	\$ 95,055	\$ 76,044	\$ 19,011
Countywide Transit Outreach (FY 26/27)	\$ 636,000	\$ 636,000	\$ -
(CMAQ Funds)			
Total Planning	\$ 1,331,055	\$ 1,192,044	\$ 139,011
<u>Capital Assistance</u>			
Fare/APC/AVL Equipment	\$ 1,037,500	\$ 830,000	\$ 207,500
VCTC Intercity Rehab / Facility Lease (5339)	\$ 200,042	\$ 200,042	\$ -
Metrolink Preventive Maintenance (FY 26/27)	\$ 2,908,346	\$ 2,908,346	\$ -
Metrolink Capital Rehab (FY 26/27) (5337)	\$ 8,169,202	\$ 8,169,202	\$ -
Total Capital	\$ 12,315,090	\$ 12,107,590	\$ 207,500
Total VCTC	\$ 16,801,947	\$ 14,877,535	\$ 1,924,412
Valley Express			
<u>Operating Assistance</u>			
Operating Assistance (FY 26/27)	\$ 1,137,838	\$ 568,919	\$ 568,919
Total Operating	\$ 1,137,838	\$ 568,919	\$ 568,919
<u>Capital Assistance</u>			
Preventive Maintenance (FY 26/27)	\$ 474,099	\$ 379,279	\$ 94,820
Total Capital	\$ 474,099	\$ 379,279	\$ 94,820
Total Valley Express	\$ 1,611,937	\$ 948,198	\$ 663,739
TOTAL	\$27,769,476	\$ 22,495,311	\$ 5,274,165

FY 2025/26 Federal Transit Program of Projects

THOUSAND OAKS/MOORPARK URBANIZED AREA

	Total Cost	Federal Share	Local Share & Other
Ventura County Transportation Commission			
<u>Planning Assistance</u>			
Transit Information Center (FY 25/26)	\$ 409,775	\$ 327,820	\$ 81,955
Fare Collection/APC/AVL Data Management	\$ 662,500	\$ 530,000	\$ 132,500
Total Planning	\$ 1,072,275	\$ 857,820	\$ 214,455
<u>Capital Assistance</u>			
VCTC Intercity Preventive Maintenance (FY 26/27)	\$ 592,140	\$ 473,712	\$ 118,428
VCTC Intercity Rehab / Facility Lease (5339)	\$ 86,474	\$ 86,474	\$ -
Metrolink Preventive Maintenance (FY 26/27)	\$ 1,059,188	\$ 1,059,188	\$ -
Metrolink Prev Maintenance (FY 26/27) (5337)	\$ 2,532,466	\$ 2,532,466	\$ -
Metrolink Capital Rehab (FY 26/27) (5337)	\$ 3,161,726	\$ 3,161,726	\$ -
Total Capital	\$ 7,431,994	\$ 7,313,566	\$ 118,428
Total VCTC	\$ 8,504,269	\$ 8,171,386	\$ 332,883
City of Thousand Oaks			
<u>Operating Assistance</u>			
Operating Assistance	\$ 1,919,186	\$ 959,593	\$ 959,593
Total Operating	\$ 1,919,186	\$ 959,593	\$ 959,593
<u>Capital Assistance</u>			
Four Electric Replacement 30-35' Buses (CMAQ)	\$ 3,000,000	\$ 2,655,900	\$ 344,100
EV Charging Infrastructure	\$ 173,414	\$ 138,731	\$ 34,683
EV Charging Infrastructure (5339)	\$ 139,086	\$ 111,269	\$ 27,817
Total Capital	\$ 3,312,500	\$ 2,905,900	\$ 406,600
Total Thousand Oaks	\$ 5,231,686	\$ 3,865,493	\$ 1,366,193
City of Moorpark			
<u>Operating Assistance</u>			
Operating Assistance	\$ 250,000	\$ 125,000	\$ 125,000
On-Demand Rideshare Program	\$ 150,000	\$ 75,000	\$ 75,000
Total Operating	\$ 400,000	\$ 200,000	\$ 200,000
<u>Capital Assistance</u>			
On-Demand Rideshare Program	\$ 93,750	\$ 75,000	\$ 18,750
DAR Capital Contract Cost (5339)	\$ 78,945	\$ 31,578	\$ 47,367
Bus Preventive Maintenance	\$ 45,851	\$ 36,681	\$ 9,170
Total Capital	\$ 218,546	\$ 143,259	\$ 75,287
Total Moorpark	\$ 618,546	\$ 343,259	\$ 275,287
TOTAL	\$ 14,354,501	\$ 12,380,138	\$ 1,974,363

FY 2025/26 Federal Transit Program of Projects

CAMARILLO URBANIZED AREA

	Total Cost	Federal Share	Local Share & Other
Ventura County Transportation Commission			
<u>Planning Assistance</u>			
Transit Information Center (FY 25/26)	\$ 63,920	\$ 51,136	\$ 12,784
Transit Planning and Programming (FY 25/26)	\$ 314,368	\$ 251,494	\$ 62,874
Total VCTC	\$ 378,288	\$ 302,630	\$ 75,658
City of Camarillo			
<u>Planning Assistance</u>			
Transit Planning	\$ 100,000	\$ 80,000	\$ 20,000
Total Planning	\$ 100,000	\$ 80,000	\$ 20,000
<u>Operating Assistance</u>			
Operating Assistance (FY 26/27)	\$ 1,709,952	\$ 854,976	\$ 854,976
Metrolink Station Maintenance Operations (FY26/27)	\$ 80,000	\$ 40,000	\$ 40,000
Total Operating	\$ 1,789,952	\$ 894,976	\$ 894,976
<u>Capital Assistance</u>			
Replacement Transit Vehicles - ICE (5339)	\$ 300,000	\$ 240,000	\$ 60,000
ADA Paratransit Service (FY 26/27)	\$ 252,163	\$ 201,730	\$ 50,433
Bus Preventive Maintenance (FY 26/27)	\$ 1,219,901	\$ 975,921	\$ 243,980
Total Capital	\$ 1,772,064	\$ 1,417,651	\$ 354,413
Total Camarillo	\$ 3,662,016	\$ 2,392,627	\$ 1,269,389
TOTAL	\$ 4,040,303	\$ 2,695,257	\$ 1,345,046

SIMI VALLEY URBANIZED AREA

	Total Cost	Federal Share	Local Share & Other
Ventura County Transportation Commission			
<u>Planning Assistance</u>			
Transit Planning and Programming (FY 25/26)	\$ 679,383	\$ 543,506	\$ 135,877
Total VCTC	\$ 679,383	\$ 543,506	\$ 135,877
City of Simi Valley			
<u>Operating Assistance</u>			
Operating Assistance	\$ 5,806,340	\$ 2,903,170	\$ 2,903,170
Total Operating	\$ 5,806,340	\$ 2,903,170	\$ 2,903,170
<u>Capital Assistance</u>			
Non Fixed-Route ADA Paratransit Capital	\$ 465,768	\$ 372,614	\$ 93,154
Total Capital	\$ 465,768	\$ 372,614	\$ 93,154
Total Simi Valley	\$ 6,272,108	\$ 3,275,784	\$ 2,996,324
TOTAL	\$ 6,951,490	\$ 3,819,290	\$ 3,132,200

FY 2025/26 Federal Transit Program of Projects

FY 25/26 SECTION 5310 PROGRAM OF PROJECTS

OXNARD/VENTURA URBANIZED AREA	Total Cost	Federal Share	Local Share & Other
<u>Planning Assistance</u>			
<u>Program Administration</u>	\$ 46,455	\$ 46,455	\$ -
<u>Operating Assistance</u>			
Help Of Ojai Operating Assistance	\$ 36,608	\$ 36,608	\$ -
GCTD On-Demand Paratransit Service to Camarillo	\$ 45,700	\$ 22,850	\$ 22,850
Area Agency on Aging MediRide Program	\$ 142,168	\$ 71,084	\$ -
<u>Capital Assistance</u>			
GCTD Flexible Services Fleet Vehicle Replacement	\$ 347,693	\$ 278,154	\$ 69,539
TOTAL	\$ 618,624	\$ 455,151	\$ 92,389
THOUSAND OAKS/MOORPARK URBANIZED AREA	Total Cost	Federal Share	Local Share & Other
<u>Planning Assistance</u>			
Program Administration	\$ 28,749	\$ 28,749	\$ -
<u>Operating Assistance</u>			
Caregivers Transportation for Low Income Seniors	\$ 95,000	\$ 95,000	\$ -
Catholic Charities of LA, Inc.- Ventura County Oasis Volunteer Driver Program	\$ 20,000	\$ 20,000	\$ -
Area Agency on Aging MediRide Program	\$ 15,830	\$ 15,830	\$ -
<u>Capital Assistance</u>			
Interface 211 Ride Program - One-Call One-Click	\$ 122,094	\$ 122,094	\$ -
TOTAL	\$ 281,673	\$ 281,673	\$ -



Item #12

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR
SUBJECT: OXNARD HARBOR DISTRICT UPDATE 2025

RECOMMENDATION:

- Receive and file.

BACKGROUND:

Kristin Decas, CEO and Port Director, will provide an update on the significant role the Port plays in transporting goods from the Port to the nation.



[This page intentionally left blank.]



Item #13

DATE: NOVEMBER 7, 2025
TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
SUBJECT: PRESENTATION OF SYSTEMIC COUNTYWIDE SIGNALIZED INTERSECTION IMPROVEMENT PROJECT

RECOMMENDATION:

- Receive and file.

PURPOSE/SUMMARY

To receive a presentation from the County of Ventura Roads and Transportation Department regarding the completion of the Systemic Countywide Signalized Intersection Improvement Project, which implemented a series of intersection safety improvements across multiple locations throughout the County.

BACKGROUND

The County of Ventura Systemic Countywide Signalized Intersection Improvement Project was implemented to enhance traffic safety and reduce the frequency of collisions at signalized intersections throughout the County. The project was funded through the Highway Safety Improvement Program (HSIP) and is mostly completed except for one item that was removed from the Original Contract and will be completed by a different vendor by the end of this year. Improvements were identified through a data-driven systemic safety analysis conducted by the County's Roads and Transportation Department to address intersection types with a demonstrated collision history. The project supports the County's Vision Zero concept and the Local Road Safety Plan. The project objectives are to proactively reduce potential crash risks through low-cost, high-impact countermeasures applied across multiple locations.

DISCUSSION

The Systemic Countywide Signalized Intersection Improvement Project implemented a range of countermeasures designed to enhance intersection visibility and operational reliability. Improvements included the installation of reflective signal backplates, advanced dilemma zone detection systems, and high friction surface treatments at targeted intersections to reduce collisions. In addition, the project upgraded traffic signal controllers and communication hardware and interfaces to improve coordination and responsiveness. The project also deployed a virtualized central traffic management system and replaced battery backup units to ensure signal functionality during power outages. The project incorporated additional detection capabilities and installed an updated conflict monitoring system. Collectively, these measures improve traffic control performance and contribute to the County's long-term goal of achieving systemic roadway safety improvements consistent with state and federal standards.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

ATTACHMENTS

PowerPoint Presentation – Countywide Signalized Intersection Improvements



Item #14

November 7, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

SUBJECT: SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR UPDATE

RECOMMENDATION:

- *Receive an update on the Sespe Creek Overflow railroad bridge repair project.*
- *Authorize the Executive Director to finalize and execute Amendment No. 3 to the Agreement with RailPros for Construction Management Services to increase the not-to-exceed by \$315,305.59, for a total not to exceed of \$1,611,952.93 and to extend the performance period through March 31, 2026.*
- *Approve an Amendment to the Santa Paula Branch Line Program Budget as follows: Increase expenditures by \$315,306 in the Consultant Services category, increase revenues by \$315,306 in the State Transit Assistance (STA) category, increase the STA transfer-in by \$315,306, increase the STA transfer-out to the SPBL Fund by a corresponding \$315,306, and increase the transfer-out of the SPBL Fund and into the General Fund by \$315,306.*

PURPOSE/SUMMARY:

The following report presents an overview of the background and current status of repairs to the Sespe Creek Overflow railroad bridge on the Santa Paula Branch Line west of Fillmore. Construction began in September 2025 under a Regional General Permit (RGP) #63 from the U.S. Army Corps of Engineers. At this time, construction is anticipated to be completed by March 2026.

BACKGROUND:

Portions of the Santa Paula Branch Line (SPBL) railroad were damaged by flooding and high-water flows during severe winter storms in January 2023. The Sespe Creek Overflow railroad bridge sustained significant damage with approximately 90 feet of the bridge, two piers, and support structures having washed away. As VCTC pursued a phased approach to designing, engineering, and repairing the railroad bridge, on February 4-5, 2024, an atmospheric river storm and resulting water flows caused further erosion behind the abutment and underneath the railroad track structure, exposing approximately 50 additional feet of track beyond the damage caused by the January 2023 storm.

The railroad bridge requires reconstruction to restore rail service and reconnect the Fillmore-Piru segment with the remainder of the SPBL and the mainline at East Ventura. The Railroad Lease and Operations Agreement with Sierra Northern Railway (SNR) includes provisions covering responsibilities for repair or replacement of railroad facilities. In general, SNR is responsible for the cost of repair, replacement, or reconstruction of damaged railroad facilities for the railway to conduct its operations. However, in the case of "Damage Caused by Acts of God or Other Factors" (such as storm damage), the Agreement includes a provision for SNR and VCTC to cooperate to seek funding for repair or replacement of damaged railroad facilities. On January 14, 2023, a federal disaster was declared for California Severe Winter Storms, Flooding, Landslides, and Mudslides (DR-4683-CA), including Ventura County, which opened eligibility for Federal Emergency Management Agency (FEMA) and California Office of Emergency Services (CalOES) reimbursement of costs related to disaster recovery. On April 13, 2024, a second federal disaster was

declared for several California counties affected by severe winter storms, tornadoes, flooding, landslides, and mudslides from January 31 to February 9, 2024 (DR-4769-CA). On November 21, 2024, FEMA determined that all damages and repairs to the Sespe Creek Overflow railroad bridge will be combined under the latter disaster (DR-4769). The FEMA Activity Completion Deadline is 18 months from the disaster declaration date of April 13, 2024, or October 13, 2025, unless extended in writing by CalOES and FEMA.

VCTC recorded a California Environmental Quality Act (CEQA) Notice of Exemption (NOE) on August 24, 2023. VCTC recorded an updated CEQA NOE on May 6, 2024 to incorporate additional damage resulting from the February 2024 storms. The 35-day statute of limitations to challenge VCTC's determination that the project is exempt from CEQA expired on June 10, 2024, with no challenges having been filed or received. VCTC was advised that the project does not require a permit from the Ventura County Watershed Protection District per Ordinance WP-2, Section 203.

DISCUSSION:

Considering multiple factors and possible approaches, the Commission followed a phased and competitive procurement approach and solicitation for the design, construction management, and repair of the railroad bridge. In June 2023, VCTC executed a contract with RailPros for compliance with State and Federal environmental laws and permitting requirements, structural design and engineering, development of specifications consistent with applicable standards, evaluating design variations to mitigate future hazards, project management, coordination with the railroad operator, and preparation of construction bid documents. In February 2024, the Commission approved a contract for Construction Management Support Services with RailPros. In September 2024, VCTC executed a contract with Summer Construction to stabilize the western embankment, remove the damaged abutment and suspended rail and ties, with work completed in October 2024. Due to seasonal/environmental factors and the project location within the creek channel, the construction window to repair the bridge is typically May – September during the driest period of the year.

VCTC applied in February/March 2025 for the three required regulatory permits, as follows:

- Clean Water Act Section 404 Permit – U.S. Army Corps of Engineers
- Lake and Streambed Alteration – California Department of Fish & Wildlife
- Section 401 Water Quality Certification – Los Angeles Regional Water Quality Control Board

In April 2025, VCTC released an Invitation for Bids (IFB) for construction services to complete permanent repairs to the railroad bridge. The scope of work to repair the bridge consists of an overall total repair length of 97 feet 10 inches including repairs to the current standing connection bent, (2) spans, (2) piers, abutment and wingwall and the placement of rock slope protection (RSP). The foundation will consist of Cast-In-Drilled-Hole (CIDH) piles. On June 6, 2025, the Commission awarded a contract to Granite Construction for construction services to repair the bridge, which was then executed on June 9. VCTC issued a Limited Notice to Proceed (LNTP) on June 11, 2025, authorizing preparation of submittals, procurement of materials, and other activities pending approval of environmental regulatory permits.

At the time of construction contractor selection and issuance of the LNTP, applications for environmental regulatory permits remained under consideration by their respective regulatory agencies. Considering the status of regulatory permit reviews, the in-water work window, the risk of further damage to remaining bridge structures from another rainy season without permanent repairs completed, and the October 13, 2025 FEMA Activity Completion deadline for DR-4769, VCTC was advised by its environmental consultants in consultation with regulatory agencies to resubmit its permit applications as emergency permits to allow work to proceed. The project required VCTC to submit information to, and/or seek authorization from, the following agencies for emergency permits:

- U.S. Army Corps of Engineers – Regional General Permit (RGP) 63 - Repair and Protection Activities in Emergency Situations
- Regional Water Quality Control Board - RGP 63 Section 401 Water Quality Authorization
- California Department of Fish & Wildlife – Emergency Notification

Throughout June and July 2025, water diversion and fish protection plans were developed by and coordinated with the construction contractor, design and environmental, and construction management teams. These plans are necessary components of regulatory compliance and emergency permit verification and were integrated into regulatory permit applications.

On August 11, 2025, VCTC finalized permit applications and sought authorization from and/or filed required emergency notifications for the following emergency permits and notifications:

- Regional General Permit (RGP) 63 Repair and Protection Activities in Emergency Situations - U.S. Army Corps of Engineers (USACE)
- RGP-63 Section 401 Water Quality Authorization – Regional Water Quality Control Board
- Emergency Notification – California Department of Fish & Wildlife

VCTC received regulatory permit approval from USACE in the form of an RGP-63 verification on August 21, 2025. The permit includes a November 30, 2025 completion date. VCTC issued a full Construction Notice to Proceed (NTP) on August 22, 2025. Upon receipt of the full NTP, the construction contractor was mobilized, and on-site construction began on September 3, 2025. Receipt of regulatory permits in late August resulted in having lost a substantial portion of the dry season for construction. Among other things, the RGP-63 requires implementation of a fish protection plan and daily onsite monitoring from a qualified biologist to monitor and ensure protection of listed species. Implementing the water diversion and fish protection measures took longer than anticipated given the volume of sediment moved to install the water diversion pipe and achieve the necessary grade (Figure 1). Concurrently with installation of the water diversion and removal of nuisance water from the site, the team of biologists successfully relocated over 700 individuals of native and special status species and more than 4,000 total individuals. After the initial water diversion was completed and pool beneath bridge dewatered, an evaluation of the condition of Pier 5 (which is slated to remain in place) was needed to confirm structural integrity.



Figure 1 – Sespe Creek Overflow After Water Diversion Installed and Fish Protection Plan Implemented

On October 14, a significant early season storm occurred. The storm caused the water levels in Sespe Creek to rise more than 5 feet overnight, which despite additional shoring of the water diversion and stormwater pollution prevention measures, exceeded the diversion carrying capacity and moved water back into the bridge repair work area (Figure 2). With the stormwater subsiding, the water diversion was evaluated, the project area was dried out, and fish protection and relocation measures were completed a second time, which resulted in an approximately one-week delay. Construction of a cofferdam around the perimeter of the work area will be necessary to keep site inundation from recurring. Despite efforts to accelerate the construction schedule, we anticipate that in-creek new construction work and removal of the cofferdam and water diversion will be completed by the end of February 2026.



Figure 2 – Sespe Creek Overflow After October 14 Rain Event

We anticipate that the following activities will be completed by November 30, the current end date of the RGP-63 permit:

- Reinstallation of water diversion and removal of nuisance water
- Reimplementation of fish protection plan
- Removal and storage of existing Span 4 box girders to be reused
- Removal of existing pier and pile cap for staging
- Removal of rail to Bent 5 for joining the new bridge segments with the existing structure
- Installation of cofferdam around perimeter of work area
- Installation of some CIDH piles and other substructure elements for new piers

It is anticipated that, due to the October 14 rain event and resulting additional delay, the following activities will not be done by November 30:

- Drilling of remaining Cast in Drilled Hole (CIDH) piles
- Construction of replacement abutment
- Reconstruction of the replacement pier columns
- Construction of Pier 2 columns at new location
- Placement of Girders – Note: Evaluation of the concrete mix design for the precast concrete is required prior to placement. Depending on the outcome of this evaluation, a 28-day testing period may be required, which affects placement timelines.
- Placement of riprap / rock slope protection (RSP)
- Site restoration of the channel
- Removal of water diversion after riprap / RSP and site restoration are completed.

Bridge repair work is linear and carefully sequenced to ensure efficiency and safety and to meet specifications, which cannot be further accelerated due to right-of-way limits and project staging. For example, each CIDH pile requires four days to construct, including time to drill the hole, place reinforcing steel, pour, cure, and test concrete density. These activities are dependent on crane availability and must be completed sequentially due to limited space and bridge weight limits, which affect availability for staging of cranes and equipment. Constructing the abutment and columns have similar sequence-based limitations. A Contingency Plan will be prepared to include the following measures to prevent damage and ensure safety of operations in the event of storms, particularly for the period after November 30, to address any heavy flows:

- Quick demobilization plan, and
- Design and installation of a cofferdam to prevent repeated inundation of the work area.

The storms that originally washed out the railroad bridge occurred in late December and early January. If bridge repair work is not completed in a linear manner and is not completed before the heavy rainy season, due to channel hydraulics, there is a risk to project improvements and downstream infrastructure interior bents designed to resist damage from high water levels. Risks to the new western abutment would be present (particularly without placement of rock slope protection) and a potential risk to the Old Telegraph Road bridge. Further, if bridge repair is not completed this year, high costs and time required to demobilize and re-mobilize are anticipated. Impacts to local businesses and railroad operations are also anticipated with further delays in the completion of bridge repairs and restoration of operations. The best use of public funds will be to complete the project this season.

On October 2, 2025, VCTC requested from the California Office of Emergency Services (CalOES) and the FEMA an extension of the October 13, 2025 Activity Completion Deadline for DR-4769 to provide for an additional five (5) months through March 13, 2026. The Category C (Permanent Repairs) project has been in "Pending Large Project Review" status since September 16, 2025, which is the final step before obligation. A formal extension cannot be approved by CalOES or FEMA until after a project has been obligated. Since the project remains pending obligation and award, FEMA denied VCTC's extension request. Upon obligation by FEMA, VCTC will renew its request for an extension of the Activity Completion Deadline.

In addition, to facilitate completion of the bridge repair and channel restoration activities, VCTC also submitted a request to the U.S. Army Corps of Engineers on October 17 for an extension of the RGP-63 permit completion deadline from November 30, 2025 to February 28, 2026. As of October 29, the request is pending review and consideration by USACE.

As VCTC does not have any engineers or construction managers on staff, the support of a contracted construction management firm is particularly important to the successful completion of the bridge repair. The longer time horizon to complete the repair project to fix damage from both disasters requires additional resources, which are further detailed in Attachment D to this staff report.

Upon completion of bridge repairs, it is anticipated that VCTC will pursue grant and other funding sources to restore the bank upstream of the bridge to provide additional long-term protection of the railroad bridge and Old Telegraph Road bridge, in cooperation with upstream landowners, the County of Ventura, Ventura County Watershed Protection District, and CalOES.

FISCAL IMPACT:

The approved Fiscal Year 2025/2026 Program Budget includes funding for consultant services for design support during construction and construction management, and construction of bridge repairs utilizing State Transit Account (STA) revenues. Approval of this budget amendment will increase STA revenues and expenditures by \$314,306 to accommodate the additional construction management support needed to complete the bridge repair project. 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 are pending "Large Project Review" and subsequent obligation by FEMA as a Category C ("CAT C") project (Project # 754588).

ATTACHMENTS:

- A. Amendment No. 3 to Agreement with RailPros for Construction Management Services with Attachments



[This page intentionally left blank.]