



**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, FEBRUARY 6, 2026
9:00 A.M.**

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. ELECTION OF CHAIR AND VICE-CHAIR

5. CEREMONIAL CALENDAR- RATP EMPLOYEE OF THE YEAR-
Jerry Anderson, Lead Road Supervisor and 2 Million-Mile Driver.

6. 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.

- 7. CALTRANS REPORT** - *This item provides the opportunity for Caltrans representative to give updates and status reports on current projects.*
- 8. COMMISSIONER REPORTS** - *This item provides the opportunity for the commissioners to report on meeting/conferences attended, and any other items related to Commission activities.*
- 9. 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.*
- 10. 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.*
- 11. 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.*
 - 11A. APPROVE MINUTES OF JANUARY 9, 2026, MEETING PG.7**
Recommendation:
 - Approve the summary minutes of January 9, 2026.**Responsible Staff:** Roxanna Ibarra, Clerk of the Board
 - 11B. MONTHLY BUDGET REPORT PG.13**
Recommendation:
 - Receive and file the monthly budget report for December 2026.**Responsible Staff:** Lupe Acero, Finance Director

11C. INCREASE OF VCTC TRANSIT OUTREACH AND COMMUNITY OUTREACH CONTRACT LIMIT FOR FISCAL YEAR 2025/2026 TO ACCOMMODATE ESSENTIAL WEBSITE UPDATES AND MAINTENANCE-PG.23

Recommendation:

- *Increase the not-to-exceed amount of the transit outreach and community outreach contract with Celtis Ventures by \$60,000 for Fiscal Year 2025/2026 for essential updates and maintenance to the VCTC website.*

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

11D. LEGISLATIVE UPDATE-PG.27

Recommendation:

- *Receive and file.*

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

11E. SUPPORT FOR CARB CAPACITY BUILDING AND PLANNING GRANT APPLICATION-PG.39

Recommendation:

- *Authorize the Executive Director to submit a letter of commitment to support an application by Climate First: Replacing Oil and Gas (CFROG) and One Step a la Vez for a Fiscal Year 2026-27 California Air Resources Board Community Planning and Capacity Building Grant to strengthen equitable transportation planning through robust community engagement and capacity building in the Santa Clara River Valley / State Route 126 corridor.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

11F. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR JANUARY 2026- PG.43

Recommendation:

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

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

11G. AUTHORIZATION TO REJECT ALL BIDS AND RE-ISSUE CAMARILLO TRANSIT STATION AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENT PROJECT-PG.47

Recommendation:

- *Reject all bids and authorize the re-issuance of the Invitation for Bids (IFB) for the Camarillo Station ADA Improvements Project.*

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

11H. METROLINK REGIONAL RAIL AND LOSSAN BUDGET AMENDMENT – SANTA BARBARA EXPANDED SERVICE PILOT-PG.51

Recommendation:

- *Add a new expense line item titled LOSSAN Operations and increase revenues by \$825,180 in Senate Bill (SB) 125 Year 2 funds for the allocation to support planning, operations, and implementation activities associated with the Santa Barbara Expanded Service Pilot.*
- *Amend the FY2025-2026 VCTC Metrolink Regional Rail budget by decreasing the SB 125 funds Year 1 revenues by \$2,229,155 and decreasing the Metrolink Regional Rail – SCRRRA Operation/Maintenance-of-Way expense line item by the same amount.*
- *Amend the FY 2025-2026 VCTC LOSSAN budget by increasing the SB 125 funds Year 1 revenues by \$2,229,155 and increasing the LOSSAN Operations expense line item by the same amount.*
- *Authorize the Executive Director to execute all necessary budget amendments, accounting adjustments, and administrative actions to complete the transfer of SB125 funds.*

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

11I. FISCAL YEAR 2026 BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT GRANT APPLICATION-PG.55

Recommendation:

- *That the Commission approve submittal of an application to the US Department of Transportation requesting funding from the Fiscal Year 2026 Better Utilizing Investments to Leverage Development Grant Program for the US 101 High Occupancy Vehicle/Express Bus Lane Project, and authorize the Executive Director, or designee, to execute and submit all required application materials.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

DISCUSSION CALENDAR:

12. FISCAL YEAR 2026/2027 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS (UTN) PUBLIC HEARING -PG.57

Recommendation:

- *Hold a public hearing and receive testimony of Unmet Transit Needs.*

Responsible Staff: Dolores Lopez, Transit Planner

13. DRAFT FY2025-2034 VENTURA COUNTY SHORT RANGE TRANSIT PLAN-PG.65

Recommendation:

- *Receive and file draft FY2025-2035 Ventura County Short Range Transit Plan (SRTP)*

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

14. EXPAND PEAK HOUR INTERCITY RAIL SERVICE TO SANTA BARBARA UPDATE AND COOPERATIVE AGREEMENT-PG.69

Recommendation:

- *Authorize the Executive Director to complete final negotiations with the Santa Barbara County Association of Governments (SBCAG) and the Los Angeles-San Diego-San Luis Obispo rail corridor agency (LOSSAN) and to execute the Cooperative Funding Agreement Between Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Ventura County Transportation Commission and Santa Barbara County Association of Governments for the Funding of Expanded Intercity Passenger Rail Service for a not-to-exceed amount of \$2,219,240 to be split between VCTC and SBCAG for a total of \$1,109,620 each.*

Responsible Staff: Claire Grasty, Director of Public Transit

15. FREEWAY SERVICE PATROL TOW CONTRACTOR SERVICE AGREEMENT-PG.73

Recommendation:

- *Approve Agreement with Platinum Tow & Transport, Inc. for Freeway Service Patrol (FSP) tow truck services on Beat No. 1 on US-101 for a three-year term with a two-year option, in an amount of \$1,560,000, plus an extra work amount of \$20,000, plus an insurance cost allowance of \$22,000, for a total amount not to exceed \$1,602,000;*
- *Approve Agreement with Platinum Tow & Transport, Inc. for FSP tow truck services on Beat No. 2 on US-101 for a three-year term with a two-year option, in an amount of \$2,110,000, plus an extra work amount of \$20,000, plus an insurance cost allowance of \$30,000 for a total amount not to exceed \$2,160,000; and*
- *Approve Agreement with Platinum Tow & Transport, Inc. for FSP tow truck services on Beat No. 3 on CA-118 for a three-year term with a two-year option, in an amount of \$1,570,000, plus an extra work amount of \$20,000, plus an insurance cost allowance of \$22,000 for a total amount not to exceed \$1,612,000.*
- *Approve Staff recommendation to not award a contract for Beat No. 5 on SR-126 at this time.*

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

16. GENERAL COUNSEL REPORTS-

17. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Chair Mike Judge

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

18. ADJOURN to 9:00 a.m. Friday, MARCH 6, 2026, at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.



Item #11A

February 6, 2026

**MEETING MINUTES OF JANUARY 6, 2026, 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 9:00 a.m. at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.

PLEDGE OF ALLEGIANCE was led by Commissioner Crosswhite.

ROLL CALL/MEMBERS PRESENT:

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

ABSENT:

Jeff Gorell, County of Ventura

4. PUBLIC COMMENTS – A written public comment was received via email from constituent John Scott, with Dream Into Reality Engineering. Mr. Scott's written public comment was regarding item 9J Santa Paula Branch Line Monthly Updates for November and December 2025 and the progress of Storm Damage and Response at Sespe Creek Overflow Bridge.

5. CALTRANS REPORT – Gloria Roberts, District 7 Caltrans director, gave the Caltrans report for the month of January. Ms. Roberts also presented Commissioner Halter with the 2024 Excellence in Transportation Award to the City of Ventura.

6. COMMISSIONER REPORTS – Commissioner Long thanked Caltrans for working with public works and the county to keep the community safe throughout the recent rainstorms.

7. EXECUTIVE DIRECTOR REPORT-

Executive Director Martin Erickson reported on the following:

- Thanked Caltrans for their continued partnership and support during the recent rainstorms.
- Informed the commission of the new component to the VCTC agenda staff reports incorporating the Strategic Plan Commitment section.

8. ADDITIONS/REVISIONS –There were none.

9. CONSENT CALENDAR –

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

9A. APPROVE MINUTES OF NOVEMBER 7,2025, MEETING-PG.7

Recommendation:

- Approve the summary minutes of November 7, 2025.

9B. VCTC CALENDAR YEAR 2026 REGULAR MEETING SCHEDULE AND ADMINISTRATIVE & FINANCE COMMITTEE MEETING SCHEDULE 2026-PG.15

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.

9C. MONTHLY BUDGET REPORT-PG.17

Recommendation:

- Receive and file the monthly budget report for October 2025.

9D. ANNUAL COMPREHENSIVE FINANCIAL REPORT-PG.27

Recommendation:

- Approve the audited Annual Comprehensive Financial Report (ACFR) for Fiscal Year 2024/2025

9E. REQUEST FOR PROPOSALS FOR PROFESSIONAL AUDITING SERVICES-PG.31

Recommendation:

- Authorize staff to release a Request for Proposals (RFP) for Professional Auditing Services for the Ventura County Transportation Commission.

9F. APPROVAL OF TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDITS FOR VENTURA COUNTY CLAIMANTS WITH MOORE & ASSOCIATES FY23-FY25 -PG.33

Recommendation:

- Authorize Executive Director to approve an agreement with Moore & Associates not to exceed \$135,385.58 to complete the State required Transportation Development Act (TDA) Triennial Performance Audits for Ventura County Claimants.

9G. BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT-PG.35

Recommendation:

- Receive and file.

9H. INTERCITY TRANSIT REDUCED FARES FOR U.S. MILITARY VETERANS-PG.41

Recommendation:

- Approve U.S. Military Veterans reduced fares on VCTC Intercity Transit service.

9I. AUTHORIZATION TO AMEND REGIONAL TRANSIT TECHNOLOGY BUDGET-PG.43

Recommendation:

- Approve a budget amendment for the FY25-26 Regional Transit Technology budget to increase revenue appropriations by \$505,425 in FTA 5339 Capital funds and increase expense appropriations in the Equipment/Equipment Maintenance expense line item by the same amount.

9J. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR NOVEMBER AND DECEMBER 2025-PG.45

Recommendation:

- Receive and file a report on Santa Paula Branch Line updates for the months of November and December 2025.

9K. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AWARDS FOR CONGESTION MITIGATION AND AIR QUALITY AND SURFACE TRANSPORTATION BLOCK GRANT FUNDS-PG.49

Recommendation:

- Receive and file.

9L. METROLINK REGIONAL RAIL BUDGET AMENDMENT-PG.55

Recommendation:

- Amend the FY2025-2026 VCTC Metrolink budget to add \$1,448,036 in State of Good Repair (SGR) funds for the Arroyo Simi Bridges Rehabilitation Project to cover increased project costs associated with expanded environmental work and projected construction cost escalations.

9M. PUBLIC TRANSIT AGENCY SAFETY PLAN (PTASP) UPDATE-PG.59

Recommendation:

- Approve the updated VCTC Public Transit Agency Safety Plan (PTASP). The updated PTASP is included under a separate cover as an attachment.

DISCUSSION CALENDAR:

10. COUNTY OF VENTURA ENERGY & MILITARY LAND USE COMPATIBILITY ROADMAP PACKAGE CONSISTENCY REVIEW AND DETERMINATION-PG.61

Recommendation:

- The Ventura County Airport Land Use Commission (ALUC) hold a public hearing regarding consistency of the proposed County of Ventura Energy and Military Land Use Compatibility Roadmap package with the Ventura County Airport Comprehensive Land Use Plan (ACLUP).
- The Ventura County ALUC make a determination that the proposed County of Ventura Energy and Military Land Use Compatibility Roadmap package is consistent with the Ventura County ACLUP.

Caitlin Brooks, Transit Planning program manager, gave a PowerPoint presentation on item 10. County of Ventura Energy & Military Land Use Compatibility Roadmap Package Consistency Review and Determination.

Chair Judge opened the public hearing for County of Ventura Energy & Military Land Use Compatibility Roadmap Package Consistency Review and Determination at 9:27 a.m. There was one written public comment submitted via email from Kendall Lousen, Installation Community Liaison Officer (“CPLO”) for Naval Base Ventura County, California, regarding strong support of the proposed recommendations of item 10. Chair Judge closed the public hearing at 9:55 a.m.

Commissioner Long moved to approve item 10. County of Ventura Energy & Military Land Use Compatibility Roadmap Package Consistency Review and Determination. The motion was seconded by Commissioner White and passed unanimously.

11. QUIET ZONES PRESENTATION-PG.67

Recommendation:

- Receive and file.

Claire Grasty, director of Public Transit, introduced Sara Logan and Felipe Ayala, Grade Crossing and Trespasser Outreach Inspectors for District 7, who gave a PowerPoint presentation on Quiet Zone Information to the commission.

The commission received and filed the presentation.

12. SANTA PAULA BRANCH LINE TRAIL MASTER PLAN UPDATE-PG.71

Recommendation:

- Receive and file a presentation on the status of the Santa Paula Branch Line Trail Master Plan Update.

Amanda Fagan, director of Planning and Sustainability, gave a PowerPoint presentation on the Santa Paula Branch Line Trail Master Plan Update. There was verbal and written public comment that was submitted to the commission. The following written public comments were submitted to the clerk via email regarding the Notice of Preparation (NOP) and scope and

content of Environmental Impact Report (EIR) for the Santa Paula Branch Line Trail Master Plan:

Ventura County Agricultural Policy Advisory Committee members- Scott Deardorff, District 1 Chair; Paula Martinez, District 2; and Lisa Tate District 3, Vice Chair.

Written Public Comment and Verbal:

Maureen McGuire, chief executive officer, Farm Bureau of Ventura County
Louise Lampara, executive director, Ventura County Coalition of Labor, Agriculture and Business (CoLAB).

The presentation was received and filed by the commission.

13. COUNTY OF VENTURA AGRICULTURAL COMMISSIONER PRESENTATION PG.77

Recommendation:

- Receive and file a presentation from the County of Ventura Agricultural Commissioner Korinne Bell regarding Ventura County Agriculture and the Santa Paula Branch Line (SPBL) Trail project.

Amanda Fagan introduced Korinne Bell, Agricultural Commissioner, County of Ventura who gave a PowerPoint presentation on Ventura County agriculture and the Santa Paula Branch Line (SPBL) Trail Project. The presentation was received by the commission.

14. SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR UPDATE AND APPROVE AMENDMENT TO CONSULTANT SERVICES AGREEMENT-PG.79

Recommendation:

- Receive and file an update on the Sespe Creek Overflow railroad bridge repair project.
- Authorize the Executive Director to negotiate, finalize and execute Amendment No. 4 to the Agreement with RailPros for Construction Management Services to increase the not-to-exceed amount by up to \$130,000, for a total not to exceed of \$1,741,952.93.
- Approve an Amendment to the Santa Paula Branch Line Program Budget as follows: Increase expenditures by \$130,000 in the Consultant Services category, increase revenues by \$130,000 in the State Transit Assistance (STA) category, increase the STA transfer-in by \$130,000, increase the STA transfer-out to the SPBL Fund by a corresponding \$130,000, and increase the transfer-out of the SPBL Fund and into the General Fund by \$130,000.

Commissioner McArthur moved to approve item 14. Sespe Creek Overflow RailRoad Bridge Repair Update and Approve Amendment to Consultant Services Agreement. The motion was seconded by Commissioner Trembley and passed unanimously.

15. GENERAL COUNSEL REPORTS- None

16. AGENCY REPORTS:

Southern California Association of Governments (SCAG)
Primary: Chair Mike Judge

Chair Judge stated he would email the clerk of the board the SCAG Transportation Committee agenda to distribute via email to the commission regarding recent activity.

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Commissioner Tony Trembley
Alternate: Commissioner Bob Engler

None.

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

Primary: Commissioner Jim White
Alternate: Commissioner Chris Enegren

None.

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White
Alternate: Commissioner Jeff Gorell

None.

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

Commissioner Crosswhite stated CalCOG is exploring the formation of a 501(c)(3) foundation to do more education and this will be an ongoing conversation. The conversation around SB 375 modernization continues. January 31st is the deadline for the bills to be submitted. Commissioner Crosswhite shared the CalCOG Regional Forum will be held March 9 through March 11 in Long Beach and more information is available on the CalCOG website.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White
Alternate: Commissioner Carrie Broggie

Commissioner White reported CalVans has 321 van pools operating throughout the state in 20 counties and 70 cities. He reported CalVans provided in the month of November 260 trips.

17. ADJOURN to 9:00 a.m. Friday, FEBRUARY 6, 2026, at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.



Item #11B

February 6, 2026

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

RECOMMENDATION:

- Receive and file the monthly budget report for December 2025.

STRATEGIC PLAN COMMITMENT:

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

DISCUSSION:

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

The December 31, 2025, budget report indicates that the revenues were approximately 23.7% of the adopted budget while expenditures were approximately 23.2% 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, 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.

FISCAL IMPACT:

No fiscal impact.

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF DECEMBER 31, 2025**

Assets and Deferred Outflows

Cash and Investments	\$ 97,039,316.76
Receivables/Due from other funds	6,370,674
Prepays and Deposits	853,861
Capital Assets, undepreciated	27,745,594
Capital Assets, depreciated, net	30,255,125
Deferred Outflows	1,415,855
Total Assets and Deferred Outflows	<u>\$ 163,680,426.10</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses and Due to Other	\$ 3,527,795
Deferred Revenue	39,258,736
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>\$ 46,418,190</u>

Net Position:

Invested in Capital Assets	\$ 58,000,719
Fund Balance	59,261,518
Total Net Position	<u>\$ 117,262,236</u>

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE SIX MONTHS ENDED DECEMBER 31, 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	\$3,288,849	0	0	0	0	0	\$2,224,479	\$922,015	6,435,343	\$25,168,056	(18,732,713)	25.57
State Revenues	1,959,944	16,768,497	2,081,506	735,288	415,388	544,909	29,500	0	22,535,032	103,883,553	(81,348,521)	21.69
Local Revenues	56,764	0	0	0	0	353,920	686,683	1,941,439	3,038,806	6,105,097	(3,066,291)	49.77
Other Revenues	1,543	0	0	0	0	0	0	0	1,543	0	1,543	0.00
Interest	47,745	64,783	291,292	37,220	74,599	39,501	3,898	7,447	566,485	2,176,900	(1,610,415)	26.02
Total Revenues	5,354,845	16,833,280	2,372,798	772,508	489,987	938,330	2,944,560	2,870,901	32,577,209	137,333,606	(104,756,397)	23.72
Expenditures												
Administration												
Personnel Expenditures	2,068,400	0	0	0	0	0	102,339	24,322	2,195,061	4,902,400	(2,707,339)	44.78
Legal Services	9,944	0	0	0	0	0	0	0	9,944	46,200	(36,256)	21.52
Professional Services	48,471	0	0	0	0	0	0	0	48,471	219,800	(171,329)	22.05
Office Leases	100,331	0	0	0	0	0	0	0	100,331	230,400	(130,069)	43.55
Office Expenditures	699,740	0	0	0	0	0	75,577	17,961	793,278	1,041,900	(248,622)	76.14
Total Administration	2,926,886	0	0	0	0	0	177,916	42,283	3,147,085	6,440,700	(3,293,615)	48.86
Programs and Projects												
Transit & Transportation Program												
Regional Transit Technology	651,125	0	0	0	0	0	0	0	651,125	2,448,334	(1,797,209)	26.59
SD-Accessible Mobility Service	161,266	0	0	0	0	0	0	0	161,266	734,300	(573,034)	21.96
VCTC Intercity Bus Services	0	0	0	0	0	0	3,802,893	0	3,802,893	22,692,669	(18,889,776)	16.76
Valley Express Bus Services	0	0	0	0	0	0	0	1,454,344	1,454,344	4,243,410	(2,789,066)	34.27
Transit Grant Administration	1,709,639	0	0	0	0	0	0	0	1,709,639	29,302,735	(27,593,096)	5.83
Total Transit & Transportation	2,522,030	0	0	0	0	0	3,802,893	1,454,344	7,779,267	59,421,448	(51,642,181)	13.09
Highway Program												
Motorist Aid Services	0	0	0	1,153,792	0	0	0	0	1,153,792	2,008,000	(854,208)	57.46
Highway Program Management	105,232	0	0	0	0	0	0	0	105,232	4,058,600	(3,953,368)	2.59
Total Highway	105,232	0	0	1,153,792	0	0	0	0	1,259,024	6,066,600	(4,807,576)	20.75

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE SIX MONTHS ENDED DECEMBER 31, 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	5,707,525	0	0	0	0	0	0	0	5,707,525	25,461,058	(19,753,533)	22.42
LOSSAN & Coastal Rail	12,988	0	0	0	0	0	0	0	12,988	12,800	188	101.47
Santa Paula Branch Line	0	0	0	0	2,063,044	0	0	0	2,063,044	16,914,497	(14,851,453)	12.20
Total Rail	5,720,513	0	0	0	0	2,063,044	0	0	7,783,557	42,388,355	(34,604,798)	18.36
Commuter Assistance Program												
Reg Transit Information Center	11,904	0	0	0	0	0	0	0	11,904	33,900	(21,996)	35.12
Rideshare Programs	106,967	0	0	0	0	0	0	0	106,967	302,400	(195,433)	35.37
Total Commuter Assistance	118,871	0	0	0	0	0	0	0	118,871	336,300	(217,429)	35.35
Planning & Programming												
TDA Administration	230,282	16,211,422	85,943	0	20,833	0	0	0	16,548,480	41,710,426	(25,161,946)	39.67
Transportation Programming	14,368	0	0	0	0	0	0	0	14,368	84,300	(69,932)	17.04
Regional Transportation Planning	437,648	0	0	0	0	0	0	0	437,648	1,601,544	(1,163,896)	27.33
Airport Land Use Commission	344	0	0	0	0	0	0	0	344	28,000	(27,656)	1.23
Regional Transit Planning	1,293,274	0	0	0	0	0	0	0	1,293,274	8,164,060	(6,870,786)	15.84
Total Planning & Programming	1,975,916	16,211,422	85,943	0	20,833	0	0	0	18,294,114	51,588,330	(33,294,216)	35.46
General Government												
Community Outreach	118,216	0	0	0	0	0	0	0	118,216	221,500	(103,284)	53.37
State & Federal Relations	55,964	0	0	0	0	0	0	0	55,964	164,900	(108,936)	33.94
Management & Administration	71,544	0	0	0	0	0	0	0	71,544	248,600	(177,056)	28.78
Total General Government	245,724	0	0	0	0	0	0	0	245,724	635,000	(389,276)	38.70
Total Expenditures	13,615,172	16,211,422	85,943	1,153,792	20,833	2,063,044	3,980,809	1,496,627	38,627,642	166,876,733	(128,249,091)	23.15

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE SIX MONTHS ENDED DECEMBER 31, 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	(8,260,327)	621,858	2,286,855	(381,284)	469,154	#####	(1,036,249)	1,374,274	(6,050,433)	(29,543,127)	23,492,694	20.48
Other Financing Sources												
Transfers Into GF From LTF	6,082,238	0	0	0	0	0	0	0	6,082,238	11,381,705	(5,299,467)	53.44
Transfers Into GF From STA	1,407,777	0	0	0	0	0	0	0	1,407,777	4,139,831	(2,732,054)	34.01
Transfers In GF From SGR	154,454	0	0	0	0	0	0	0	154,454	7,212,967	(7,058,513)	2.14
Transfers Into GF From SAFE	229,375	0	0	0	0	0	0	0	229,375	460,400	(231,025)	49.82
Transfers Into GF From SPBL	95,429	0	0	0	0	0	0	0	95,429	193,300	(97,871)	49.37
Transfers Into SPBL From STA	0	0	0	0	1,861,352	0	0	0	1,861,352	10,121,206	(8,259,854)	18.39
Transfers Into VI From STA	0	0	0	0	0	5,000,000	0	0	5,000,000	6,814,767	(1,814,767)	73.37
Transfers Into VE	0	0	0	0	0	0	80,409	80,409	80,409	88,280	(7,871)	91.08
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	(1,407,777)	0	0	0	0	0	(1,407,777)	(4,139,831)	2,732,054	34.01
Transfers Out of STA Into SPBL	0	0	(1,861,352)	0	0	0	0	0	(1,861,352)	(10,121,206)	8,259,854	18.39
Transfers Out of STA Into VI	0	0	(5,000,000)	0	0	0	0	0	(5,000,000)	(6,814,767)	1,814,767	73.37
Transfers Out of SAFE Into GF	0	0	(229,375)	0	0	0	0	0	(229,375)	(460,400)	231,025	49.82
Transfers Out of SPBL Into GF	0	0	0	0	(95,429)	0	0	0	(95,429)	(193,300)	97,871	49.37
Transfers Out of SGR Into GF	0	0	0	(154,454)	0	0	0	0	(154,454)	(7,212,967)	7,058,513	2.14
Transfers Out of SGR Into VE	0	0	0	(80,409)	0	0	0	0	(80,409)	(88,280)	7,871	91.08
Total Other Financing Sources	7,969,273	(6,082,238)	(8,269,129)	(229,375)	(234,863)	1,765,923	5,000,000	80,409	0	5	(5)	0.00
Net Change in Fund Balances	(291,054)	(5,460,380)	(5,982,274)	(610,659)	234,291	641,209	3,963,751	1,454,683	(6,050,433)	(29,543,122)	23,492,689	20.48
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*	(2,093,600)	0	0	0	0	0	(55,144)	0	(2,148,744)			
Fund Balance as of December 31, 2025	3,469,696	11,958,522	26,542,314	3,396,445	7,679,817	666,576	4,093,465	1,454,683	59,261,518			
Fund Balance per Balance Sheet									59,261,518			

*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 DECEMBER 31, 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	\$18,435.02	EAC & .70%	\$ 7,609,095.86
LAIF	State Pool	N/A	\$94,713.03	4.17%	9,378,272.54
County of Ventura	Treasury Pool	N/A	\$453,336.25	4.18%	79,349,628.37
VCCF Bike Fund	Investment	N/A	Annually	Annually	21,138.05
Total			\$566,484.30		\$96,358,134.82

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.



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Item #11C

Date: February 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: DARRIN PESCHKA, GOVERNMENT AND COMMUNITY
RELATIONS PROGRAM MANAGER
SUBJECT: INCREASE OF VCTC TRANSIT OUTREACH AND COMMUNITY
OUTREACH CONTRACT LIMIT FOR FISCAL YEAR 2025/2026
TO ACCOMMODATE ESSENTIAL WEBSITE UPDATES AND
MAINTENANCE

RECOMMENDATION:

- Increase the not-to-exceed amount of the transit outreach and community outreach contract with Celtis Ventures by \$60,000 for Fiscal Year 2025/2026 for essential updates and maintenance to the VCTC website.

BACKGROUND:

VCTC entered into a three-and-a-half-year contract with Celtis Ventures in December 2020 to provide transit outreach and community outreach services. VCTC exercised the option of a single, two-year contract extension in 2024, with the current contract ending in June 2026. The contract has an annual not-to-exceed amount of \$550,000 and covers outreach work for several VCTC programs, including Intercity Services, Regional Transit Planning, Metrolink, Pacific Surfliner (LOSSAN), Rideshare, Regional Transit Technology, and Community Outreach. The consultant also performs annual maintenance on VCTC's website to ensure accessibility, improve the user experience, update coding and secure stability of the site. This work is performed in coordination

with VCTC's information technology program manager and government and community relations program manager.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments below:

- B13. Continue new Spanish-language public outreach campaigns to connect the Spanish-speaking community with VCTC Intercity and other public transportation options;
- B24. Promote transit ridership recovery to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

Further, this report aligns with all VCTC Strategic Plan commitments because the VCTC website serves as the central source of information for all VCTC programs and services.

DISCUSSION:

The current VCTC website, goventura.org, was built in 2017 using WordPress, a web content management system. Over time, small features have been layered onto the original design to expand the site's functions. Despite annual maintenance, the site is now struggling to support those features, resulting in a fragile system that is susceptible to problems. Even basic updates have become slow and complicated and are prone to breaking the system design. To ensure site stability, a more extensive overhaul of the site is needed, including a full rebuild of the WordPress back end using core WordPress functionality; removing reliance on aging plug-ins; implementing a modern editing experience; migrating all existing pages, files, media, internal links and dynamic content; and improving long-term performance, security and compatibility with future WordPress updates. The website will be available to users and public-facing features will not be disrupted while the back-end work is being performed. If approved, the work is expected to begin in February and take three months to complete.

The 2025/2026 outreach contract has a not-to-exceed amount of \$550,000. At the beginning of each fiscal year, VCTC staff and the outreach consultant plan transit and community outreach campaigns to promote existing and new programs, such as the Tap2Ride contactless fare-payment system, significant schedule changes, bicycle safety and rideshare options. While staff plans for the anticipated cost of routine website maintenance, the extent of the work that is needed now was unexpected and cannot be performed within the contract not-to-exceed limit without postponing other planned outreach efforts. Increasing the not-to-exceed amount of the contract will allow for the website work, while maintaining the robust outreach needed to grow transit ridership, serving VCTC customers and providing information on all VCTC programs.

FISCAL IMPACT:

No fiscal impact from the approval of this item. Sufficient funding for this service is included in the approved budgets for Intercity Services, Regional Transit Planning, Rideshare, Regional Transit Technology, and Community Outreach.



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Item #11D

February 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: DARRIN PESCHKA, GOVERNMENT AND COMMUNITY
RELATIONS PROGRAM MANAGER
SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Receive and file.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment below:

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

DISCUSSION:

State Issues

Under the state Constitution, California's governor must present an annual budget proposal by January 10 of each year. The budget is based on forecasts available to the Governor's Office and the state Department of Finance.

Governor Gavin Newsom released his budget proposal for the 2026-27 fiscal year on January 9. The governor has proposed a \$348.9 billion balanced budget with \$23 billion in total reserves. The proposal projects a budget deficit of about \$3 billion, which is significantly less than the \$18 billion deficit projected by the nonpartisan Legislative Analyst's Office in its budget forecast released in December. The governor's proposal attributes the smaller deficit projection to higher-than-expected tax revenue collections in late 2025.

On transportation, the state budget deficit is largely silent. The budget maintains the entirety of the transportation package reflected in the 2025 Budget Act and honors the financial commitments of the new Cap-and-Invest Program, formerly known as Cap-and Trade.

Cap-and-Invest changes how the Low Carbon Transit Operations (LCTOP) and Transit and Intercity Rail Capital programs are funded. At VCTC, LCTOP funds support free-fare programs, including Youth Ride Free, College Ride, and free-fare days for all riders. In the past, LCTOP has funded Metrolink weekend service and zero-emissions bus infrastructure.

Under the former system, LCTOP and TIRCP received a percentage of proceeds generated through emissions allowance auctions. The new Cap-and-Invest Program instead creates a three-tier system with a dedicated amount of funding for programs in each tier. For Tier 1, the legislation appropriates GGRF revenue to a variety of backfills and administrative expenses. Tier 2 includes \$1 billion for high-speed rail and \$1 billion for the Legislature's discretionary priorities. The legislation then appropriates \$2 billion to historic continuous appropriations, including TIRCP and LCTOP, in Tier 3.

It's important to note that each tier must be made whole before other tiers receive funding. If the Cap-and-Invest Program doesn't raise enough GGRF to fund Tier 1 and Tier 2 programs at the levels prescribed, the funds for Tier 3 programs will be decreased proportionally. Currently, the proposed state budget projects \$283 million for TIRCP and \$141 million for LCTOP in Fiscal Year 2026-27, both of which are lower than Fiscal Year 2025-26.

The budget maintains funding set aside for the Active Transportation Program and climate adaptation programs that were included in the Fiscal Year 2025-26 budget. ATP funding is for projects that improve and increase walking and biking infrastructure across the state.

Federal issues

For the past several months, Congress has been operating under a continuing resolution that keeps the government funded until a new budget bill is passed. Congress has until January 30, 2026, to approve a new bill, which must then be signed by the president.

On January 20, House and Senate Appropriations Committee leaders announced House Resolution 7148, the Consolidated Appropriations Act, 2026. This legislation includes the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2026, or THUD Appropriations Act.

The THUD Appropriations Act provides the majority of public transit and passenger rail investments authorized in the Infrastructure Investment and Jobs Act (IIJA). However, at the time this report was prepared, Congress had not yet approved the Consolidated Appropriations Act.

VCTC will continue to monitor the federal budget discussions and will update the Commission when an agreement is reached and passed.

Attachment A is the monthly report of the Commission's state advocate.

FISCAL IMPACT:

This report has no fiscal impact.



VENTURA COUNTY TRANSPORTATION COMMISSION

MONTHLY STATE ADVOCACY REPORT

JANUARY 2026

Legislative Update

The Legislature reconvened from their interim recess on January 5th to begin the second year of the two-year legislative session. Legislators have returned to Sacramento to a full schedule of policy committees and floor sessions as they push to meet the “two-year” bill deadline. Two-year bills are those bills that were introduced last year and still haven’t moved out of the house they were introduced in. Legislative deadlines require those bills to move into the second house by the end of January.

The Governor also submitted his initial budget proposal to the Legislature on January 9th. This proposal provides the first glimpse of what the Governor’s priorities will be for the coming year. This framework will also serve as the starting point for negotiations to occur with the Legislature over the next five months. The final budget must be passed and signed by the Governor by June 15th. As always, Seaside Advocacy will continue to represent VCTC as the budget evolves over the next few months and will keep VCTC apprised of any new relevant legislation that is introduced.

Governor's Proposed Budget

On January 9th, the Governor proposed a budget for the 2026-27 fiscal year that includes General Fund resources—carry-forward balance, revenues and transfers—of \$280.8 billion and expenditures of \$248.3 billion (\$158.5 billion in non-Proposition 98 and \$89.9 billion in Proposition 98 funds). Total expenditures from all funds is proposed to be \$348.9 billion. Based on the budget proposal, the General Fund would end the 2026-27 fiscal year with a Special Fund for Economic Uncertainties (SFEU) balance of \$4.5 billion, a \$4.1 billion Public School System Stabilization Account (PSSSA) balance, and \$14.4 billion in the Budget Stabilization Account/ Rainy Day Fund (BSA). The Governor's proposed budget includes a General Fund revenue estimate that is \$42 billion higher than assumed at the 2025 Budget Act over a three-year budget window. However, after accounting for constitutional spending requirements, increased expenditures, the shortfall projected for 2026-27 at the 2025 Budget Act, and building in a modest reserve, the Governor's budget estimates a \$2.9 billion shortfall.

Climate Bond Expenditure Plan. The Governor's budget proposes a Proposition 4 Expenditure Plan for 2026-27 totaling \$2.1 billion

Greenhouse Gas Reduction Fund (GGRF). The Governor's budget proposes the following for the \$1 billion in legislative discretionary funding:

- \$125 million for transit passes;
- \$25 million for seed funding for a University of California Climate Research Center;
- \$15 million for rebuilding Topanga Park;
- \$85 million for an entity chosen by the Legislature to support climate-focused technological innovation, related research, and the deployment of climate solutions; and,
- \$750 million for the CAL FIRE General Fund backfill.

In addition, the Governor's budget includes \$500 million additional GGRF to fund the CAL FIRE General Fund backfill (totaling \$1.25 billion) through additional discretionary GGRF from interest earnings. The budget further proposes to maintain the CAL FIRE General Fund backfill in later years—\$500 million in 2027-28 and \$500 million in 2028-29, to be funded out of the annual \$1 billion in legislative discretionary funding. Additionally, previously percentage-based continuous appropriations that are now **capped** dollar amounts are proposed to be funded at the following levels:

- \$396 million for Affordable Housing and \$170 million for Sustainable Communities and Agricultural Land Conservation (capped at \$800 million)
- \$283 million for Transit and Intercity Rail Capital Program (capped at \$400 million)

- \$177 million for Community Air Protection (capped at \$250 million)
- \$141 million for Low Carbon Transit Operations Program (capped at \$200 million)
- \$141 million for Healthy and Resilient Forests (capped at \$200 million)
- \$92 million for Safe & Affordable Drinking Water Program (capped at \$130 million)

Notably, these funding amounts are estimates based on recent auction results. As such, the funding levels may change depending on future auction results.

Transit. The Governor's budget includes statutory changes to authorize the Metropolitan Transportation Commission (MTC) to provide short-term loans to transit agencies facing cash flow challenges. In addition, the Governor's budget does not include previously planned 2026-27 funding for transit included as part of SB 125 (Committee on Budget and Fiscal Review, Chapter 54, Statutes of 2023): the Zero Emission Transit Capital Program (\$230 million) and Competitive Transit and Intercity Rail Capital Program (\$20 million), totaling \$250 million because of the modifications contained in SB 840.

Motor Vehicle Account (MVA). The Governor's budget projects the MVA to be solvent in 2025-26 and 2026-27. As such, the budget proposes cancelling a transfer from the Air Pollution Control Fund and Greenhouse Gas Reduction Fund included in the 2025 Budget Act.

Legislative Analyst's Office Reports

On January 12th, the Legislative Analyst's Office (LAO) released its annual overview of the Governor's January 9th budget proposal. In the report, the LAO stated that the administration projects a roughly \$3 billion deficit in the budget. This is lower than their November Fiscal Outlook estimate of an \$18 billion deficit, for two offsetting reasons. First, and most importantly, the administration's revenue estimate is considerably higher than ours because it does not account for the significant risk of a stock market downturn. Second, however, these higher revenues are offset by higher spending under the administration's assumptions and estimates. LAO also noted that in the budget summary and presentation, the Governor and administration officials have acknowledged the downside risk to the state's revenue picture and the multiyear challenges facing the budget. However, the Governor's budget does not include material actions to address either challenge. In this report, LAO offered an alternative approach for the Legislature to take that would put the state on a better fiscal footing. Ultimately, this approach includes adopting LAO revenue estimates, tackling the resulting budget problem, and shrinking multiyear deficits.

Upcoming Bill Deadlines

January 31 – Last day for each house to pass bills introduced in that house.

February 20 – Last day for bills to be introduced.

March 26 – April 6 – Spring Recess.

Below is a list of VCTC tracked newly introduced bills:

AB 259 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.

Introduced: 1/16/2025

Status: 7/17/2025-Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)

Summary: The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030.

AB 266 (Davies R) Freeway Service Patrol Act: sponsorship agreement.

Introduced: 1/17/2025

Status: 8/28/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 6/30/2025)(May be acted upon Jan 2026)

Summary: The Freeway Service Patrol Act authorizes and provides funding for freeway service patrols, operated pursuant to an agreement between the Department of the California Highway Patrol, the Department of Transportation, and a regional or local governmental entity, to provide emergency roadside assistance on traffic-congested urban freeways throughout the state. The act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would require the Department of Transportation, the Department of the California Highway Patrol, and participating and eligible regional and local entities to, each time the guidelines for program operations are updated after January 1, 2026, consider developing or revising and including in the guidelines operational requirements for sponsorship agreements between a participating regional or local entity and any private third party that allow for the display of the sponsor's name and logo on participating tow trucks, as provided.

AB 891 (Zbur D) Transportation: Quick-Build Pilot Program.

Introduced: 2/19/2025

Status: 8/29/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)

Summary: Would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the Department of Transportation, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build improvements. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build improvements statewide.

AB 902 (Schultz D) Transportation projects: barriers to wildlife movement.

Introduced: 2/19/2025

Status: 8/29/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Summary: Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified.

Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Current law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program.

AB 954 (Bennett D) Interregional transportation strategic plan: bicycle highways.

Introduced: 2/20/2025

Status: 9/11/2025-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 8/29/2025)(May be acted upon Jan 2026)

Summary: Current law requires transportation projects included in the interregional transportation improvement program (ITIP) to be consistent with the interregional transportation strategic plan (ITSP). Current law requires the Department of Transportation to submit the ITSP to the California Transportation Commission for approval and requires the ITSP, among other things, to be directed at achieving a high functioning and balanced interregional transportation system and consistent with the California Transportation Plan. This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the ITSP.

AB 1244 (Wicks D) California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.

Introduced: 2/21/2025

Status: 7/17/2025-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(May be acted upon Jan 2026)

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law establishes the Transit-Oriented Development Implementation Fund and, to the extent

funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.

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

Introduced: 2/21/2025

Status: 1/22/2026-Assembly Rule 63 suspended. In committee: Set, first hearing. Referred to suspense file. From committee: Do pass. (Ayes 11. Noes 1.) (January 22). Read second time. Ordered to third reading.

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

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

Introduced: 1/16/2026

Status: 1/17/2026-From printer.

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

SB 74 (Seyarto R) Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.

Introduced: 1/15/2025

Status: 8/28/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)

Summary: Current law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Current law authorizes a local agency to finance infrastructure projects through various means, including by authorizing a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified.

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

Introduced: 1/23/2025

Status: 1/15/2026-Failed Deadline pursuant to Rule 61(b)(1). (Last location was TRANS. on 12/16/2025)

Summary: Current law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning,

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

SB 445 (Wiener D) High-speed rail: third-party agreements, permits, and approvals: regulations.

Introduced: 2/18/2025

Status: 8/28/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Summary: Current law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Current law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified.



Item #11E

February 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: SUPPORT FOR CARB CAPACITY BUILDING AND PLANNING GRANT APPLICATION

RECOMMENDATION:

- *Authorize the Executive Director to submit a letter of commitment to support an application by Climate First: Replacing Oil and Gas (CFROG) and One Step a la Vez for a Fiscal Year 2026-27 California Air Resources Board Community Planning and Capacity Building Grant to strengthen equitable transportation planning through robust community engagement and capacity building in the Santa Clara River Valley / State Route 126 corridor.*

PURPOSE/SUMMARY:

The purpose of this report is to seek Commission approval to support an application by Climate First: Replacing Oil and Gas (CFROG) and One Step a la Vez for a Fiscal Year 2026-27 California Air Resources Board (CARB) Community Planning and Capacity Building Grant to strengthen equitable transportation planning through robust community engagement and capacity building in the Santa Clara River Valley / State Route 126 corridor.

BACKGROUND:

The California Air Resources Board (CARB) released a Request for Applications (RFA) for Community Planning and Capacity Building (Planning) Grants, a competitive funding opportunity under CARB's Sustainable Community-Based Transportation Equity suite of programs. Grants support community-led strategies that advance clean, shared, and active transportation solutions, particularly for low-income, disadvantaged, and Tribal communities. Awards up to \$500,000 are available to support a wide range of activities, including but not limited to transportation needs assessments, clean mobility and land use planning, community engagement, community-led coordination, workforce development, and partnership building. Applications must be received by CARB no later than February 10, 2026. CARB has prioritized applications from Tribal Governments, rural communities and small towns, Community-Based Organizations in disadvantaged or low-income areas, and Public Schools serving under-resourced students.

CFROG and One Step a la Vez reached out to VCTC with an interest in applying for a Community Planning and Capacity Building Grant to support community engagement with a focus on youth in the State Route (SR) 126 corridor and the Santa Clara River Valley. As Community Based Organizations (CBO), Climate First: Replacing Oil and Gas (CFROG) and One Step a la Vez are eligible applicants provided they partner with at least one local government as a sub-applicant. CFROG and One Step a la Vez are requesting that VCTC partner on the application. VCTC would be expected to serve in an advisory and technical partner role, as further described below. CFROG and One Step a la Vez provided the following draft project title and description for VCTC consideration:

Pathways that Move Us: Building Economic Mobility and Climate Resiliency through the Santa Clara River Valley's Transportation Networks

This project focuses on residents of the Santa Clara River Valley, particularly working class families, Latino communities, and young people in Santa Paula and Fillmore who face limited transportation options and rising climate, health care, and economic pressures. The region relies heavily on State Route 126, has limited public transit, incomplete active transportation infrastructure, and growing travel needs for work, education, healthcare, and in some instances, climate change-driven emergency evacuation. These challenges disproportionately affect disadvantaged communities.

Led by trusted community-based organizations, Climate First: Replacing Oil & Gas (CFROG) and One Step A La Vez, with support from the Ventura County Transportation Commission, the project will strengthen equitable transportation planning through robust community engagement and capacity building. Grant activities include participatory research through culturally-relevant focus groups and surveys, establishing a shared vision across regional stakeholders, and a workforce exploration program for local youth with hands-on exposure to transportation, infrastructure, and public works career pathways. Participation support incentives and language access will ensure meaningful involvement.

By the end of the project, community members, especially young people, will be better equipped to participate in transportation decision-making, inform active and proposed regional transportation plans, and connect improved transportation access to workforce opportunities, economic stability, and long-term upward mobility for families in the Santa Clara River Valley.

VCTC's Role:

As the Local Government partner, VCTC will play an advisory and technical partner role. VCTC Planning and Sustainability staff will work with CFROG and One Step A La Vez team members to ensure project efforts are informed by and assist in further development of relevant transportation studies, plans, and resources. The project partners will coordinate to ensure project activities and outcomes are additive, not duplicative to transportation planning related to the SR-126 corridor. If appropriate and feasible, VCTC may participate in the workforce exploration program for local Santa Clara River Valley youth that aims to provide hands-on exposure to transportation, infrastructure, and public works career pathways.

STRATEGIC PLAN COMMITMENT:

This report aligns with the following VCTC Strategic Plan commitments:

- Goal C: Collaborate with agencies across the region to provide sustainable and improved transportation services within Ventura County.
- B24. Promote transit ridership recovery to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

DISCUSSION:

VCTC has several on-going planning efforts within the SR-126 corridor / Santa Clara River Valley that would benefit from the proposed project, including but not limited to:

- Community Traffic Calming and Bicycle & Pedestrian Safety Program
- Short Range Transit Plan
- Unmet Transit Needs
- Santa Paula Branch Line Trail Master Plan Update

In addition, VCTC applied for a Caltrans Sustainable Transportation Planning Grant in Fiscal Year 2025/2026 to prepare an SR-126 Multimodal Corridor Study and Action Plan. Grant award decisions are expected by June 2026. The proposed CFROG/One Step a la Vez project would enhance and support ongoing transportation planning and supplement community engagement efforts by VCTC, Caltrans, the County and Cities within the Santa Clara River Valley.

FISCAL IMPACT:

There is no fiscal impact to VCTC of the proposed action. No local match or other financial contribution is requested or required of VCTC. VCTC staff would contribute to the project in an advisory and technical capacity using existing approved staff time included in the Regional Transportation Planning and Santa Paula Branch Line Program budgets. Transit Department staff will also be afforded an opportunity to collaborate on the project as time and resources allow.

ATTACHMENTS:

Letter of Commitment



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Item # 11F

February 6, 2026

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

RECOMMENDATION:

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

BACKGROUND:

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

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

STRATEGIC PLAN COMMITMENT:

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

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

DISCUSSION:

Updates and activities for the subject month include:

- *Leasing, Licensing, and Rights-of-Entry*
 - Two lease reassessments (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>. During the month of January, staff continued to coordinate with the City of Ventura to resolve an issue raised by Metrolink/SCRRA regarding the minimum acceptable setback of trail infrastructure from the railroad tracks.
 - *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 January. The ninth Project Development Team (PDT) was held on January 15.
 - The project team began analysis of scoping comments received in response to the EIR Notice of Preparation.
 - The project team developed new strategies to reach agricultural stakeholders, including formation of a working group focused on evaluating concerns raised by agricultural stakeholders and developing solutions.
 - A map-based community engagement survey tool remains live with a brief introductory video, available in both English and Spanish. The tool collects feedback on alignments, key destinations, amenities and other features and is available online via the project website and at: <https://wspengages.com/SPBLTrailMasterPlan>.
 - A web page dedicated to the Master Plan Update continues to be updated and is available at <https://www.goventura.org/spbl-trail-master-plan>. The project email address is spbl.trail@goventura.org.
- *Storm Damage and Response*
 - Sespe Creek Overflow railroad bridge repair: Two projects remain under FEMA review as part of the obligation process, for the completed emergency protective measures to stabilize the western bank (Category B) and permanent repairs (Category C). The Category B project has been in "Pending Award" status since August 25, 2025, and the Category C project has been in "Pending Large Project Review" status since September 16. Staff will continue to provide financial,

environmental, and other project information and documentation to FEMA and CalOES upon request.

- The FEMA Activity Completion Deadline was October 13, 2025. VCTC submitted an extension request to CalOES and FEMA on October 2. An additional request to extend the period of performance will need to be filed upon obligation of funding by FEMA. VCTC initially requested a five-month extension to the Activity Completion Deadline, extending the completion deadline to March 13, 2026. 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. Given storm and permit-related delays described in detail in separate items on the November and December 2025 Commission Agendas, it is anticipated that additional extension requests will need to be submitted once the completion schedule is revised.
- Construction began on September 3. Please refer to the Item 14 Staff Report for November 7, 2025, and the Item 13 Staff Report for January 9, 2026, for Item 13 for further background discussion.
- Staff submitted a revised Incidental Take Permit application project description to California Department of Fish and Wildlife (CDFW) on January 22. Bank stabilization using 3- to 4-ton rip rap / rock slope protection (RSP) will begin as soon as the ITP is received and storm flows recede to allow work within the channel but outside of flowing water. Work to complete repairs to the bridge are anticipated begin no earlier than April 1 and no later than May 1, 2026. The project target completion date is July 31, 2026.

- *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.
 - Replacement of the existing Ferris Drive bridge remains pending SNR action, located just east of Santa Paula Creek. The replacement bridge will be raised to address a low-clearance issue below the existing bridge. The project has been delayed due to availability of Sierra Northern's bridge construction subcontractor. The project will require approximately one week to complete and 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.
 - Matt Blackburn, who has served as the General Manager of the Ventura Division for Sierra Northern Railway since December 2021, has accepted a promotion to Director of Safety and Training and will be relocating to the Sacramento area headquarters of Sierra Railroad Company in February 2026. VCTC staff greatly appreciates Matt's leadership and collaboration in managing and improving the Santa Paula Branch Line.

FISCAL IMPACT

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



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Item #11G

February 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: PROGRAM MANAGER – REGIONAL TRANSIT PLANNING,
AUBREY SMITH
SUBJECT: AUTHORIZATION TO REJECT ALL BIDS AND RE-ISSUE
CAMARILLO TRANSIT STATION AMERICANS WITH
DISABILITIES ACT (ADA) IMPROVEMENT PROJECT

RECOMMENDATION:

- Reject all bids and authorize the re-issuance of the Invitation for Bids (IFB) for the Camarillo Station ADA Improvement Project

BACKGROUND:

The Ventura County Transportation Commission (VCTC) has completed the design phase of the Camarillo Station ADA Improvement Project which addresses accessibility deficiencies at the Camarillo Metrolink Station. The project includes construction of ADA-compliant pathways, improved wayfinding, upgraded boarding areas, and associated site improvements.

On October 9, 2025, VCTC released an Invitation for Bids (IFB) for the construction phase. The IFB was publicly advertised on VCTC's website, email distribution to prospective bidders, and in Mass Transit Magazine. Notifications were sent to contractors from relevant trades, and the project documents were made available for download throughout the solicitation period. An optional pre-bid meeting/walkthrough was held on October 16th, 2025 at VCTC's office and the project site, and several firms expressed initial interest in the project.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

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

B19. Implement future phases of Metrolink and Amtrak Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) capital projects to improve future rail service.

DISCUSSION:

At the close of the bid period on December 18, 2025, VCTC received one (1) bid. The responding contractor submitted a total bid that was nearly twice the amount of VCTC's consultant engineer's independent project cost estimate. The substantial variance raises concerns regarding the adequacy of the procurement process and representativeness of the market .

Federal, state, and local procurement guidance emphasize the importance of securing adequate competition to ensure fair market pricing. Receiving only a single bid, particularly one substantially exceeding the cost estimate, suggests a lack of competitive response and may signal barriers to participation, misalignment of bid timing, overly restrictive specifications, or broader market capacity issues within the construction industry.

Staff reached out informally to several prospective contractors who had downloaded bid documents but chose not to submit bids. Several firms indicated factors such as project team qualifications, timing, and uncertainty regarding specific elements of the scope as reasons for nonparticipation. Based on these conversations, staff believes that revisions to the bid package, including clarifying certain specifications, adjusting the bid schedule, and expanding outreach, could reasonably be expected to increase competition and yield more competitive pricing.

Given the significant discrepancy between the engineer's estimate and the sole bid received, as well as the limited number of responses, staff recommends rejecting the single bid and re-issue the IFB for the project.

Re-issuing will allow VCTC to:

- Encourage broader participation from qualified contractors
- Reassess and clarify portions of the project scope and bid documents
- Adjust the solicitation schedule to better align with industry bidding windows
- Achieve pricing that is more consistent with cost estimates and available funding

Re-issuing the IFB is consistent with public procurement best practices and supports VCTC's responsibility to ensure transparency, fairness, and fiscal responsibility. If authorized by the Commission, staff will:

1. Revise and update bid documents, including the project plans, specifications, and cost estimate as appropriate.
2. Expand contractor outreach efforts using additional industry platforms and regional contractor networks.
3. Reissue the IFB with a revised timeline designed to maximize bidder participation.
4. Return to the Commission with a recommended award following the close of the new solicitation.

FISCAL IMPACT:

Approval of this item does not have a fiscal impact.

The current bid exceeds the project's budget and is incompatible with available funding sources. Proceeding the bid as submitted would create a funding shortfall requiring significant budget amendments or the identification of substantial additional funds.

Re-issuing the IFB for the project does not increase project cost but is expected to provide an opportunity to secure more competitive bids and better align the construction cost with the project's financial plan.



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Item #11H

February 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT
CLAIREE GRASTY, DIRECTOR OF PUBLIC TRANSIT

SUBJECT: METROLINK REGIONAL RAIL AND LOSSAN BUDGET
AMENDMENT – SANTA BARBARA EXPANDED SERVICE
PILOT

RECOMMENDATION:

- Add a new expense line item titled LOSSAN Operations and increase revenues by \$825,180 in Senate Bill (SB) 125 Year 2 funds for the allocation to support planning, operations, and implementation activities associated with the Santa Barbara Expanded Service Pilot.
- Amend the FY2025-2026 VCTC Metrolink Regional Rail budget by decreasing the SB 125 funds Year 1 revenues by \$2,229,155 and decreasing the Metrolink Regional Rail – SCRRRA Operation/Maintenance-of-Way expense line item by the same amount.
- Amend the FY 2025-2026 VCTC LOSSAN budget by increasing the SB 125 funds Year 1 revenues by \$2,229,155 and increasing the LOSSAN Operations expense line item by the same amount.
- Authorize the Executive Director to execute all necessary budget amendments, accounting adjustments, and administrative actions to complete the transfer of SB125 funds.

BACKGROUND:

The Santa Barbara Expanded Service initiative is a key component of the region's rail mobility strategy, intended to increase frequency, improve reliability, and enhance connectivity for riders traveling between Ventura County, Santa Barbara County, and beyond.

SB 125 provides state funding to support intercity and regional rail improvements, including service expansions along the Pacific Surfliner corridor. A portion of SB 125 funds was previously programmed under the Metrolink Regional Rail budget for the implementation of peak period service between Ventura and Santa Barbara. As planning for the Santa Barbara Expanded Service has advanced, LOSSAN has been identified as the appropriate lead for implementing the service expansion. To align funding with service responsibility, a budget transfer is required from VCTC's Metrolink Regional Rail budget to its LOSSAN budget.

Additionally, the State has recently disbursed a subsequent round of SB 125 funds that VCTC allocated specifically for the Santa Barbara Expanded Service. These funds must be incorporated into the LOSSAN budget to support ongoing planning, operations, and capital needs.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

B10. Identify possible funding for expanding transit (bus and/or rail) operations.

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

DISCUSSION:

Due to the requirement of securing a new operating agreement with Union Pacific Railroad (UPRR) since Metrolink transitioned operators from Amtrak to Alsom and LOSSAN receiving the equipment needed to run the service, the LOSSAN board directed staff to prioritize Pacific Surfliner service. As such, the service will now be run by LOSSAN.

LOSSAN has proposed a one-year pilot program for the service, subsidized by VCTC, SBCAG, and a portion of LOSSAN Agency funding reserves. This approach aligns with the LOSSAN Board's prior direction and offers multiple benefits, including the ability to begin service sooner, reduce overall costs, provide year-round daily operations, improve ridership potential and farebox performance, and avoid the need for VCTC and SBCAG to assume a \$5 million self-insurance policy requirement. More information and the cooperative agreement can be found in Item 14.

Due to this change, funds need to be moved from the Metrolink budget to the LOSSAN budget.

FISCAL IMPACT:

Approval of this item will:

- 1) Add a new appropriation of revenues of \$825,180 in Senate Bill (SB)125 in the LOSSAN budget and a new expense line item titled LOSSAN Operations by the same amount.
- 2) Authorize the transfer of previously budgeted SB 125 funds from the Metrolink Regional Rail budget to the LOSSAN budget, as reflected in the FY 2025–2026 budget.



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Item #11

DATE: **February 6, 2026**
TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**
FROM: **VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING**
SUBJECT: **FISCAL YEAR 2026 BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT GRANT APPLICATION**

RECOMMENDATION:

- That the Commission approve submittal of an application to the US Department of Transportation requesting funding from the Fiscal Year 2026 Better Utilizing Investments to Leverage Development Grant Program for the US 101 High Occupancy Vehicle/Express Bus Lane Project, and authorize the Executive Director, or designee, to execute and submit all required application materials.

BACKGROUND

The Better Utilizing Investments to Leverage Development (BUILD) Grant Program is a discretionary federal grant program administered by the US Department of Transportation (DOT) that supports surface transportation projects designed to improve infrastructure and deliver significant local or regional benefits. The program is authorized under the Infrastructure Investment and Jobs Act (IIJA) and codified at 49 United States Code § 6702, with \$1.5 billion available nationally for Fiscal Year (FY) 2026.

Eligible projects are evaluated on a competitive basis using criteria that include safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. BUILD funds may be awarded for both planning and capital projects, with a maximum award of up to \$25 million per project.

At the May 9, 2025 VCTC meeting, the Commission approved the designation of the northbound segment from Flynn Road in Camarillo to Johnson Drive in Ventura as Phase 1 of the US 101 High Occupancy Vehicle (HOV)/Express Bus Lane Project.

STRATEGIC PLAN COMMITMENT

The recommended action aligns with the below VCTC Strategic Plan Commitment:

- B7. Develop grant applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) or Solutions for Congested Corridors Program (SCCP) funds or other programs for making improvements to US 101 based on US 101 environmental document results and 101 Communities Connected.

DISCUSSION

The purpose of this item is to seek Commission authorization to submit a competitive application under the FY 2026 BUILD Grant Program. The application would request funding to cover the final design costs, estimated at \$11 million, of Phase 1 of the US 101 HOV/Express Bus Lane Project, a regionally significant corridor improvement intended to enhance mobility, safety, and multimodal connectivity in Ventura County.

VCTC is not required to provide a match to the funding request because the majority of the Phase 1 segment is located outside of a Census-designated urban area that had a population greater than 200,000 in the 2020 Census. An application's overall federal share may be considered as a competitive selection factor. With limited state funding sources and no eligible local fund source or dedicated transportation funding measure, VCTC may be comparatively less competitive than applicants able to commit higher non-federal shares.

Under the FY 2026 BUILD Notice of Funding Opportunity, applications are due no later than February 24, 2026, with award announcements anticipated by late June. Approval of this item would authorize staff to finalize and submit the application and required documentation.

FISCAL IMPACT:

There is no fiscal impact.



Item #12

February 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: DOLORES LOPEZ, TRANSIT PLANNER

AUBREY SMITH, PROGRAM MANAGER

SUBJECT: FISCAL YEAR 2026/2027 TRANSPORTATION DEVELOPMENT ACT

(TDA) UNMET TRANSIT NEEDS (UTN) PUBLIC HEARING

RECOMMENDATION:

- Hold public hearing and receive testimony of Unmet Transit Needs.

BACKGROUND:

The California State Transportation Development Act (TDA), which was passed in 1971, provides a major source of funding for local transit, bicycle/pedestrian and street projects. The legislation, as amended, authorizes the Ventura County Transportation Commission (VCTC) to administer the local TDA process and oversee regulatory and fiscal compliance. The intent of the legislation is to expend available State funds for transit needs and to improve the movement of transit vehicles. To assure full consideration is given to meeting the intent of the law, a public hearing to discuss transit needs must be held every year.

Per TDA statute, VCTC is annually required to conduct an "Unmet Transit Needs" process prior to allocating LTF funds for non-transit purposes such as streets and roads. The Unmet Transit Needs process is conducted each year to collect requests for new or expanded transit service. Before allocating funds for non-transit purposes, staff determines if there are any unmet transit needs that are "reasonable to meet." TDA

statute allows VCTC to develop its own definitions of “unmet transit needs” and “reasonable to meet” the definitions are attached (see Attachment A).

The purpose of the public hearing is to take testimony on local and/or regional transit needs and assure that all reasonable transit needs are satisfied. VCTC is required to make those findings and provide them to the State for review and concurrence prior to allocation of LTF funds to the cities/County for any street or road purpose. In the past, this process was applicable to the entire County and the format of the public hearing process occurred through a voluntary subcommittee of Commissioners. In 2014, TDA legislation changed and Counties with populations over 500,000 were required to use all LTF funds for transit. Ventura County received an exemption in the legislation so that cities with populations under 100,000 are eligible to use LTF funds for non-transit purposes. As of July 1, 2014, only the cities of Camarillo, Fillmore, Moorpark and Santa Paula can claim LFT funds for local street purposes, as cities in the Gold Coast Transit District contribute all TDA funds to the district. Additionally, in June 2018, legislation allowed Thousand Oaks to spend LTF funds on streets and roads. While not required by the legislative change, the City of Thousand Oaks has agreed to follow the spirit of the Unmet Needs process before allocating LTF revenues to streets and roads.

STRATEGIC PLAN COMMITMENT:

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

DISCUSSION:

Under current law, with respect to any county with a population below 500,000 in 1970, transportation planning agencies, such as VCTC, are required to convene a Social Services Transportation Advisory Committee (SSTAC) to annually identify the transit needs of the county, review and recommend action by the transportation planning agency and conduct at least one public hearing a year. The hearing is required to target "transit dependent and transit disadvantaged populations" (seniors, disabled and low-income). State law included this requirement as a way to ensure these populations had an opportunity to provide comments about transit needs prior to counties using LTF funds for local streets and roads.

Since the Commission’s approval of the Unmet Transit Needs findings and recommendations in May 2025, VCTC has received public comments and service requests through VCTC’s public comment form and rider comment email address. An online survey for the general public to provide feedback posted on VCTC’s website available in English, Spanish and Mandarin have been available since mid-December and will continue to be until February 15th. Community Listening sessions for Unmet Transit Needs were held in the following locations:

Monday, January 12 | 6 p.m.
Grant R. Brimhall Library
1401 E. Janss Road, Thousand Oaks

Tuesday, January 20 | 6 p.m.
Fillmore Library
502 2nd St., Fillmore

Thursday, January 15 | 6 p.m.
Virtual Meeting

Wednesday, January 21 | 6 p.m.
Camarillo Library
4101 Las Posas Road., Camarillo

Legal notice for today's public hearing was published in Vida News on January 1, 2026 and the Ventura County Star on January 2, 2026. Thus far, VCTC has received over 90 comments through the survey, website, social media, and community events, with most of them coming through the online survey. Staff are recording all transportation comments even if they are not applicable to the Unmet Transit Needs process and responding where appropriate to better understand the needs of the community and improve transportation. Comments are wide ranging from on-time performance, extended service hours, additional bus stop installations and several other recommendations. An appendix with all comments in addition to a survey analysis will be included as part of the final report sent to the Commission.

After today's hearing, the online Unmet Transit Needs survey will remain on the www.goventura.org website through Wednesday, February 15, 2026 when the public comment period closes. Testimony received at today's public hearing will be reviewed by staff and the Citizen's Transportation Advisory Committee and Social Services Transit Advisory Committee (CTAC/SSTAC). Staff will consult and work with the CTAC/SSTAC to develop findings and appropriate recommendations, which will be presented to the Commission in May 2026 for approval action.

FISCAL IMPACT:

No fiscal impact.

ATTACHMENT A

UNMET TRANSIT NEEDS PROCESS Definitions

Fiscal Year 2026-27

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.

Includes:

- 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

ATTACHMENT A

“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	Measures and criteria described below.

	fare ratio standards described in Attachment A	
Service Effectiveness	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.

ATTACHMENT A

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 ration 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*



Item #13

February 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
CLAIREE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: DRAFT FY2025-2034 VENTURA COUNTY SHORT RANGE TRANSIT PLAN

RECOMMENDATION:

- Receive and file draft FY2025-2034 Ventura County Short Range Transit Plan (SRTP)

BACKGROUND:

The Ventura County Transportation Commission (VCTC) initiated the SRTP to provide a comprehensive evaluation of transit services across the County and to develop strategies for improving mobility over the next decade. This effort responds to declining ridership trends, rising operating costs, and the need for better regional integration. The SRTP builds prior planning efforts, including the VCTC Strategic Plan, Transit Integration & Efficiency Study (TIES), and Zero-Emission Bus (ZEB) Rollout Plans, Coordinated Plan, and incorporates extensive public engagement conducted between 2023 and 2025.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal A: Transportation Planning and Programming

A10. Complete the short-range transit plan to better plan and coordinate transit services and programs.

A12. Conduct a regional transit fare study to benchmark and evaluate fare options.

Goal B: Transportation Services

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

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

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

Goal C: Partnerships

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

DISCUSSION:

The SRTP highlights that Ventura County's transit network is geographically extensive, with fixed-route and dial-a-ride services available in all jurisdictions. Rider satisfaction remains high, particularly regarding safety and operator courtesy. However, ridership has declined significantly compared to pre-pandemic levels, largely due to service reductions in frequency and span, lack of coordination between providers, and limited marketing.

The findings indicate that fixed-route service remains essential. The SRTP determined that improvements can be achieved through reallocating resources and enhancing route design. Key opportunities include expanding service hours, improving schedule consistency, and strengthening connections between local and regional routes. The SRTP analysis determined that fixed route service should not be supplanted by demand-response or microtransit service. Instead those services should complement fixed-route service in areas that are difficult to serve with fixed-route or during low-demand periods. The SRTP also emphasizes that successful transit depends on predictable, frequent service and coordinated operations across agencies.

Countywide Strategies

The SRTP recommends a phased approach to revitalizing transit service throughout the county which include:

- **Near-Term:** Align all agencies to a common annual planning cycle, implement consistent clockface headways, extend service spans, and improve timed transfers to regional transit operators (i.e. VCTC Intercity and Metrolink).
- **Medium-Term:** Introduce uniform weekend service, consolidate procurements, and coordinate zero-emission fleet transitions.
- **Long-Term:** Move toward administrative consolidations to reduce duplication and improve regional integration as recommended in the TIES.

Additional strategies include marketing campaigns, travel training, and partnerships with schools, employers, and community organizations. The SRTP also proposes a countywide fare structure with uniform base fares, premium pricing for microtransit services, and fare capping to improve equity for riders.

Community-Specific Recommendations

The community-specific recommendations are intended to provide guidance and conceptual service recommendations for the local operators. Implementation of any proposed service change is not required as each transit operator and jurisdiction retains full authority over its services and is responsible for conducting any additional analysis and community outreach needed prior to adoption. Cities and operators may determine independently which, if any, recommendations to pursue based on local priorities, available resources, and respective governing body approval.

The SRTP provides tailored recommendations for the following operators:

- **Camarillo:** Replace the current fixed-route with two bi-directional loops, maintain the Trolley, explore tiered Dial-a-Ride (DAR) pricing, and improve connectivity to Metrolink.
- **Moorpark:** Streamline fixed-route service to a central loop, adjust microtransit pricing, and explore future Moorpark-Thousand Oaks route.
- **Simi Valley:** Maintain current routes in the near term, refine schedules for consistency, and plan for long-term investment in a more robust network.
- **Thousand Oaks:** Improve frequency and span, enhance regional connectivity, and prepare for zero-emission fleet transition.
- **Valley Express:** Redesign fixed-route services in Santa Paula and increase to regular all-day operation, combine existing Fillmore loop with Fillmore-Moorpark route, and continue hourly operation.
- **VCTC Intercity:** Streamline routes, add infill stops, and expand bi-directional service on key corridors, including Highway 126 and Coastal Express.

Staff has presented these concepts to the public but after the conclusion of the SRTP, staff will do further analysis to determine when VCTC Intercity changes can be made

and conduct more robust outreach to receive community feedback prior to moving forward with any changes.

Financial and Capital Considerations

The SRTP anticipates cost-neutral strategies in the near term through resource reallocation, while long-term improvements will require additional investment. All agencies must plan for full compliance with CARB's Innovative Clean Transit regulation by 2040, including infrastructure for battery-electric fleets and other available near/zero emission technologies. Stop accessibility improvements and marketing initiatives are also identified as critical components of implementation to enhance the overall rider experience.

Next Steps

Staff will incorporate Commission feedback and prepare the final Plan for VCTC Commission consideration for adoption at its March 6th, 2026 meeting. Upon adoption, the SRTP will serve as a guiding document for annual service planning, funding strategies, and performance monitoring for all operators.

FISCAL IMPACT:

This item does not have a fiscal impact.

ATTACHMENTS:

Draft FY2025-2034 Ventura County Short Range Transit Plan



Item #14

February 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: EXPANDED PEAK HOUR INTERCITY RAIL SERVICE TO SANTA BARBARA UPDATE AND COOPERATIVE AGREEMENT

RECOMMENDATION:

- Authorize the Executive Director to complete final negotiations with the Santa Barbara County Association of Governments (SBCAG) and the Los Angeles-San Diego-San Luis Obispo rail corridor agency (LOSSAN) and to execute the Cooperative Funding Agreement Between Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Ventura County Transportation Commission and Santa Barbara County Association of Governments for the Funding of Expanded Intercity Passenger Rail Service for a not-to-exceed amount of \$2,219,240 to be split between VCTC and SBCAG for a total of \$1,109,620 each.

BACKGROUND:

Currently, the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Amtrak Pacific Surfliner operates five daily roundtrips between Goleta and Los Angeles and two daily roundtrips north to San Luis Obispo. Prior to the COVID-19 pandemic, LOSSAN operated a morning peak-hour trip under contract with the Santa Barbara County Association of Governments (SBCAG); however, that service was suspended in March 2020 along with several other trips. When the pandemic subsided, LOSSAN restored service but on a different schedule and the morning peak-hour service was not reimplemented. The service did not meet LOSSAN's productivity standards because the service departed Union Station at 4 a.m. and arrived in Santa Barbara around 7 a.m.

Since 2024, VCTC and SBCAG have been in discussions with both Metrolink and LOSSAN to understand the feasibility and costs of implementing a morning commuter train from Ventura County to Goleta. Since Metrolink had spare trainsets available and LOSSAN did not, Metrolink agreed to operate the service under subcontract to LOSSAN, until LOSSAN received additional equipment and could resume direct operation of the morning slot, pending state funding approval.

STRATEGIC PLAN COMMITMENT:

This report aligns with the following VCTC Strategic Plan commitments:

- Goal A9. Complete the Rail Corridor Strategic Plan aimed at taking a holistic review of the Metrolink/Amtrak Surfliner rail line.
- Goal B10. Identify possible funding for expanding transit (bus and/or rail) operations.
- Goal B24. Promote transit ridership recovery to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

DISCUSSION:

To support the implementation of this service, several agreements were developed, including a startup agreement between VCTC, SBCAG and Metrolink; a funding agreement between SBCAG, VCTC, and LOSSAN; and an operations and maintenance agreement between Metrolink and LOSSAN. Most critically, in Summer 2025 it was determined that a new passenger rail operating agreement between LOSSAN and Union Pacific Railroad (UPRR) would be required due to Metrolink's recent change in service contractor from Amtrak to Alstom. While the timeline for completing this agreement was uncertain, UPRR staff have since advised LOSSAN that the earliest that work on the new agreement could begin is in the first quarter of 2026.

Given the additional time required to secure temporary UPRR access for Metrolink operations, LOSSAN sought direction from its governing board, as continued delays could affect LOSSAN's broader Amtrak Pacific Surfliner expansion goals. With the anticipated arrival of new train equipment and the long-term service expansion planned, the LOSSAN Board, at its November 17, 2025, meeting, directed staff to prioritize efforts to expand Amtrak Pacific Surfliner service for the entire corridor. This direction instructed LOSSAN staff to focus on an alternative proposal for a sixth daily roundtrip to Goleta and a third daily roundtrip to San Luis Obispo.

Under this revised proposal, SBCAG and VCTC would continue to provide temporary funding support for the additional morning service; however, LOSSAN, instead of Metrolink, would operate the service directly with Amtrak Pacific Surfliner. While state approval is still required, this approach would significantly expedite implementation by requiring only administrative approval from UPRR rather than a new operating agreement. It would also expand service north of Goleta in Santa Barbara County and reduce overall costs for SBCAG and VCTC, as LOSSAN would contribute available funding to service operations.

The draft agreement is attached. It will be presented to the SBCAG and LOSSAN boards at their February meetings.

The goal is for service to begin in Spring 2026. LOSSAN is hopeful to have state approval soon as the state communicated that they are open to this arrangement, but ultimate approval could have impacts on the implementation date. This path forward will

allow service to begin in the near term while SBCAG, LOSSAN, the state and potentially Metrolink work concurrently on the long-term service plan.

FISCAL IMPACT:

Funds are included in the LOSSAN budget through a separate budget amendment in Item #111 that transfers funds from the Metrolink budget to the LOSSAN budget. Total costs to VCTC for one year of service are \$1,109,620.

ATTACHMENTS:

Cooperative Funding Agreement Between Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Ventura County Transportation Commission and Santa Barbara County Association of Governments for the Funding of Expanded Intercity Passenger Rail Service.



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Item #15

February 6, 2026

MEMO TO: **SERVICE AUTHORITY FOR FREEWAY EMERGENCIES**
FROM: **ANDREW KENT, PROGRAM MANAGER**
SUBJECT: **FREEWAY SERVICE PATROL TOW CONTRACTOR SERVICE AGREEMENTS**

RECOMMENDATION:

- Approve Agreement with Platinum Tow & Transport, Inc. for Freeway Service Patrol (FSP) tow truck services on Beat No. 1 on US-101 for a three-year term with a two-year option, in an amount of \$1,560,000, plus an extra work amount of \$20,000, plus an insurance cost allowance of \$22,000, for a total amount not to exceed \$1,602,000;
- Approve Agreement with Platinum Tow & Transport, Inc. for FSP tow truck services on Beat No. 2 on US-101 for a three-year term with a two-year option, in an amount of \$2,110,000, plus an extra work amount of \$20,000, plus an insurance cost allowance of \$30,000 for a total amount not to exceed \$2,160,000; and
- Approve Agreement with Platinum Tow & Transport, Inc. for FSP tow truck services on Beat No. 3 on CA-118 for a three-year term with a two-year option, in an amount of \$1,570,000, plus an extra work amount of \$20,000, plus an insurance cost allowance of \$22,000 for a total amount not to exceed \$1,612,000.
- Approve Staff recommendation to not award a contract for Beat No. 5 on SR-126 at this time.

BACKGROUND:

The Ventura County Transportation Commission (VCTC) serves as the Service Authority for Freeway Emergencies (SAFE) for Ventura County. 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 SAFE, the California Highway Patrol (CHP), and Caltrans. The goals of the program are to provide congestion relief, reduce the incidence of secondary collisions, mitigate delay related vehicle emissions, and assist motorists stranded in dangerous situations on busy highways. FSP assistance is free to motorists at the point of service and is funded through a \$1 annual vehicle registration fee and Caltrans funding allocations.

In September 2025, the SAFE Board authorized release of five (5) Requests for Proposals (RFPs) to procure tow contractor services for the three (3) existing FSP Beats with contract terms ending July 2026 and expand service onto two (2) new proposed Beats. Staff recommended the addition of two new patrol beats as part of this tow contractor procurement cycle, with the caveat that long-run sustainability of expanding service would be dependent on contractor rates.

Figure 1: Request for Proposals - Patrol Beat Summary

	Beat Description				Primary Truck	
	Beat	HWY	FROM	TO	Wrecker	Service
Existing	1	US101	LA County Line	Camarillo Springs Rd	1	1
	2	US101	Camarillo Springs Rd	Oxnard Blvd	1	1
	3	SR118	LA County Line	SR 23	1	1
Expansion	4	US101	Oxnard Blvd	SR33	1	1
	5	SR126	US101	Hallock Dr	0	1

To keep contract rates down, the RFP scope-of-work included providing service with a mixed fleet of wrecker and service trucks. Currently, each FSP patrol beat operates with two (2) primary wrecker tow trucks and one (1) back-up wrecker tow truck. Other SAFE agencies across the state have successfully implemented service trucks as a cost-effective alternative. A service truck is a commercial grade pick-up truck which is less costly for tow contractors to finance and more fuel efficient compared to the standard FSP wrecker truck. FSP service trucks are outfitted with all the tools needed for drivers to offer essential FSP services, such as changing flat tires, jump starting dead batteries and providing a gallon of gas. In 85% of surveyed motorist assists, FSP drivers in Ventura County were able to restart a vehicle without resorting to towing a disabled vehicle off the freeway. In the event a service truck cannot restart a disabled vehicle, the driver can radio for assistance from the wrecker tow truck on the same patrol beat.

Responding tow contractors were requested to propose for each of the five (5) patrol beats individually. A tow contractor may have a contract for one or more patrol beats. Proposing contractors were required to commit to patrolling with two (2) dedicated trucks per beat (One Wrecker and One Service Truck) and maintain one (1) backup truck per beat. Contractors were also required to comply with FSP Standard Operating Procedures (SOP), submit to inspections, complete driver background checks, and fulfill all requirements of the Scope of Work (SOW).

Figure 2: VCTC Wrecker Tow Truck



Figure 3: LA Metro FSP Service Truck Example



The RFP solicitation was released on September 5th, 2025 and the response deadline for proposal submissions was November 21st, 2025. A virtual pre-proposal conference was held on September 24th to brief prospective tow contractors on the RFP scope-of-work, contractor scoring rubric and proposal submission requirements. To ensure a competitive

procurement, Staff sent an email blast notification to tow contractor firms in Ventura County, Santa Barbara County and Los Angeles County. Outreach efforts also included leveraging VCTC's social media and cold-calling local tow contractors from a list of fifty (50) local operators ahead of the pre-proposal conference.

STRATEGIC PLAN COMMITMENT:

This report aligns with VCTC Strategic Plan Strategy B9. "Administer and expand VCTC's Motorist Aid programs as appropriate, including Freeway Service Patrol..."

DISCUSSION:

Three contractors submitted proposals in response to the RFP. Figure 4 below indicates proposal submission by patrol beat. Three proposals were received for Beat 3 (SR118), two proposals for Beat 1 (US101-1), and one proposal for Beats 2 (US101-2) & 5 (SR126). No proposals were received for Beat 4 (US101-3).

Figure 4: Proposals Received by Patrol Beat

Vendor	Patrol Beats				
	Existing			Expansion	
	1	2	3	4	5
US101-1			SR118		
Platinum Tow & Transport					
Roy's Towing					
Panorama Tow					

An evaluation panel comprised of two VCTC staff members, one Caltrans District 7 representative, and a California Highway Patrol Officer, evaluated the proposals in accordance with the evaluation criteria set forth in the RFP. The FSP tow services procurement is not a low bid process, but rather a best value selection based on the proposer's qualifications, prior experience with the same or similar type of services, proposed staffing, the proposer's understanding of the needs and requirements of the project, and price. The evaluation panel considered the value the contractor provides, and the contractor's ability to fulfill the Scope-of-Work and maintain compliance with Standard Operating Procedures.

Platinum Tow & Transport was ranked highest by the review panel and submitted the lowest bid for Beats 1 – 3. Platinum Tow is the incumbent FSP operator for Ventura County and has provided tow services over the prior five-year contract period without incurring any administrative penalties. Platinum Tow has held law enforcement contracts in Ventura County since 2004 and has provided FSP service in Los Angeles County since 2007. The review panel noted Platinum Tow's extensive experience, focus on customer service and a high standard for driver recruitment in the proposal scoring process.

Figure 5: Proposals Evaluation Summary

Beat	Vendor	Evaluation Ranking	3-Year Total
1	Platinum Tow & Transport	1	\$ 1,617,210
	Roy's Towing	2	\$7,510,130
2	Platinum Tow & Transport	1	\$1,622,565
3	Platinum Tow & Transport	1	\$1,622,565
	Roy's Towing	2	\$7,510,130
	Panorama Tow	3	\$2,146,772
5	Panorama Tow	1	\$1,371,648

Platinum Tow is proposing an average contract rate of about \$150 per truck hour for the first year of service, which represents about a 50% increase over the current hourly rate. Staff informed the SAFE Board in September that a significant increase in FSP operating costs was expected based on statewide trends. In addition to a general increase in prices over the past five years, the spike in FSP contractor rates is largely attributed to an escalation of insurance premiums. Commercial auto liability premiums for trucking and tow fleets have been impacted by a lack of competition in the California insurance markets and the prevalence of nuisance lawsuits in recent years. According to Platinum Tow's price forms, insurance represents about 23% of their operating cost for FSP and to service the FSP contracts the contractor will need to spend more money on insurance than financing new trucks over the contract period.

Given the uncertainty of the insurance market, Platinum Tow's proposal submission requested contract terms allowing the contractor to seek a cost-based rate adjustment throughout the contract period. Staff is recommending the contract Not-to-Exceed (NTE) amount include sufficient funds to grant a maximum 10% annual increase applied to the contractor's baseline insurance costs at the Executive Directors discretion.

The resulting costs for existing Beats 1-3 based on the increased hourly rates over current contracts precludes expansion of the FSP program onto Beat 5 (SR126) without significant reliance on SAFE reserve funds. The Beat 5 proposed rate for the first year of service is \$234 per truck hour, with a service level consisting of one service truck. This reflects a 56% higher rate per truck hour than proposed for Beats 1-3 and would require operating significantly below the program's 3:1 benefit-cost goal. Staff believe alternative uses of SAFE funds would better serve motorists on rural highways and plan to bring an item regarding use of SAFE funding for enhanced traffic enforcement to the Board at a future date. Therefore, Staff recommends that the SAFE Board not award a contract for Beat 5 (SR126) at this time.

Expanding FSP onto the Ventura portion of US-101 has been a Commission priority since the beginning of the program. As part of negotiations, Platinum Tow provided an alternate

quote to combine Beats 2 (US101-2) & 4 (US101-3) with the implementation of one additional primary service truck. This alternative would reduce tow operator overhead and extend coverage on US101 from the LA County line through to the SR33 junction. This alternative would deploy three primary trucks over a geographic area typically served by four trucks, therefore a reduction in the FSP assist rate for Beat 2 would be expected. Platinum Tow has offered a reduced hourly rate to operate the additional service truck and provide the extended coverage described on US101. Staff recommend approval for the proposed alternative design for Beat 2. No additional proposals were received for Beat 4.

Figure 6 presents an overview of the proposed staff-recommended patrol beat design to be implemented with approval of the contracts award to Platinum Tow & Transport. Figure 7 presents a map version of the recommended patrol beat design. Upon awarding the contracts, the tow contractor will begin preparations to deploy FSP service effective July 1, 2026, including training drivers and preparing the trucks to pass CHP inspection.

Figure 6: Recommended FSP Beat Implementation

Beat	Beat Description			Primary Truck			Backup Truck
	HWY	FROM	TO	Miles	Wrecker	Service	
1	US101	LA County Line	Camarillo Springs Rd	10.5	1	1	1
2	US101	Camarillo Springs Rd	SR33	20.3	1	2	1
3	SR118	LA County Line	SR 23	14.2	1	1	1

Monday – Friday from 6:30am - 9:30am & 2:00pm - 6:00pm

FISCAL IMPACT:

No Fiscal Impact. Sufficient funds are available for the Freeway Service Patrol in the current year's approved budget.

Note: The SAFE Fund receives approximately \$800,000 per year in annual fees on vehicles registered in Ventura County. Ventura County SAFE also receives an annual allocation of approximately \$1,000,000 to operate FSP from State Highway Account and Senate Bill 1 funds. Ventura County SAFE Board policy requires maintaining a reserve of \$1.5 million. The SAFE Fund balance currently holds \$1,492,400 more than the required reserve balance. Deployment of the recommended FSP beat design and service levels with the recommended contract award will cost approximately \$5.2 million and require drawing down between \$250,000 to \$400,000 from the SAFE fund balance over three years, which will be included in the respective future budgets.

Figure 7: Proposed FSP Beat Implementation Map

