



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, JANUARY 9, 2026
9:00 A.M.

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

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

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

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

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

Recommendation:

- *Approve the summary minutes of November 7, 2025.*

Responsible Staff: Roxanna Ibarra, Clerk of the Board

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.*

Responsible Staff: Roxanna Ibarra, Clerk of the Board/Executive Assistant

9C. MONTHLY BUDGET REPORT PG.17

Recommendation:

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

Responsible Staff: Lupe Acero, Finance Director

9D. ANNUAL COMPREHENSIVE FINANCIAL REPORT- PG.27

Recommendation:

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

Responsible Staff: Lupe Acero, Finance Director

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.*

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

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.*

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

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

Recommendation:

- *Receive and file.*

Responsible Staff: Dolores Lopez, Transit Planner

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.*

Responsible Staff: Matt Miller, Program Manager, Transit Services

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.*

Responsible Staff: Matt Miller, Program Manager, Transit Services

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.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

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.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

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.*

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

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.*

Responsible Staff: Matt Miller, Program Manager, Transit Services and Erin Kenneally, Transit Planner

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.*

Responsible Staff: Caitlin Brooks, Program Manager, Transportation Planning

11. QUIET ZONES PRESENTATION-PG.67

Recommendation:

- *Receive and file.*

Responsible Staff: Claire Grasty, Director of Public Transit

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.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

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.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

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.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

15. GENERAL COUNSEL REPORTS-

16. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Chair Mike Judge

Southern California Regional Rail Authority (Metrolink-SCRRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

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



Item #9A

January 9, 2026

**MEETING MINUTES OF NOVEMBER 7, 2025, REGULAR VCTC COMMISSION MEETING
AT 9:00 A.M.**

CALL TO ORDER:

Vice-Chair McQueen-Legohn 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 Long.

ROLL CALL/MEMBERS PRESENT:

Marth McQueen-Legohn, City of Port Hueneme
Dani Anderson, Citizen Rep., Cities
Carrie Broggie, City of Fillmore
Jenny Crosswhite, City of Santa Paula
Bob Engler, City of Thousand Oaks
Jeff Gorell, County of Ventura
Doug Halter, City of Ventura
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
Marlon Regisford, Deputy District 7 Caltrans Director

ABSENT:

Mike Judge, City of Simi Valley
Chris Enegren, City of Moorpark

4. CEREMONIAL CALENDAR-

On behalf of the Commission, Executive Director Martin Erickson thanked and congratulated MV Transportation Driver of the Year, Rene Favila.

5. PUBLIC COMMENTS – There were none.

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

Commissioner Long requested from Caltrans a follow-up report regarding the 126 freeway and requested that Caltrans reach out to her office.

Commissioner Gorell requested feedback from Caltrans regarding the installation of a crosswalk along Pacific Coast Highway and the anticipated construction timeline and impacts.

7. COMMISSIONER REPORTS –

Vice-Chair McQueen-Legohn announced that VCTC's executive director was awarded the California Transit Association (CTA) Transit Professional of the Year Award at the annual CTA conference.

Executive Director Martin Erickson stated it was an honor to be awarded the California Transit Association (CTA) Transit Professional of the Year Award at the annual CTA conference. He thanked the commission and the VCTC staff for their leadership and support.

8. EXECUTIVE DIRECTOR REPORT-

Executive Director Martin Erickson reported on the following:

- **Veterans Day Free Rides:** On Tuesday, November 11, VCTC Intercity and all county transit operators will offer free rides to U.S. military veterans and active-duty service members with valid identification.
- **Operation Toy Train:** Sierra Northern Railway's Ventura Division will host the 2025 Operation Toy Train on Saturday, December 6, with stops along the Santa Paula Branch Line. The event will collect new, unwrapped toys for local children in need, with Santa Claus appearing at each stop. More information is available at operationtoytrain.org.
- **SCAG Funding Coordination:** In November, VCTC continued coordination with SCAG on regional funding programs. Draft recommendations include 23 Ventura County projects totaling approximately \$26 million in STBG and \$22 million in CMAQ funding, with final approval anticipated at the December 4 SCAG Regional Council meeting.

9. ADDITIONS/REVISIONS – There were none.

10. CONSENT CALENDAR – Commissioner Janice Parvin pulled item 10B_and stated the County of Ventura has changed their dark month from August to July and asked that perhaps VCTC would like to look into making the change for the upcoming calendar year for 2026. The item was pulled and will be brought back at the January commission meeting.

Commissioner Crosswhite pulled item 10E. Cash Management for Delayed Federal Transit Administration Grants for further discussion.

Commissioner Engler moved to approve consent calendar items 10A, 10C through 10R. The motion was seconded by Commissioner Parvin and passed unanimously.

10A. APPROVE MINUTES OF OCTOBER 3, 2025, MEETING PG.7

Recommended Action:

- Approve the summary minutes of October 3, 2025.

10B. VCTC MEETING AND ADMINISTRATIVE & FINANCE COMMITTEE MEETING CALENDAR SCHEDULE 2026 PG.11

Recommended Action:

- Approve the VCTC Meeting Calendar Schedule for 2026.

(Item 10B was pulled and removed from the consent calendar at this time).

10C. MONTHLY BUDGET REPORT PG.13

Recommended Action:

- Receive and file.

10D. FISCAL YEAR 2025/2026 CARRY-OVER BUDGET AMENDMENTS PG.21

Recommended Action:

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

10E. CASH MANAGEMENT FOR DELAYED FEDERAL TRANSIT ADMINISTRATION GRANTS PG.25

Recommended Action:

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

10F. TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS DEFINITIONS AND SCHEDULE PG.27

Recommended Action:

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

10G. MEMORANDUM OF UNDERSTANDING FOR PURCHASE OF ZERO EMISSIONS REPLACEMENT BUSES FOR VCTC COASTAL EXPRESS COMMUTER SERVICE PG.35

Recommended Action:

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

10H. AMENDMENTS TO SENATE BILL 125 FUNDING MEMORANDUM OF UNDERSTANDING PG.37

Recommended Action:

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

**10I. GMV SYNCROMATICS CORPORATION CONTRACT EXTENSION AMENDMENT FOR THE AUTOMATIC VEHICLE LOCATION AND PASSENGER INFORMATION SYSTEM
PG.39**

Recommended Action:

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

**10J. PURCHASE & INSTALLATION OF NEW ONBOARD ROUTERS FOR VCTC INTERCITY
PG.41**

Recommended Action:

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

10K. CLAIM FOR DAMAGES PG.43

Recommended Action:

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

10L. PAGA CLAIM PG.45

Recommended Action:

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

10M. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR OCTOBER 2025 PG.47

Recommended Action:

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

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

Recommended Action:

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

10O. SUPPORT FOR SCAG APPLICATION TO CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT FOR REGIONAL ACTIVE TRANSPORTATION INVENTORY PG.53

Recommended Action:

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

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

Recommended Action:

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

10Q. VENTURA COUNTY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM- SUBMITTAL FOR 2026 STATE TRANSPORTATION IMPROVEMENT PROGRAM PG.59

Recommended Action:

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

10R. AUTHORIZATION TO AMEND TRANSIT GRANT ADMINISTRATION BUDGET PG.63

Recommended Action:

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

DISCUSSION CALENDAR:

11. APPROVAL OF FISCAL YEAR 2025/26 PROGRAM OF PROJECTS AND PUBLIC HEARING PG.65

Recommended Action:

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

Vice-Chair McQueen-Legohn opened the public hearing for the approval of the Fiscal Year 2025/2026 Program of Projects at 9:24 a.m.

Heather Miller, program manager, provided a verbal presentation on the approval of the Fiscal Year 2025/2026 Program of Projects. There were no public comments.

Vice-Chair McQueen-Legohn closed the public hearing at 9:27 a.m.

Commissioner White moved to approve Item 11, Approval of the Fiscal Year 2025/2026 Program of Projects. The motion was seconded by Commissioner Halter and passed unanimously.

12. PORT OF HUENEME UPDATE PG.71

Recommended Action:

- Receive and file.

Ms. Kristin Decas, port director for the Port of Hueneme, gave a PowerPoint presentation and update to the commission on the state of the Port of Hueneme. The Oxnard Harbor District Update presentation was received and filed by the Commission.

13. COUNTY OF VENTURA SYSTEMIC COUNTYWIDE SIGNALIZED INTERSECTION IMPROVEMENT PROJECT PG.73

Recommended Action:

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

Vanessa Schoenewald, director of programming, introduced Anitha Balan, Ventura County director of roads, and Cody Stults, Ventura County engineering manager for roads and transportation, who presented on the Countywide Signalized Intersection Improvement Program (VCPWA) to the Commission. The Commission received and filed the presentation.

14. SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR UPDATE PG.75

Recommended Action:

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

Amanda Fagan, director of planning and sustainability, presented a PowerPoint on the Sespe Creek Overflow Railroad Bridge Repair project.

Commissioner Long moved to approve the project update and the amendment to the Santa Paula Branch Line Program budget. The motion was seconded by Commissioner Trembley and passed unanimously.

15. GENERAL COUNSEL REPORTS-

General Counsel Lindsay D' Andrea provided the Commission with an update on the Brown Act and Senate Bill (SB) 707.

16. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Chair Mike Judge

Commissioner Crosswhite provided an update regarding SCAG. She reported that SCAG has moved forward a recommendation to approve \$1.2 billion in Surface Transportation Block Grant

(STBG) and Congestion Mitigation and Air Quality (CMAQ) funding for the 2026–2027 and 2027–2028 funding cycles. She stated the recommendation will be presented to the SCAG Regional Council for approval in December.

Commissioner Crosswhite also shared that SCAG is launching a pilot “Future Leaders” initiative for young adults ages 18–24 who are interested in civic leadership and engagement. The program will run for six months, and additional information is available on the SCAG website.

Additionally, she reported that during SCAG’s Energy and Environment Committee meeting, an extreme heat impact study was presented, along with strategies cities can use to help mitigate these impacts. The study is also available on the SCAG website.

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Commissioner Tony Trembley
Alternate: Commissioner Bob Engler

None.

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

Primary: Commissioner Jim White
Alternate: Commissioner Chris Enegren

Commissioner White reported the next LOSSAN meeting would be on November 17.

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White
Alternate: Commissioner Jeff Gorell

Commissioner White reported the CRCC meeting took place in King City, and the council discussed ways to improve frequency speed, reliability and ease of trains between San Francisco and Los Angeles.

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

None.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White
Alternate: Commissioner Carrie Broggie

Commissioner White stated the next CalVans meeting will be on December 7 in Fresno.

17. ADJOURN-

Executive Director Martin Erickson noted that the December 5 Commission meeting would likely be canceled. The meeting was adjourned to 9:00 a.m. on Friday, January 9, 2026, at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.

January 9, 2026

Item #9B

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

RECOMMENDATION:

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

BACKGROUND:

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

VCTC Regular Meeting Schedule – 2026

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

Administrative and Finance Committee Meeting Schedule – 2026

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



Item #9C

January 9, 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 October 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 October 31, 2025, budget report indicates that the revenues were approximately 13.3% of the adopted budget while expenditures were approximately 16.2% 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 OCTOBER 31, 2025**

Assets and Deferred Outflows

Cash and Investments	\$ 94,554,027.34
Receivables/Due from other funds	7,992,290
Prepays and Deposits	878,259
Capital Assets, undepreciated	27,745,594
Capital Assets, depreciated, net	30,255,125
Deferred Outflows	1,415,855
Total Assets and Deferred Outflows	\$162,841,150

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE**Liabilities and Deferred Inflows:**

Accrued Expenses and Due to	
Other	\$ 4,851,444
Deferred Revenue	39,230,558
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:	\$ 47,713,661

Net Position:

Invested in Capital Assets	\$58,000,719
Fund Balance	57,126,771
Total Net Position	\$115,127,490

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE FOUR MONTHS ENDED OCTOBER 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	\$2,573,796	0	0	0	0	0	\$1,140,112	\$482,027	\$4,195,935	\$24,856,365	(20,660,430)	16.88
State Revenues	1,518,972	7,989,096	1	466,397	0	284,324	29,500	0	10,288,290	101,690,176	(91,401,886)	10.12
Local Revenues	57,962	0	0	0	0	304,566	647,878	1,873,815	2,884,221	6,105,097	(3,220,876)	47.24
Other Revenues	1,390	0	0	0	0	0	0	0	1,390	0	1,390	0.00
Interest	41,835	64,783	291,292	37,147	74,599	39,441	3,021	7,000	559,118	2,176,900	(1,617,782)	25.68
Total Revenues	4,193,955	8,053,879	291,293	503,544	74,599	628,331	1,820,511	2,362,842	17,928,954	134,828,538	(116,899,584)	13.30
Expenditures												
Administration												
Personnel Expenditures	1,323,774	0	0	0	0	0	61,191	18,782	1,403,747	4,902,400	(3,498,653)	28.63
Legal Services	4,477	0	0	0	0	0	0	0	4,477	46,200	(41,723)	9.69
Professional Services	41,666	0	0	0	0	0	0	0	41,666	219,800	(178,134)	18.96
Office Leases	74,272	0	0	0	0	0	0	0	74,272	230,400	(156,128)	32.24
Office Expenditures	724,869	0	0	0	0	0	45,190	13,871	783,930	1,041,900	(257,970)	75.24
Total Administration	2,169,058	0	0	0	0	0	106,381	32,653	2,308,092	6,440,700	(4,132,608)	35.84
Programs and Projects												
Transit & Transportation Program												
Regional Transit Technolc	308,241	0	0	0	0	0	0	0	308,241	2,436,195	(2,127,954)	12.65
SD-Accessible Mobility S	95,662	0	0	0	0	0	0	0	95,662	490,300	(394,638)	19.51
VCTC Intercity Bus Servic	0	0	0	0	0	0	1,917,123	0	1,917,123	22,506,882	(20,589,759)	8.52
Valley Express Bus Servic	0	0	0	0	0	0	0	783,674	783,674	3,999,848	(3,216,174)	19.59
Transit Grant Administrati	1,621,690	0	0	0	0	0	0	0	1,621,690	27,850,400	(26,228,710)	5.82
Total Transit & Transpo	2,025,593	0	0	0	0	0	1,917,123	783,674	4,726,390	57,283,625	(52,557,235)	8.25
Highway Program												
Motorist Aid Services	0	0	0	996,676	0	0	0	0	996,676	2,008,000	(1,011,324)	49.64
Highway Program Manag	63,204	0	0	0	0	0	0	0	63,204	4,058,600	(3,995,396)	1.56
Total Highway	63,204	0	0	996,676	0	0	0	0	1,059,880	6,066,600	(5,006,720)	17.47

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE FOUR MONTHS ENDED OCTOBER 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	5,527,385	0	0	0	0	0	0	0	5,527,385	25,461,058	(19,933,673)	21.71
LOSSAN & Coastal Rail	9,667	0	0	0	0	0	0	0	9,667	12,800	(3,133)	75.52
Santa Paula Branch Line	0	0	0	0	0	1,079,233	0	0	1,079,233	16,368,106	(15,288,873)	6.59
Total Rail	5,537,052	0	0	0	0	1,079,233	0	0	6,616,285	41,841,964	(35,225,679)	15.81
Commuter Assistance Program												
Reg Transit Information Center	11,351	0	0	0	0	0	0	0	11,351	33,900	(22,549)	33.48
Rideshare Programs	73,840	0	0	0	0	0	0	0	73,840	302,400	(228,560)	24.42
Total Commuter Assistance	85,191	0	0	0	0	0	0	0	85,191	336,300	(251,109)	25.33
Planning & Programming												
TDA Administration	0	9,911,324	0	0	4,522	0	0	0	9,915,846	41,672,759	(31,756,913)	23.79
Transportation Programming	8,631	0	0	0	0	0	0	0	8,631	84,300	(75,669)	10.24
Regional Transportation Planning	255,827	0	0	0	0	0	0	0	255,827	1,571,186	(1,315,359)	16.28
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	28,000	(28,000)	0.00
Regional Transit Planning	962,327	0	0	0	0	0	0	0	962,327	5,989,700	(5,027,373)	16.07
Total Planning & Programming	1,226,785	9,911,324	0	0	4,522	0	0	0	11,142,631	49,345,945	(38,203,314)	22.58
General Government												
Community Outreach	79,839	0	0	0	0	0	0	0	79,839	221,500	(141,661)	36.04
State & Federal Relations	45,873	0	0	0	0	0	0	0	45,873	164,900	(119,027)	27.82
Management & Administration	49,955	0	0	0	0	0	0	0	49,955	248,600	(198,645)	20.09
Total General Government	175,667	0	0	0	0	0	0	0	175,667	635,000	(459,333)	27.66
Total Expenditures	11,282,550	9,911,324	0	996,676	4,522	1,079,233	2,023,504	816,327	26,114,136	161,950,134	(135,835,998)	16.12

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE FOUR MONTHS ENDED OCTOBER 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	(7,088,595)	(1,857,445)	291,293	(493,132)	70,077	(450,902)	(202,993)	1,546,515	(8,185,182)	(27,121,596)	18,936,414	30.18
Other Financing Sources												
Transfers Into GF From LTF	6,082,236	0	0	0	0	0	0	0	6,082,236	11,381,700	(5,299,464)	53.44
Transfers Into GF From STA	1,189,525	0	0	0	0	0	0	0	1,189,525	3,880,831	(2,691,306)	30.65
Transfers In GF From SGR	139,183	0	0	0	0	0	0	0	139,183	5,760,632	(5,621,449)	2.42
Transfers Into GF From SAFE	154,745	0	0	0	0	0	0	0	154,745	460,400	(305,655)	33.61
Transfers Into GF From SPBL	66,664	0	0	0	0	0	0	0	66,664	193,300	(126,636)	34.49
Transfers Into SPBL From STA	0	0	0	0	861,352	0	0	0	861,352	9,680,906	(8,819,554)	8.90
Transfers Into VI From STA	0	0	0	0	0	0	2,000,000	0	2,000,000	6,814,767	(4,814,767)	29.35
Transfers Into VE	0	0	0	0	0	0	0	80,409	80,409	80,409	0	100.00
Transfers Out of LTF Into GF	0	(6,082,238)	0	0	0	0	0	0	(6,082,238)	(11,381,700)	5,299,462	53.44
Transfers Out of STA Into GF	0	0	(1,189,524)	0	0	0	0	0	(1,189,524)	(3,880,831)	2,691,307	30.65
Transfers Out of STA Into SPBL	0	0	(861,352)	0	0	0	0	0	(861,352)	(9,680,906)	8,819,554	8.90
Transfers Out of STA Into VI	0	0	(2,000,000)	0	0	0	0	0	(2,000,000)	(6,814,767)	4,814,767	29.35
Transfers Out of SAFE Into GF	0	0	0	(154,744)	0	0	0	0	(154,744)	(460,400)	305,656	33.61
Transfers Out of SPBL Into GF	0	0	0	0	0	(66,664)	0	0	(66,664)	(193,300)	126,636	34.49
Transfers Out of SGR Into GF	0	0	0	0	(139,183)	0	0	0	(139,183)	(5,760,632)	5,621,449	2.42
Transfers Out of SGR Into VE	0	0	0	0	(80,409)	0	0	0	(80,409)	(80,409)	0	100.00
Total Other Financing Sources	7,632,353	(6,082,238)	(4,050,876)	(154,744)	(219,592)	794,688	2,000,000	80,409	0	0	0	0.00
Net Change in Fund Balances	543,758	(7,939,683)	(3,759,583)	(647,876)	(149,515)	343,786	1,797,007	1,626,924	(8,185,182)	(27,121,596)	18,936,414	30.18
Beginning Fund Balance w/o capital ass	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*	(2,093,598)	0	0	0	0	0	(55,144)	0	(2,148,742)			
Fund Balance as of October 31, 2025	4,304,510	9,479,219	28,765,005	3,359,228	7,296,011	369,153	1,926,721	1,626,924	57,126,771			

*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 OCTOBER 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	\$11,024.83	EAC & 1.00%	\$ 4,761,983.74
LAIF	State Pool	N/A	\$84,104.03	4.24%	9,195,200.54
County of Ventura	Treasury Pool	N/A	\$463,988.36	4.38%	79,894,523.07
VCCF Bike Fund	Investment	N/A	Annually	Annually	21,138.05
Total			\$559,117.22		\$93,872,845.40

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 #9D

January 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: LUPE ACERO, FINANCE DIRECTOR
SUBJECT: ANNUAL COMPREHENSIVE FINANCIAL REPORT

RECOMMENDATION:

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

BACKGROUND:

State law requires that the Ventura County Transportation Commission (Commission) publish within six months of the close of each fiscal year a complete set of audited financial statements presented in conformity with generally accepted accounting principles (GAAP) and audited in accordance with generally accepted auditing standards by independent certified public accountants. Pursuant to that requirement, staff hereby issues the Annual Comprehensive Financial Report (ACFR) of the Ventura County Transportation commission for fiscal year ended June 30, 2025.

Furthermore, since VCTC receives federal funds, a Single Audit of federal funds is required. It is normal practice to issue both the Annually Comprehensive Financial Report (ACFR) and Single Audit at the same time. For fiscal year 2024/2025, the Single Audit Report was delayed due to the Office of Management and Budget (OMB) delays in releasing the final OMB Compliance Supplement for fiscal year 2025. The Compliance Supplement provides essential guidance that auditors rely on when performing Single Audits. Without this finalized document, auditors cannot complete the compliance testing required to issue an official Single Audit opinion.

The Single Audit report will be issued and presented to the Commission once the final 2025 Compliance Supplement is issued and the auditors have the opportunity to finalize the Single Audit report.

STRATEGIC PLAN COMMITMENT:

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

DISCUSSION:

The Commission's auditors, Eide Bailly, LLP, have completed the Fiscal Year 2024/2025 audit. Eide Bailly, LLP has issued reports stating that in their opinion, the Ventura County Transportation commission's financial statements are presented fairly in all material respects, the financial position of the governmental activities, the business-type activities and each major fund, and the aggregate remaining fund information of the Commission as of June 30, 2025, and the respective changes in the financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America. The independent auditor reports begin on page 3 of the ACFR.

The Commission maintains six governmental funds and two business-type funds and is presented separately. The governmental funds are comprised of the General Fund, Local Transportation Fund (LTF), State Transit Assistance (STA) Fund, the Service Authority for Freeway Emergencies (SAFE) Fund, State of Good Repair (SGR) Fund and the Santa Paula Branch Line (SPBL) Fund. The two business-type funds are comprised of the VCTC Intercity and Valley Express funds.

The Commission adopted annual budgets for all funds. Budgetary comparison schedules to demonstrate compliance with these budgets are provided on page 90-93 and 104-108 of the ACFR as required supplementary information.

The Letter of Transmittal at the beginning of the ACFR is an introduction to the financial statements. The Management's Discussion and Analysis Report (MD&A) begins on page 7 and provides a narrative overview and analysis of the Commission's financial activities for the fiscal year. The statistical section can be found at the end of the ACFR beginning on page 110.

At June 30, 2025, the Commission's General Fund balance was \$5,854,350, of which \$762,757 was nonspendable for prepaids and deposits and \$3,858,354 was restricted for rail and transit. The remaining \$1,233,239 was unassigned including \$802,421 set aside for compensated absences and \$430,818 available for Commission projects and/or operations in future years.

The remaining balances for the other governmental funds were: \$17,418,902 for the LTF Fund; \$35,524,588 for the STA Fund; \$4,007,104 for the SAFE Fund, \$7,445,526 for the SGR Fund and \$25,367 for the SPBL fund with the total governmental fund balance for Fiscal Year 2024/2025 being \$67,275,837 which was approximately \$41,205 lower than the previous year. The net position for the business-type activities was \$10,390,676 for VCTC Intercity (largely capital assets) and \$1,647,453 for Valley Express. The increase to the VCTC Intercity fund and Valley Express was due to the purchase of capital assets.

Attached as separate attachments to the agenda item are the audited Annual Comprehensive Financial Statement (ACFR) that includes the independent auditor report and the Auditor's Communication with Those Charged with Governance report (AU-C 260) and Compliance and other Matters (GAGAS). These reports are available upon request or on the Commission's website, www.goventura.org, as agenda attachments.

An auditor from Eide Bailly, LLP will be available to answer any questions the Commission may have.

FISCAL IMPACT:

The recommendation of this item is to receive and file. There is no fiscal impact.



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Item #9E

January 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: REQUEST FOR PROPOSALS FOR PROFESSIONAL AUDITING SERVICES

RECOMMENDATION:

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

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment D1: "Ensure the continued operational excellence of VCTC's financial operations and grants administration" and D3: "Conduct a review of VCTC policies and procedures and revise to meet current needs."

DISCUSSION:

In 2020, the Ventura County Transportation Commission (VCTC) entered into a contract with Eide Bailly LLP to perform financial audits for the period of three years with an option for two additional one-year periods. VCTC added an additional one-time extension for one year (additional extension option). With the completion of the Fiscal Year 2024/2025 audit, the contractual periods have expired.

Therefore, VCTC staff is requesting the Commission's authorization to release a Request for Proposals (RFP) for Professional Auditing Services (see Attachment 1). The initial term of the contract will be for three years commencing with Fiscal Year

2025/2026 with an option for one two-year extension. Funding for the audit is included in the VCTC budget. Staff plans to bring back a recommendation for an auditing firm at the March 2026 VCTC meeting.

FISCAL IMPACT:

Approval of this item does not have a fiscal impact. Sufficient funding for the annual financial audit is included in the budget.



Item #9F

Date January 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: APPROVAL OF TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDITS FOR VENTURA COUNTY CLAIMANTS WITH MOORE & ASSOCIATES FY23-FY25

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.

BACKGROUND:

Every three years, the State requires VCTC, in its role as the County Transportation Commission and Regional Transportation Planning Agency (RTPA) for Ventura County, to undergo a performance audit to verify that agencies claiming Local Transportation Funds (LTF) comply with TDA legislative intent and regulations. Operators receiving funding under Article 4 of the TDA are required to complete a performance audit.

STRATEGIC PLAN COMMITMENT:

This action supports VCTC's 2023–2028 Strategic Plan by advancing Goal A's focus on data-driven planning (A5), strengthening regional coordination through TRANSCOM

consistent with Goal C (C6), and upholding Goal D's commitment to strong financial administration and compliance (D1). The TDA Triennial Performance Audits ensure that all TDA-funded operators meet State requirements and that VCTC continues to administer Local Transportation Funds responsibly.

DISCUSSION:

In September 2025, VCTC released a Request for Proposals (RFP) seeking a qualified consultant to conduct the State-required Transportation Development Act (TDA) Triennial Performance Audits for all Ventura County TDA claimants for fiscal years 2022/23 through 2024/25. The scope of work includes performance audits for all operators allocated funding under the TDA—both Article 4 and Article 8 claimants—as well as the audit of VCTC in its capacity as the Regional Transportation Planning Agency (RTPA). Although some municipal operators do not receive Article 4 funds, VCTC maintains oversight of all TDA-funded transit services and includes these operators in the triennial audit process to ensure full systemwide monitoring and compliance.

The RFP was posted on the VCTC website, advertised in Transit Talent and Mass Transit, nationally recognized transit industry platforms, and distributed directly to a list of potential bidders. VCTC received three proposals, submitted by Capitol GCS, CLA Connect, and Moore & Associates. An evaluation panel was convened, and each member independently reviewed and scored the proposals using the criteria outlined in the RFP, including technical understanding of TDA requirements, methodology, experience with transit performance audits. After completing the evaluation process of all proposals, Moore & Associates received the highest composite score and was determined to be the most qualified and responsive firm to complete the TDA Triennial Performance Audits.

Moore & Associates has extensive experience conducting TDA audits throughout California, including previous audit cycles for Ventura County. Based on the evaluation results and the firm's demonstrated expertise, staff recommends awarding a consultant services contract to Moore & Associates to complete the triennial audits. Draft reports will be presented to the transit operators and to the Commission, with final reports issued following Commission adoption.

Staff recommended that the Commission award and execute a consultant services contract with Moore & Associates for a total not-to-exceed amount of \$135,385.58 to perform the work described in the attached agreement (Attachment A).

FISCAL IMPACT:

Funding for this contract is included in VCTC's adopted FY2025-2026 budget.

ATTACHMENTS

Attachment A – Contract with Moore & Associates for TDA Performance Audits



Item #9G

Date **January 09, 2026**

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

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

SUBJECT: **BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES**
REPORT

RECOMMENDATION:

- Receive and File

BACKGROUND:

As a data driven and transparent organization, VCTC staff provides quarterly reports that include ridership data, performance measures, and goals for VCTC Intercity Transit as well as Metrolink and Pacific Surfliner. This report looks at the first quarter of Fiscal Year (FY) 2026, July 1, 2025 – September 30, 2025.

STRATEGIC PLAN COMMITMENT:

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

DISCUSSION:

Fixed Route

VCTC's Intercity fixed-route service recorded 90,954 boardings from July through September 2025, reflecting a 13.1% decrease compared to the same quarter last year. A major contributor to the ridership decline this quarter was the service reduction on the Channel Islands route, which took effect on August 25th. All intercity routes experienced lower boardings this quarter with the exception of East County, which continued to grow following prior service restructuring. Twenty-two missed trips systemwide due to operator call-outs likely contributed to the overall decline in ridership. It is also important to note that transit agencies across Southern California reported similar ridership drops starting in June and continuing into Q4, which have been publicly linked to increased immigration enforcement activity.

Regarding rider composition, mobility devices saw a modest increase of about 3% and bicycles have seen an approximately 17% decrease compared to FY24 during the same quarter. Train transfers show a significant increase of about 76% when comparing the same period in FY24, indicating stronger rail–bus connectivity and sustained demand among commuters who rely on multi-modal travel.

Operating costs increased by 7% this quarter, while fare revenue declined by 23%, reflecting the drop in ridership. As a result, cost per passenger rose from \$24.63 to \$30.04, and productivity measures such as passengers per mile and passengers per hour declined. These shifts are expected given the lower demand this quarter and will continue to be monitored as the August service changes stabilize.

Customer service goals were not met as complaints received for the period exceeded 5/50,000 riders for the quarter. Intercity received 38 valid complaints this quarter. The most frequent issues continued to be schedule adherence problems, including late trips, early departures, skipped stops, and incorrect destination signage. Several complaints involved driver behavior, operating ahead of schedule, or unsafe driving. VCTC staff is coordinating with RATP-Dev to address these issues through strengthened supervision, updated operator training, and follow-up on recurring operational concerns.

On-time Performance (OTP) analysis for this quarter was limited by missing data, as September results were unavailable due to a system glitch, and Route 55 (Conejo Connection) did not report OTP for August. Based on the available July and August data, system performance was mixed. Coastal Express (80–89) continued to perform strongly at 76–84%, while Highway 101 (50–53) and Route 55 remained below desired levels, with Highway 101 reaching 62% in July and 56% in August. Routes such as Highway 126 and East County maintained steady OTP at 69%, showing early signs of stability following schedule adjustments. Staff is working with the contractor to resolve the reporting issues and will continue monitoring OTP as the new schedules take effect.

Rail

The Metrolink Ventura County rail line ridership increased by 5.3% in FY25 when compared to the previous year in the same quarter. Weekend ridership increased 10% over the same period last year, with each month showing steady growth. Ridership on the VC Line has continued to account for approximately 12% of total ridership.

Ridership on the LOSSAN Pacific Surfliner service, which operates between San Diego and San Luis Obispo, experienced a 22% decrease compared to the same quarter in FY25. This decline is primarily attributable to a temporary suspension of Pacific Surfliner rail service north of Goleta due to a bridge replacement project. From August 1 through August 16, 2025, rail service between Goleta and San Luis Obispo was replaced with bus bridges, reducing overall service levels and rail boardings and contributing to lower ridership across Ventura County stations. Despite the overall decline within Ventura County, Oxnard Station remained the busiest location, contributing 18,362 riders, or 27% of all Ventura County Surfliner activity. Ventura and Camarillo stations followed, each showing moderate decreases consistent with the pattern across the county. Expanded service, including new round trips added in March and June 2025 between Los Angeles and San Diego, helped drive systemwide growth, while Ventura County's decline reflects local travel patterns, not a corridor-wide downturn.

FISCAL IMPACT:

None

VCTC INTERCITY

Quarterly Ridership Report | FY 2026 Q1

July - Sep 2025 90,954

Boardings

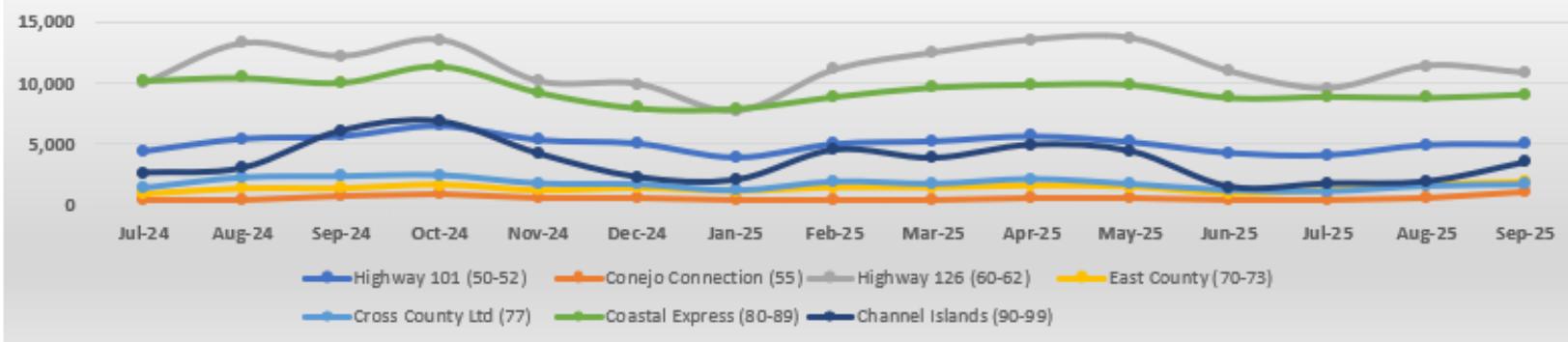


July - Sep 2024 104,716 -13.1%

15 Month Ridership Trends Systemwide



15 Month Ridership Trends by Route



	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25
Highway 101 (50-52)	4,416	5,464	5,668	6548	5364	5071	3,890	5,027	5,253	5,676	5,187	4,273	4,093	4,950	4,981
Conejo Connection (55)	504	511	706	872	670	621	453	489	471	613	551	396	462	546	1,034
Highway 126 (60-62)	9,925	13,208	12,144	13498	10102	9895	7,668	11,059	12,435	13,509	13,641	10,921	9,534	11,383	10,783
East County (70-73)	970	1,382	1,393	1662	1244	1410	1,195	1,465	1,456	1,595	1,518	1,023	1,264	1,667	1,855
Cross County Ltd (77)	1,414	2,296	2,386	2496	1796	1724	1,203	1,951	1,767	2,170	1,743	1,231	1,133	1,585	1,707
Coastal Express (80-89)	10,165	10,419	10,010	11352	9223	7948	7,903	8,873	9,641	9,857	9,850	8,782	8,891	8,794	9,083
Channel Islands (90-99)	2,652	3,026	6,057	6817	4195	2295	2,061	4,509	3,840	4,915	4,396	1,509	1,782	1,929	3,498

VCTC INTERCITY

Quarterly Ridership Report | FY2026 Q1

July - Sep 2025 0.25 5.82 \$ 30.04 \$165,233

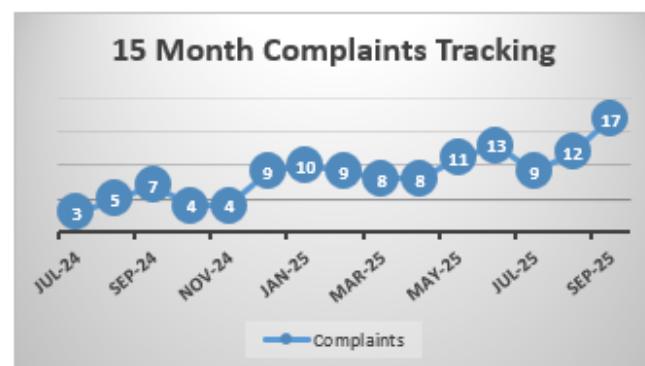
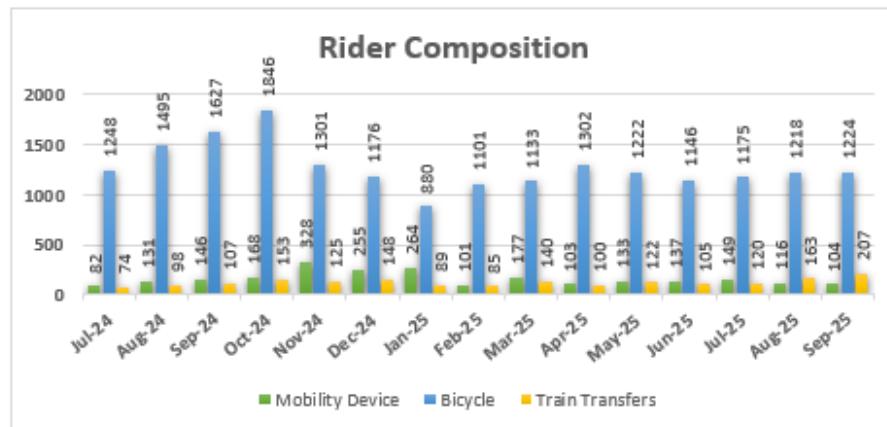
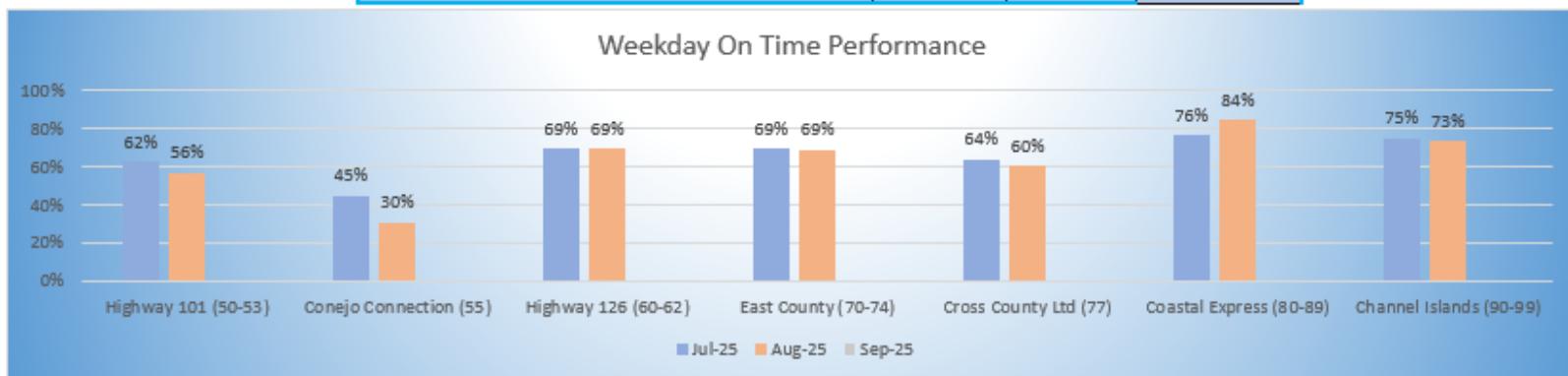
 Fare Revenue

July - Sep 2024 0.31 6.81 \$ 24.63 \$214,689 -23%

HIGHLIGHTS

September On Time Performance data is unavailable due to a system glitch that occurred during the schedule update process.

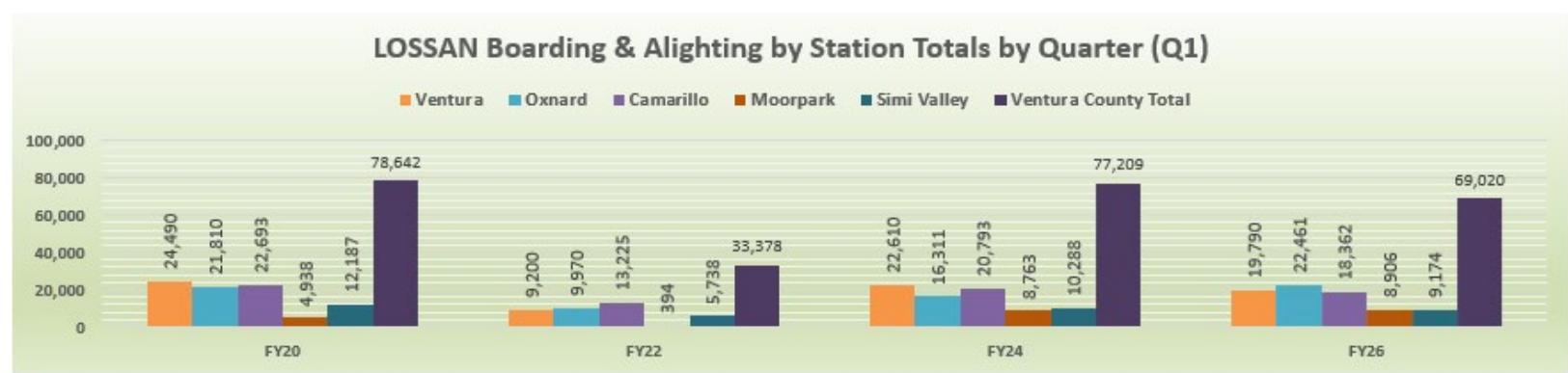
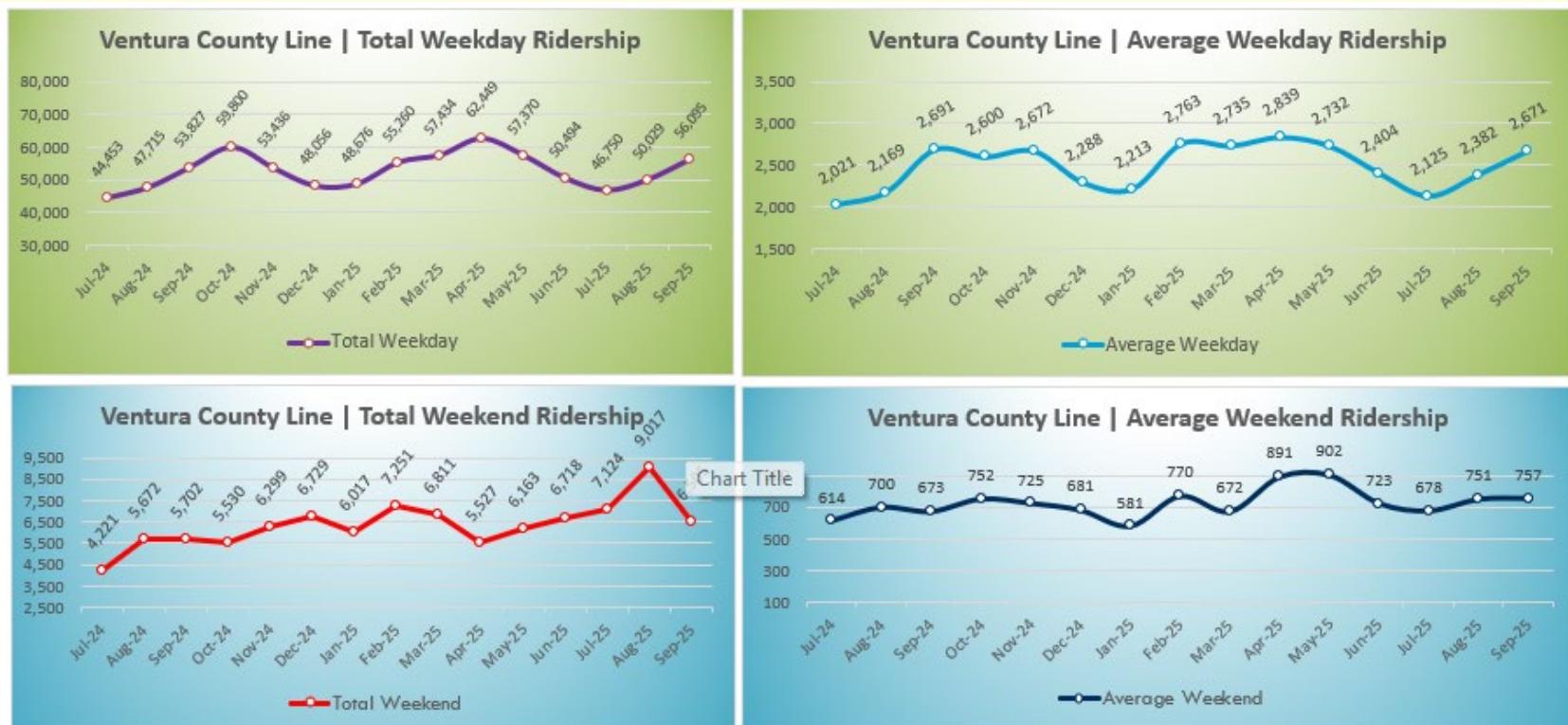
	FY 2024	FY 2025	% Change
Operating Cost	\$ 2,433,897	\$ 2,592,838	7%
Passenger Revenue	\$ 214,689	\$ 165,233	-23%
Passenger Revenue including budgeted route guarantees	\$ 587,999	\$ 538,543	-8%
Passengers	104,716	90,954	-13%
Cost per Passenger	\$ 24.63	\$ 30.04	22%
Farebox Recovery Ratio not including route guarantees	9%	6%	-28%
Farebox Recovery Ratio including route guarantees	24%	21%	-14%



Customer Service Goals:
No more than 5/50,000 rider complaints per quarter.

METROLINK & LOSSAN Corridor | Ventura County Line

Ridership





Item #9H

JANUARY 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MATT MILLER, PROGRAM MANAGER – TRANSIT SERVICES
SUBJECT: INTERCITY TRANSIT REDUCED FARES FOR U.S. MILITARY VETERANS

RECOMMENDATION:

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

BACKGROUND:

VCTC is currently leading the Tap2Ride project to implement credit and debit card readers to pay fares on every fixed-route transit operator in Ventura County. On Tuesday, December 9th VCTC Intercity launched reduced fares for Seniors 65+ and Medicare card holders on the Tap2Ride system, matching those categories already offered for passengers paying with cash. Passengers eligible for reduced fares must first register their card with the system using a link on the VCTC website. To maintain a single point of registering a credit or debit card for reduced fares for the entire County all agencies must be aligned in offering the same reduced fare categories.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

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

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

DISCUSSION:

VCTC, and the regional operators, want to make it as simple and easy as possible for passengers eligible for reduced fares to pay using the Countywide Tap2Ride system. This includes receiving their discounts by creating a single point of card registration for the entire County. To accomplish this, all transit agencies must align with the discount categories. Currently all transit agencies offer reduced fares to ADA, Seniors 65+, and Medicare Card holders, while Gold Coast Transit District also extends reduced fares to U.S. Military Veterans. Utilizing TRANSCOM meetings, VCTC staff and the operators agreed to work to expand their discount categories to include Veterans to gain 100% alignment in transit fare categories throughout the county.

Currently, VCTC Intercity provides discount fares to Seniors 65+ and ADA/Medicare cardholders. Staff is recommending the Commission authorize adding a new Category of U.S. Military Veteran. Current and recommended fares are below.

Category	Zone 1 Fare	Zone 2 Fare
Adults 18 & over	\$1.75	\$4.00
Seniors 65+, Medicare Cardholder, ADA	\$.80	\$2.00
College Students and Youth 18 & under	Free	Free
<i>U.S. Military Veterans - NEW</i>	<i>\$.80</i>	<i>\$2.00</i>

Providing reduced fares to U.S. Military Veterans reflects our agency's commitment to equity, accessibility, and community values. Veterans have served our nation with distinction, and many live on fixed incomes or face mobility challenges. Offering discounted transit fares ensures they have affordable access to essential services, employment, and healthcare, supporting their reintegration into civilian life. This policy aligns with broader social equity goals and demonstrates our appreciation for their service while fostering goodwill within the community.

FISCAL IMPACT:

Approval of this item will not result in a material fiscal impact. The anticipated revenue impact is minimal, as the number of Veterans using transit services is relatively small compared to the overall ridership base. Any potential loss in fare revenue is offset by the social benefits and positive public perception associated with the change.



Item #91

JANUARY 9, 2026

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

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.

BACKGROUND:

VCTC's Regional Transit Technology budget supports coordinated, regional transit technology projects for Ventura County transit operators like replacement fareboxes, automatic vehicle location (AVL) equipment, Tap2Rde, and VCbuspass. Funds in this budget are used to maintain and replace equipment and update equipment as needed.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

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

DISCUSSION:

It has been determined that there is a balance of \$505,425 FTA 5339 capital funds from past regional transit technology projects that are available to be used on current year projects including fare collection equipment and AVL equipment. Staff is requesting authorization to amend these funds into the budget to expand and complete additional maintenance and replacement projects already planned for in the FY25-26 budget. Projects include replacing AVL equipment, VCbuspass equipment, demand response scheduling system equipment and fareboxes as needed.

FISCAL IMPACT:

Approval of this item will increase the Regional Transit Technology budgeted revenues and expenditures by \$505,245.



Item # 9J

January 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR NOVEMBER AND DECEMBER 2025

RECOMMENDATION:

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

BACKGROUND:

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

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 months of November and December 2025.

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.

Adopted April 7, 2023 VCTC Strategic Plan FY 2023-2024 Through FY 2027-2028.pdf

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 December, staff met several times with the City of Ventura to assist with an issue raised by Metrolink/SCRRRA regarding the minimum acceptable setback of trail infrastructure from the railroad tracks. Plans are currently at the 90% design stage.
 - *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>. In December, the Southern California Association of Governments awarded \$4.189 million to the City of Santa Paula for construction of the trail extension project.
 - *SPBL Trail Master Plan Update & EIR/EIS:*
 - Public engagement efforts continued during November and December. The seventh Project Development Team (PDT) was held on November 20, and the eighth PDT was held on December 18.
 - Five additional planned one-on-one meetings were held with stakeholders during the months of November and December. VCTC presented to the Ventura County Agricultural Policy Advisory Committee (APAC) on November 12 and helped to facilitate a presentation to APAC by the Napa Valley Vine Trail Coalition on December 10.
 - The third public workshop was held on December 11 from 6:00-8:00PM in Santa Paula at the Collector Car Vault. Approximately 45 people attended the workshop.

- The team published a Notice of Preparation (NOP) for an Environmental Impact Report on November 17, with a 35-day scoping deadline ending on December 21. As of the December 18 Agenda preparation deadline, 16 comment letters had been received.
- To create additional opportunities for community members to learn about the project and provide feedback that will contribute to developing alternatives and generating a defensible and implementable vision for the trail, the project team created a map-based community engagement survey tool with a brief introductory video, available in both English and Spanish. The tool collects feedback on alignments, key destinations, amenities and other features. The survey is available online via the project website and at: [Santa Paula Branch Line Trail Master Plan Update](#).
- A web page dedicated to the Master Plan Update is available at <https://www.goventura.org/spbl-trail-master-plan>. The project email address is spbl.trail@goventura.org.

- *Storm Damage and Response*
 - Staff continued to coordinate with FEMA and CalOES regarding the Sespe Creek Overflow railroad bridge repair project. Two projects remain under FEMA review as part of the obligation process, for the completed emergency protective measures to stabilize the western bank (Category B) and permanent repairs (Category C). As of December 18, the Category B project has been in “Pending Award” status since August 25, and the Category C project has been in “Pending Large Project Review” status since September 16. Staff will continue to provide financial, environmental, and other project information and documentation to FEMA and CalOES upon request.
 - ⊖ The FEMA Activity Completion Deadline was October 13, 2025. VCTC submitted an extension request to CalOES and FEMA on October 2. An additional request to extend the period of performance will need to be filed upon obligation of funding by FEMA. VCTC requested a five-month extension to the Activity Completion Deadline, extending the completion deadline to March 13, 2026. VCTC also requested an extension to the RG-63 permit deadline from the U.S. Army Corps of Engineers through the end of February 2026.
 - Construction began on September 3. Please refer to the November 7, 2025 Staff Report for Item 14 and the January 9, 2026 Staff Report for Item 13 for further background discussion.
- *Coordination with Sierra Northern Railway*
 - Staff coordinated with SNR’s Ventura Division General Manager on issuance of ROEs, Site Visits, Inspections, and other rail activities as needed.
 - SNR selected a new insurance broker in late 2024 to better meet its contractual obligations to VCTC. SNR will request an amendment to the Railroad Lease and Operations Agreement to align insurance requirements with current market conditions and available coverages.
 - SNR continues to work on replacement of the existing Ferris Drive bridge, located just east of Santa Paula Creek. The replacement bridge will be raised to address a low-clearance issue below the existing bridge. 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.

- SNR and its sister company, Mendocino Railway, hired several new staff to prepare for additional rail service upon reopening of the Sespe Creek Overflow railroad bridge, with plans to begin service to freight customers on the eastern portion of the SPBL and to launch excursion services upon completion of bridge repairs.
- Sierra Northern Railway's Ventura Division hosted the 2025 Operation Toy Train event on Saturday, December 6 with stops in Ventura, Saticoy, Santa Paula, Fillmore, and Piru. For the second year in a row, in partnership with [Operation Toy Train](#), the event collected over 600 new unwrapped toys for donation to the Fillmore Fire Department and Santa Paula Rotary Club to be handed out to local children in need

FISCAL IMPACT

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



Item #9K

January 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
SUBJECT: SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
AWARDS FOR CONGESTION MITIGATION AND AIR QUALITY
AND SURFACE TRANSPORTATION BLOCK GRANT FUNDS

RECOMMENDATION:

- Receive and file

BACKGROUND:

The Surface Transportation Block Grant (STBG) Program and Congestion Mitigation Air Quality (CMAQ) Improvement Program are Federal Highway Administration (FHWA) programs that provide funding for surface transportation projects and projects or programs that improve air quality, relieve congestion, and generate an emissions reduction in, or offer a benefit to, a nonattainment or maintenance area. In past years VCTC was provided, per state law, with a county apportionment for these funds and would make recommendations to the Southern California Association of Governments (SCAG) the projects to be programmed in the Federal Transportation Improvement Program (FTIP). As of July 1, 2023, SCAG is now responsible for conducting a regionwide request-for-project nominations process for selection of STBG and CMAQ-funded projects.

On March 31, 2025, SCAG released guidelines for the call-for-project nominations for STBG and CMAQ funds. Per these guidelines, project sponsors submitted applications by the deadline of May 16, 2025. In 2024, SCAG provided a modest increase in funds; however, this call-for-project nominations process marked the first use of a new prioritization method and the allocation of the full funding amount for a two-year cycle covering Federal Fiscal Years (FFY) 2026/2027 and 2027/2028.

VCTC was responsible for the coordination and submission to SCAG of a Project Prioritization Framework for projects nominated in Ventura County in addition to a Project Nomination Package. SCAG reviewed the Project Nomination Packages submitted by VCTC and the other County Transportation Commissions (CTC) for consistency with the program criteria and developed a list of prioritized projects (Attachment A) that were approved by the SCAG Transportation Committee on November 6, 2025, and the SCAG Regional Council (RC) on December 4, 2025.

This information item is to communicate the awarded project list to the VCTC committees and Commission and upcoming programming actions.

STRATEGIC PLAN COMMITMENT:

This item supports the 2023 VCTC Strategic Plan Tier 2 Top Priorities including integrating the Comprehensive Transportation Plan (CTP), encouraging local partners to plan and prioritize building new bike lanes (and seeking funding for this purpose), and coordinating efforts to prioritize and submit grant applications for goods movement.

DISCUSSION:

This project selection process is SCAG's principal demonstration of a regionwide, data-driven, and performance-based project selection process fulfilling federal requirements. In accordance with the Program Guidelines, project nominations were evaluated on effectiveness in advancing federal performance measures, alignment with transportation investment priorities outlined in Connect SoCal 2024 (2024-2050 RTP/SCS), and SCAG Presidential Priorities and Objectives, thus a critical Connect SoCal implementation tool.

In collaboration with VCTC and other CTCs, SCAG is developing programming procedures that will guide post-award activity for the awarded projects. Procedures topics will include: programming in the Federal Transportation Improvement Program, fund obligation deadlines and management, post-award changes, and regional coordination efforts. SCAG staff will return to the SCAG RC for approval of these programming procedures in early 2026.

Summary of Award Recommendations:

The SCAG RC approved awarding funding to 130 projects. A summary of awards across counties is provided below.

County	Projects Requested	Funding Requested (\$000s)	Fully Funded	Partially Funded	Unfunded	Total Award (\$000s)
Imperial	15	\$23,753	11	1	3	\$11,444
Los Angeles	105	\$2,027,482	23	14	68	\$675,194
Orange	67	\$419,734	20	15	32	\$215,569
Riverside	17	\$327,755	4	2	11	\$152,861
San Bernardino	23	\$163,325	18	1	4	\$147,281
Ventura	30	\$92,123	20	3	7	\$47,944
Total SCAG Region	257	\$3,054,172	95	35	127	\$1,250,293

Project awards are split across the two funding programs:

- \$615.956 million of CMAQ funding awarded.
- \$634.337 million of STBG funding awarded.

With the FFY 2026/27 and FFY 2027/28 STBG/CMAQ project awards, a variety of multimodal transportation projects throughout the region was funded. A summary of the awards by project type is provided below.

Project Type	Award Amount (\$000s)	Number of Projects
Transit and Multimodal Integration	\$465,527	22
Transportation System Management and Goods Movement	\$334,083	19
Clean Transportation	\$200,475	25
Complete Streets	\$180,279	39
System Preservation	\$51,435	23
Transportation Demand Management	\$14,143	3
Resilience of At-Risk Infrastructure	\$4,351	1

The results from this project selection process also included a list of contingency projects not awarded funding at this time in addition to projects not being recommended for funding. The projects on the contingency list may be awarded as funding becomes available (e.g., due to an awarded project's inability to deliver within the obligation timeline or due to increased apportionment estimates). Projects that were not recommended may resubmit their application to be considered for funding in the next call for projects expected to take place in 2027.

Ventura County Award Recommendations:

Thirty projects were submitted to SCAG for review from the Ventura County region; the projects were ranked by VCTC in accordance with the Project Prioritization Framework approved by the VCTC in March 2025. The submitted projects were reviewed and scored by SCAG with the following resulting funding recommendations:

- 12 projects were highly recommended and awarded for funding (\$22.6M)
- 11 projects were recommended and awarded for funding (\$25.4M)
- 4 projects were recommended and placed on the contingency list
- 3 projects were not recommended for funding at this time

The complete and detailed list of awarded projects can be found in Attachment A. A detailed list of contingency projects in addition to projects not recommended is on Attachment B.

SCAG staff is working with VCTC to program these funds into the current and 2027 FTIP, which allows sponsors to begin the obligation process as soon as possible. SCAG staff will also present the Programming Procedures for these funds to the SCAG RC for review and approval at a future RC meeting.

FISCAL IMPACT:

VCTC received awards for five projects that will be included in the VCTC budget accordingly in future years. The projects and award amounts are shown below.

- Regional Rideshare: \$443,000
- VCTC Intercity Service Expansion: \$500,000
- Ventura County Adaptive Ramp Metering Feasibility Study: \$531,000
- Countywide Transit Outreach: \$1,387,000
- Valley Express Service Expansion: 1,169,000

Attachment A

Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program Funding Awards for SCAG Selected Projects (\$000s)

CTC	SCAG Ranking	Applicant Agency	Application Title	Total Funding Requested	STBG Funding Recommended	CMAQ Funding Recommended	Total Funding Recommended ¹
VCTC	Highly Recommended	City of Camarillo	Mountain Fire Adaptive Signal Infrastructure Improvement Project	\$ 2,744	\$ -	\$ 2,744	\$ 2,744
VCTC	Highly Recommended	City of Oxnard	Accessible Pedestrian Enhancements	\$ 575	\$ 575	\$ -	\$ 575
VCTC	Highly Recommended	City of Oxnard	Oxnard Boulevard Bicycle and Pedestrian Facilities	\$ 1,700	\$ 1,700	\$ -	\$ 1,700
VCTC	Highly Recommended	City of Santa Paula	Santa Paula Trail Connectivity Project: Closing the Gap to Recreation, Safety, and Mobility	\$ 4,189	\$ -	\$ 4,189	\$ 4,189
VCTC	Highly Recommended	Gold Coast Transit District	GCTD Demand Response Alternative Fuel Vehicle Replacement	\$ 1,785	\$ 1,785	\$ -	\$ 1,785
VCTC	Highly Recommended	Gold Coast Transit District	GCTD Fixed Route Fleet Modernization Phase 1	\$ 5,786	\$ -	\$ 5,786	\$ 5,786
VCTC	Highly Recommended	Gold Coast Transit District	GCTD Fixed Route Fleet Modernization Phase 2	\$ 3,874	\$ -	\$ 331	\$ 331
VCTC	Highly Recommended	Oxnard Harbor District	Port of Hueneme North Terminal Shore Power Project	\$ 4,000	\$ -	\$ 4,000	\$ 4,000
VCTC	Highly Recommended	VCTC	Regional Rideshare Program	\$ 443	\$ -	\$ 443	\$ 443
VCTC	Highly Recommended	VCTC	US 101 HOV LANES ²	\$ -	\$ -	\$ -	\$ -
VCTC	Highly Recommended	VCTC	VCTC Intercity Service Expansion	\$ 500	\$ -	\$ 500	\$ 500
VCTC	Highly Recommended	VCTC	Ventura County Adaptive Ramp Metering Feasibility Study	\$ 531	\$ 531	\$ -	\$ 531
VCTC	Recommended	City of Camarillo	Pleasant Valley Road Bike Lanes	\$ 4,000	\$ 4,000	\$ -	\$ 4,000
VCTC	Recommended	City of Ojai	Pedestrian and Bike Safety Improvements; Ojai Avenue and Maricopa Highway	\$ 3,541	\$ 3,541	\$ -	\$ 3,541
VCTC	Recommended	City of Port Hueneme	Port Hueneme Road Corridor and Enhancement Reconstruction	\$ 3,983	\$ 221	\$ -	\$ 221
VCTC	Recommended	City of Thousand Oaks	Lynn Road Bike Lane and Pedestrian Improvements	\$ 2,000	\$ 2,000	\$ -	\$ 2,000
VCTC	Recommended	City of Thousand Oaks	Thousand Oaks Transportation Center Electric Vehicle Infrastructure	\$ 1,549	\$ 1,549	\$ -	\$ 1,549
VCTC	Recommended	City of Ventura	Eastside Neighborhood Greenway	\$ 6,425	\$ 230	\$ 425	\$ 655
VCTC	Recommended	City of Ventura	Residential Street Sidewalk and HAWK Signal	\$ 1,438	\$ 896	\$ 542	\$ 1,438
VCTC	Recommended	County of Ventura	Piru Pedestrian Improvements	\$ 4,700	\$ 4,700	\$ -	\$ 4,700
VCTC	Recommended	County of Ventura	Saticoy Pedestrian Improvements	\$ 4,700	\$ 4,700	\$ -	\$ 4,700
VCTC	Recommended	VCTC	Countywide Transit Outreach Activities	\$ 1,387	\$ -	\$ 1,387	\$ 1,387
VCTC	Recommended	VCTC	Valley Express Service Expansion	\$ 1,169	\$ -	\$ 1,169	\$ 1,169

STBG/CMAQ Contingency List - SCAG Selected Projects contingent on funding becoming available.
(\$000s)

CTC	SCAG Ranking	Applicant Agency	Application Title	Total Funding Requested
VCTC	Recommended	City of Camarillo	Bridge Replacement at Las Posas Road and Ventura Boulevard SD-5052	\$ 4,000
VCTC	Recommended	City of Simi Valley	Simi Valley Vehicle Replacement Project	\$ 443
VCTC	Recommended	City of Ventura	Mills Road Pavement Rehabilitation from Loma Vista to Main	\$ 3,408
VCTC	Recommended	City of Ventura	Victoria Avenue Pavement Rehabilitation from Ralston to Valentine	\$ 3,387

Projects Not Recommended for Funding
(\$000s)

CTC	SCAG Ranking	Applicant Agency	Application Title	Total Funding Requested
VCTC	Not Recommended	City of Oxnard	US 101/Del Norte Boulevard Interchange Improvement	\$ 3,099
VCTC	Not Recommended	City of Oxnard	Neighborhood Street Resurfacing	\$ 13,023
VCTC	Not Recommended	County of Ventura	Hueneme Road Widening: Edison Drive to Rice Avenue	\$ 3,744



Item #9L

January 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
SUBJECT: METROLINK REGIONAL RAIL BUDGET AMENDMENT

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.

BACKGROUND:

The Arroyo Simi Three Bridges Scour Mitigation Project is proposed to facilitate installation of scour countermeasures at three railroad bridges that pass over the Arroyo Simi Creek. Scour, in the context of bridges, is the erosion or removal of soil, sediment, other supporting material from around bridge foundations caused by swiftly moving water. Scour is one of the leading causes of bridge failures because it can undermine the structural support, causing settlement, tilting, or collapse if not addressed.

SCRRA is proposing to implement scour countermeasures in the form of new riprap (large rock boulders) along the creek bottom under the existing bridges, grouted rock-slope protection at the abutments, and concrete encasements at the piers to remediate the existing scour damage and protect against future scour. The existing single-track configuration at each bridge location would remain upon implementation of the proposed scour countermeasures. The bridges all vary by length but consist of similar

structure types and are in similar conditions. The bridges were built in 1953, and the piers that support the bridges require additional scour protection to prevent further erosion caused by water flow around the bridge piers and to protect them from potential wash out during storm events. The scour mitigation improvements require removal of the existing river bottom to armor the bridge piers and protect the structural integrity of the bridge during storm events.

The project has been determined to be categorically exempt from the California Environmental Quality Act (CEQA) under Class 1, pursuant to CCR Title 14, Chapter 6, Division 3, Section 15301(d). Additionally, the project has been determined to be categorically excluded by Federal Railroad Administration (FRA) under the National Environmental Policy Act (NEPA) pursuant to 23 CFR Section 771. SCRRA staff have been working closely with the agencies that regulate waterways: Los Angeles Regional Water Quality Control Board, U.S. Army Corps of Engineers, and California Department of Fish and Wildlife, to obtain permits prior to start of construction and the regulatory permits require construction work to be conducted during the dry season between May and October of the calendar year. All Conditional Permits with regulatory agencies were obtained in 2023.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

B.19 Implement future phases of Metrolink and Amtrak Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) capital projects (Simi valley double track, Leesdale siding, Camarillo station, additional projects planned for completion prior to 2028 Olympics) to improve future rail service.

DISCUSSION:

The Arroyo Simi Bridges Rehabilitation Project is advancing through the environmental phase. During this phase, environmental activities (such as the need to purchase wetland mitigation credits) have increased overall project costs beyond the amounts originally programmed/budgeted. Funding would be used for protective rehabilitation and scour mitigation for the four existing channel bridges east of the Moorpark station in Ventura County. Amtrak's Pacific Surfliner and Metrolink's Ventura County Line (VCL) share the corridor and ten (10) stations in the project area. Union Pacific Railroad (UP) operates approximately 34 trains per month on the VCL, using the segment that includes the Arroyo Simi Channel bridges. The project scope includes the following:

- Clearing vegetation within the right-of-way
- Rerouting the channel or construction
- Installing FHWA Class IX riprap to protect the bridge piers from scour and damage from storm debris
- Extending concrete encasements to the bottom of the riprap

In addition, regional construction cost escalation, driven by market conditions, material pricing, and labor costs, has resulted in updated cost estimates that exceed the current funding allocation for the construction phase. VCTC would generally use Federal Transit Administration (FTA) funds for capital projects. However, this project was initially funded with a grant from the Federal Rail Administration (FRA) and requires that any match and any additional funding above the grant amount be non-federal sources.

To maintain the project schedule and ensure the project remains fully funded through the next phase, VCTC staff recommends amending the State of Good Repair (SGR) program to add the necessary funding to support Metrolink's objective in moving towards construction.

FISCAL IMPACT:

The budget amendment will increase the SGR funding programmed to the Arroyo Simi Bridges Rehabilitation Project. This action does not impact any other funds and remains within VCTC's available SGR apportionment.



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Item #9M

Date: January 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MATT MILLER, PROGRAM MANAGER
ERIN KENNEALLY, TRANSIT PLANNER
SUBJECT: PUBLIC TRANSIT AGENCY SAFETY PLAN (PTASP) UPDATE

RECOMMENDATION:

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

BACKGROUND:

The Federal Transit Administration (FTA) published a final rule effective July 19, 2019 for Public Transportation Agency Safety Plans as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The new rule requires states and certain operators of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 to develop Public Transportation Agency Safety Plans (PTASP) based on the Safety Management System approach. The development and implementation of safety plans help ensure that public transportation systems are safe nationwide.

In July 2020, the Commission approved VCTC's PTASP which includes the processes and procedures necessary for implementing a Safety Management System. VCTC's Safety Management System (SMS) is a formal, top-down, organization-wide, data driven approach to managing safety risk and assuring the effectiveness of safety mitigation. It includes systematic policies, procedures, and practices for the management of safety risk. Every year, staff reviews the PTASP to confirm it is current and in compliance with applicable laws and regulations.

The Bipartisan Infrastructure Law that President Biden signed into law in November 2021 amended the FTA's safety program by adding new requirements that must be added to an agency's PTASP. The requirements include:

- Strategies to minimize exposure to infectious diseases, consistent with Centers for Disease Control and Prevention or State health authority guidelines
- Provide for frontline employee participation in the agency's PTASP
- Establish a risk reduction program and risk reduction performance targets (after FTA has updated the National Public Transportation Safety Plan)
- Update training program to include ALL employees responsible for safety and that will include continuing safety education and de-escalation training

STRATEGIC PLAN COMMITMENT:

This fulfills a federal requirement rather than a Strategic Plan strategy.

DISCUSSION:

In 2024, FTA issued General Directive 24-1 to address the significant and continuing safety risk associated with assaults on transit workers. Under this directive, each transit agency was required to:

- Conduct a safety risk assessment
- Identify safety risk mitigations
- Submit required information to FTA

In December 2024 VCTC staff, in conjunction with its contractors RATP Dev and MV Transportation completed and submitted the Safety Risk Management Report to the FTA. The FTA requires that each transit agency review and update its PTASP at least once a year. VCTC has reviewed its plan again this year and updated its plan accordingly. The updated VCTC PTASP is included as an attachment to the agenda.

FISCAL IMPACT:

There is no fiscal impact.



Item #10

January 9, 2026

MEMO TO: VENTURA COUNTY AIRPORT LAND USE COMMISSION
FROM: CAITLIN BROOKS, PROGRAM MANAGER-TRANSPORTATION PLANNING
SUBJECT: COUNTY OF VENTURA ENERGY & MILITARY LAND USE COMPATIBILITY ROADMAP PACKAGE CONSISTENCY REVIEW AND DETERMINATION

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.

BACKGROUND:

The Ventura County Transportation Commission (VCTC) serves as the ALUC for Ventura County. The Commission adopted the Ventura County ACLUP on July 7, 2000, which serves as the airport land use compatibility plan (ALUCP) as required by state law for the Ventura region. The ACLUP covers the Camarillo, Santa Paula and Oxnard Airports, Naval Air Station Point Mugu, and the surrounding areas.

The State Aeronautics Act (SAA) requires that a general plan amendment or adoption of a zoning ordinance within the airport influence area must first be referred to the ALUC for a determination as to whether the proposed action is consistent with the airport land use compatibility plan. The California Airport Land Use Planning Handbook (Handbook) notes that, in accordance with the SAA, County and City General Plans and applicable specific plans “shall be consistent” with an adopted ALUCP, and:

“any local agency seeking to amend its general plan, a specific plan, or adopt zoning ordinance or building regulation within the airport influence area must first refer its proposed amendments to the ALUC for a determination if the proposed action is consistent with the airport land use compatibility plan. If the ALUC determines that the amendment is not consistent, the local agency may not enact the plan or regulation unless a two-thirds of the local agency’s governing body votes to overrule the ALUC’s inconsistency determination and the local government makes specific findings [that its action is consistent with the SAA].”

Airports in the United States are part of a national system regulated and supported by the Federal Aviation Administration (FAA) known as the National Plan of Integrated Airport Systems (NPIAS). Airports within the NPIAS receive financial support from the FAA to operate and must meet grant assurances that include maintaining free and fair public access and taking reasonable action to prevent incompatible land uses surrounding the airport. Airport Land Use Commission review of proposed General Plan and zoning amendments and development is part of the process to prevent incompatible land uses.

STRATEGIC PLAN COMMITMENT:

The Commission adopted Strategy A7 to “Update the Airport Comprehensive Land Use Plan (ACLUP) to ensure the safety and welfare of airport users and nearby residents.” While the recommended action does not directly implement this strategic plan commitment, it demonstrates the continued utility of the ACLUP to VCTC Board responsibilities as the ALUC to ensure consistency with the ACLUP.

DISCUSSION:

The *California Airport Land Use Planning Handbook* continues, “ALUC review of county or city proposals to adopt or amend zoning, building, and other land use ordinances and regulations is required in instances where those ordinances and regulations implicate compatibility criteria and policies. ... This review requirement especially applies when a proposed new or revised zoning ordinance or building regulation would have general applicability throughout the community or at least to lands within the airport influence area” (*Handbook*, Page 6-3). The proposed ordinance amendments trigger ALUC review given their general applicability throughout various areas of the unincorporated County of Ventura and codifying compatibility criteria.

In a letter dated December 4, 2025, the County of Ventura referred the proposed project to the ALUC for a consistency review. The proposed project consists of County-initiated amendments to the Non-Coastal Zoning Ordinance (NCZO) and the Coastal Zoning Ordinance (CZO) to establish the Military Land Use Compatibility (MLUC) Overlay Zone and implement federal and military compatibility requirements. The amendments codify FAA Part 77 imaginary surface height limits around Naval Base Ventura County (NBVC) Point Mugu, require risk acknowledgment for dwellings proposed within Accident Potential Zones (APZ) and high-noise areas, add NBVC referral requirements for Radio Frequency (RF) encroachment and Bird/Wildlife Aircraft Strike Hazard (BASH) areas, and incorporate FAA Form 7460-1 noticing requirements for structures that penetrate or approach FAA imaginary surfaces.

The project package includes application updates, maps, and implementation tools that would address land use compatibility, height standards, frequency spectrum protection, accident/noise risk disclosure, development standards, and project review process between NBVC operations and the surrounding unincorporated areas in Ventura County.

Proposed amendments to the NCZO and CZO would establish FAA Part 77 imaginary surfaces-related height standards and requirements for land use compatibility within a proposed MLUC Overlay Zone surrounding NBVC. The proposed MLUC Overlay Zone addresses the development of renewable energy & energy systems, modernizes county development standards, and prevents impairments to flight corridors. The NCZO/CZO amendments include guidance and restrictions for the development of renewable energy production and energy storage systems.

Adopted in 2000, the ACLUP does not expressly address or include criteria related to renewable energy facilities. However, these factors are addressed by Federal regulation (FAA Part 77) and State guidance. The proposed ordinance expressly limits where renewable energy facilities can be developed. Therefore, it is expected to have a positive impact to airport land use compatibility by reducing the potential for glare, vertical obstructions, and radio/satellite communication issues that would potentially “endanger or interfere with the landing, take off, or maneuvering of an aircraft at an airport” (Handbook, Page 3-35). The proposed ordinance also includes exemptions for MLUC Map subareas 6 and 7 following consultation with the Department of Defense (DoD) Siting Clearinghouse and permit approval. Therefore, the amendments to the NCZO and CZO would be considered consistent with the ACLUP.

The project includes an amended Planning Division Discretionary Permit Application to facilitate early coordination with the NBVC Community Planning and Liaison Officer (CPLO) and to identify projects requiring review by VCTC acting as the ALUC for consistency with the ACLUP. The project includes a Military Land Use Compatibility Project Referral Form and the Frequency Spectrum Encroachment Review Form for developments located in the MLUC overlay zone. These forms and amended application formalize early and detailed coordination with NBVC by requiring upfront

review of certain development projects for bird/wildlife strike hazards and radio frequency spectrum compatibility, with NBVC clearance integrated into the County's approval process. The ACLUP does not expressly address early coordination for Bird/Wildlife Aircraft Strike Hazard (BASH) zones or use of the radio frequency spectrum to address any potential incompatibility issues with development. The proposed forms are expected to identify projects located within 10 miles of NBVC that would potentially create frequency spectrum interferences with operations associated with NBVC. Therefore, the amended Discretionary Permit Application and Forms would be considered consistent with the ACLUP.

The proposed MLUC Overlay Zone Maps for NBVC-Point Mugu are consistent with the Clear Zone (CZ), Accident Potential Zone-1 (APZ), and APZ-2 compatibility standards for NAS Point Mugu (Table 6C) of the ACLUP. The ACLUP also recommends a fair disclosure agreement be recorded by the owner and developer of the property for land uses considered conditionally acceptable in Table 6C (ACLUP, Page 6-9). Therefore, the proposed Property Owner Risk Acknowledgement would be considered consistent with the ACLUP.

Per the County of Ventura Referral letter: Pursuant to CEQA (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (Title 14, California Code of Regulations, Division 6, Chapter 3, Section 15000 et seq.), the proposed project is subject to environmental review. Implementation of the General Plan programs listed above is exempt from CEQA pursuant to CEQA Guidelines Sections 15162 and 15168. A programmatic Environmental Impact Report was completed for the 2040 General Plan, which included all the programs described above. (State Clearinghouse Number 2019011026). Both the FEIR and the 2040 General Plan were adopted by the Board of Supervisors on September 15, 2020. The County determined that adoption of the General Plan, including the General Plan programs, which are the subject of this exemption (LU-K, LU-L, LU-M, HAZ-N), would have environmental, economic, social, and other benefits that outweigh its unavoidable adverse environmental impacts. By adopting the CEQA Findings of Fact and Statement of Overriding Considerations for the 2040 General Plan, the FEIR satisfied environmental review requirements in compliance with CEQA. The FEIR analyzed physical environmental impacts from land use and infrastructure development under the 2040 General Plan, including the types of physical infrastructure development resulting from the above General Plan programs. Implementation of these General Plan programs (by way of the proposed amendments to the zoning ordinances, fee schedule additions, and discretionary permit application revisions), would not result in any development or other physical changes to the environment beyond what was previously identified in the FEIR.

Agency Reviews. In addition to this review by the ALUC, the proposed County of Ventura Energy and Military Land Use Compatibility Roadmap package is scheduled for review by the Ventura County Planning Commission and the Board of Supervisors (tentative meeting dates are March 19, 2026 and April 28, 2026).

FISCAL IMPACT:

There is no impact to the Fiscal Year 2025/2026 budget.

RECOMMENDATION:

Given that the proposed County of Ventura Energy and Military Land Use Compatibility Roadmap package (amendment to the Non-Coastal and Coastal Zoning Ordinances to establish the MLUC Overlay Zone, codify FAA Part 77 imaginary surface height limits around NBVC Point Mugu, require risk acknowledgement for proposed developments in APZ and high-noise areas, and add referral requirements and noticing requirements), staff recommends that the ALUC determine that the proposed project is consistent with the ACLUP.

ATTACHMENTS:

County of Ventura Referral Letter Dated December 4, 2025

Exhibits 1-7 (Ventura County General Plan Program text, Draft Non-Coastal and Coastal Zoning Ordinances (excerpts), Draft Planning Division Discretionary Permit Application, Draft Military Land Use Compatibility Project Referral Form, Frequency Spectrum, Encroachment Review Form, Draft Property Owner Risk Acknowledgement Form, Proposed MLUC Overlay Zone maps, Draft MLUC Categorical Exemption)



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Item #11

January 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: QUIET ZONES PRESENTATION

RECOMMENDATION:

- Receive and file.

BACKGROUND:

A quiet zone is a section of a rail line, at least one-half mile in length, containing one or more consecutive public highway-rail grade crossings where locomotive horns are not routinely sounded when trains approach. Train horns may still be used in emergencies or to comply with other regulations. Locomotive bells remain in use at crossings. The prohibited use of train horns at quiet zones only applies to trains when approaching and entering crossings and does not include train horn use within passenger stations or rail yards.

Quiet zones aim to improve quality of life by reducing noise impacts while maintaining safety at crossings.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

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:

Federal regulation requires train horns to sound 15–20 seconds before entering public crossings, no more than one-quarter mile in advance. Only a public authority, the governmental entity responsible for traffic control or law enforcement at the crossings, is permitted to create quiet zones.

The Train Horn Rule, effective June 24, 2005, established nationwide standards for horn use and created a process for communities to establish quiet zones. It also set limits on the volume of a train horn.

Because eliminating routine horn sounding increases collision risk, mitigation measures are required:

At a minimum, each public highway–rail crossing within a quiet zone must be equipped with active warning devices: flashing lights, gates, constant warning time devices, and power-out indicators.

In order to create a quiet zone, one of the following conditions must be met:

- Quiet Zone Risk Index (QZRI) is less than or equal to the Nationwide Significant Risk Threshold (NSRT) with or without additional safety measures such as Supplementary Safety Measures (SSMs) or Alternative Safety Measures (ASMs).
- QZRI is less than or equal to the Risk Index with Horns (RIWH) after safety measures with additional safety measures such as SSMs or ASMs.
- Install Supplementary Safety Measures (SSMs) at every crossing.

The QZRI is the average risk for all public highway-rail crossings in the quiet zone, including the additional risk for absence of train horns and any reduction in risk due to the risk mitigation measures. The NSRT is the level of risk calculated annually by averaging the risk at all of the Nation's public highway-rail grade crossings equipped with flashing lights and gates where train horns are routinely sounded.

SSMs are pre-approved risk reduction engineering treatments installed at certain public highway-rail crossings within the quiet zone and can help maximize safety benefits and minimize risk. SSMs include: medians or channelization devices, one-way streets with gates, four quadrant gate systems, and temporary or permanent crossing closures.

ASMs are safety systems, other than SSMs, that are used to reduce risk in a quiet zone. ASMs typically are improvements that do not fully meet the requirements to be SSMs and their risk reduction effectiveness must be submitted in writing and approved by Federal Railroad Administration (FRA).

FRA strongly recommends that all crossings in the quiet zone be reviewed by a diagnostic team. A diagnostic team typically consists of representatives from the public authority, railroad, and State agency responsible for crossing safety and FRA grade crossing managers.

General Process to Establish a Quiet Zone

1. Determine which crossings will be included in the quiet zone.
2. Conduct diagnostic reviews for public, private, and pedestrian crossings.
3. Update U.S. DOT Crossing Inventory Forms.
4. Issue Notice of Intent (NOI) to railroads and state agencies.
5. Apply for ASMs if needed.
6. Determine how the quiet zone will be established using one of the following criteria:
 - a. Every public highway-rail crossing in the proposed quiet zone is equipped with one or more SSMs.
 - b. The QZRI of the proposed quiet zone is less than or equal to the NSRT without installing SSMs or ASMs.
 - c. The QZRI of the proposed quiet zone is less than or equal to the NSRT after the installation of SSMs or ASMs.
 - d. The QZRI of the proposed quiet zone is less than or equal to the RIWH after the installation of SSMs or ASMs.
7. Install SSMs, ASMs and any other required improvements.
8. Ensure signage meets standards.
9. Issue Notice of Quiet Zone Establishment; zone takes effect 21 days after mailing.

Cost and Legal Considerations

Public authorities seeking to establish quiet zones should be prepared to finance the costs. Costs range from \$30,000 to over \$1 million per crossing depending on improvements.

FRA's rule is intended to remove failure to sound the horn as a cause of action in lawsuits, but liability may still depend on case specifics.

Moorpark's Quiet Zone Efforts

Moorpark initiated the quiet zone process to reduce train horn noise impacting residents for the crossings at Moorpark Ave. and Spring St. In 2017, the City considered the establishment of quiet zones at these two at-grade crossings but decided not to move forward due to the high risk for liability. Since 2017, significant improvements at the railroad crossings and the growth of High Street have renewed discussions about establishing a railroad quiet zone. The improvements to Spring Road include a four-quadrant gate system and raised street medians at approaches to the intersection, two

features that are important to reduce risk of accidents to qualify for a lower score (i.e., safer) on the QZRI.

Additionally, the Daly Group, owner of the High Street Depot development, contracted with Zephyr Rail, a railroad engineering consulting firm, to prepare a Preliminary Quiet Zone Assessment Report, which identified several potential improvements to both railroad crossings that may elevate the FRA's consideration for a quiet zone designation, including Quiet Zone signage, restriping, and traffic signal advance preemption controls medians and upgrade of the crossing gates to Four-Quadrant Gates system and Moorpark Ave.

The City also investigated and researched other cities with Quiet Zones, safety related data at quiet and non-quiet zone, and ways to limit liability and exposure. They also sought what types of insurance are available, which includes specially designed insurance coverage provided to cities that have quiet zones through the Railroad Quiet Zone Liability Program from the California Joint Powers Insurance Authority (CJPIA).

The City approved issuing Request for Proposals (RFP) to include the following to continue the Quiet Zone process.

1. Conduct traffic and queuing studies required to reflect current conditions of the proposed quiet zone.
2. Prepare a quiet zone analysis including calculating a QZRI and provide comparative analysis with the NSRT and RIWH.
3. Conduct diagnostic team evaluation meetings of all public, pedestrian, and private highway-rail grade crossings that provide access to the public, or which provide access to active industrial or commercial sites and are located in the proposed quiet zone.
4. Prepare alternatives for implementing a quiet zone and cost estimates.
5. Determine and/or identify ASMs and SSMs for the at-grade crossings for FRA and Metrolink consideration.
6. Coordinate submission of pertinent applications and receive approvals from the FRA and California Public Utilities Commission (CPUC) to establish quiet zones.

FISCAL IMPACT:

There is no fiscal impact.



Item #12

Date: January 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: SANTA PAULA BRANCH LINE TRAIL MASTER PLAN UPDATE

RECOMMENDATION:

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

BACKGROUND:

VCTC acquired the Santa Paula Branch Line (SPBL) in 1995 for use as a multimodal corridor, which included a bicycle and hiking trail among its stated purposes. In 1996, VCTC adopted the *SPBL Master Plan*. Then in 2000, VCTC adopted the *SPBL Recreational Trail Master Plan* and certified an Environmental Impact Report (EIR). The *Trail Master Plan* provides design guidelines, preliminary engineering, a preferred alignment for the trail, and mitigations to avoid and address any impacts to agriculture and other resources. To date, three segments of the trail have been completed in the Cities of Santa Paula and Fillmore and within the Piru community. Final design and engineering for the four-mile segment from Montalvo to Saticoy is currently underway, led by the City of Ventura, with construction anticipated in 2026. The City of Santa Paula is also conducting design and engineering for trail extensions within its city limits.

In April 2022, the Commission adopted a goal (Goal 13) to “Reinvigorate the process to complete the Santa Paula Branch Line bike trail,” and in April 2023, the Commission adopted the VCTC Strategic Plan FY 22/23 – FY 27/28, which includes Objective 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.”

In May 2023, the Commission authorized submittal of five grant applications to the Southern California Association of Governments (SCAG) Regional Early Action Planning (REAP) County Transportation Commissions (CTC) Partnership Program (PP), commonly referred to as REAP 2.0. The applications included an update to the SPBL Trail Master Plan. In July 2023, SCAG approved a grant award to VCTC for \$3,777,000, which included \$1,677,000 in grant funding for an update to the SPBL Trail Master Plan and Environmental Impact Report / Environmental Impact Statement (EIR/EIS). In December 2023, the Commission approved a Memorandum of Understanding (MOU) with SCAG to administer the grant and authorized the Executive Director to release a Request for Proposals (RFP) for Consultant Services to update the Santa Paula Branch Line Trail Master Plan and EIR/EIS. The Request for Proposals (RFP) sought support from qualified consultants to update the SPBL Trail Master Plan and EIR/EIS for the portion of the trail from Saticoy to Piru. The RFP presented background and context to guide proposal and plan development, including the history of planning for the SPBL trail, important considerations for trail planning and design (such as agricultural resource protection), and defined a scope of work that includes existing conditions assessment, stakeholder engagement, conceptual planning and refinement, technical studies and environmental review of a multi-use path (trail) project along an active railroad corridor.

VCTC initially released the RFP in December 2023, with proposals due in February 2024. However, in January 2024, VCTC received a stop-work order from SCAG due to State budget uncertainty and canceled the RFP. VCTC then sought Surface Transportation Block Grant (STBG) funding for the project in June 2024. In September 2024, the Commission approved an updated MOU with SCAG that allocated \$77,000 of restored REAP 2.0 funding to be combined with the awarded \$1,600,000 of STBG funding, for total funding of \$1,677,000. Subsequent cost savings from one of VCTC's four SCAG REAP 2.0 projects made an additional \$57,422 available for the SPBL Trail Master Plan Update. In total, \$1,734,422 in grant funding has been awarded to VCTC for the SPBL Trail Master Plan Update and EIR/EIS project. Neither funding source requires a local match contribution.

In November 2024, VCTC re-released the RFP with proposals due in January 2025. In March 2025, the Commission approved a contract with WSP USA, Inc. to prepare the SPBL Trail Master Plan Update in the amount of \$1,676,461. WSP is supported by six subconsultants, three of which are based in Ventura County and have significant experience and familiarity with the local and regional land use context. The WSP project team includes AimTD LLC (Traffic data collection), LIN Consulting, Inc. (Conceptual planning, conceptual design, and traffic services), Mustang Marketing (Outreach support), Pacific Coast Land Design, Inc. (Landscape design and stakeholder engagement), Rincon Consultants, Inc. (Environmental analysis and stakeholder outreach), and Zephyr Rail (Aerial mapping and railroad coordination).

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment Objective 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."

DISCUSSION:

The SPBL Trail Master Plan Update and EIR project updates the original SPBL Recreational Trail Master Plan adopted by VCTC in 2000 and prepares a new environmental document. This rails-with-trails project presents an opportunity to invest in active transportation connections to housing, transit, education and job centers throughout the Santa Clara River Valley, provide abundant opportunities for educational, interpretive, and scenic connections, and reduce vehicle miles traveled and greenhouse gas emissions, while addressing agricultural compatibility concerns.

Upon contract award in March 2025, the project team began work on updating the existing conditions, developed an outreach and engagement plan, and initiated public and stakeholder engagement efforts. The Draft Existing Conditions Report and Constraints and Opportunities Analysis have been completed by the project team, informed by public and stakeholder engagement. These reports will become chapters of the Draft Master Plan Update and EIR to be released for public review in Spring 2026.

Outreach and Engagement. The team prepared an outreach and engagement plan that incorporates best practices for public and stakeholder engagement. Two Advisory Committees were formed, including a Technical Advisory Committee (TAC) and a Citizens Advisory Committee (CAC), and a Project Development Team (PDT) established. To date, the TAC and CAC have each met three times, and the PDT has met seven times. Targeted stakeholder meetings with agricultural stakeholders, rail operators, corridor landowners, bicycle advocates, regulatory agencies, and a variety of others have been held, with 19 one-on-one meetings conducted to date (7 with partners, agencies, and rail operators, 8 with agricultural stakeholders, and 4 with cyclists, local businesses, and others). Four pop-up events were held at community events in Santa Paula, Fillmore, Piru and Saticoy. Five presentations have been given to community groups (Ventura County Agricultural Policy Advisory Committee, One Step a la Vez, East Ventura Community Council, and Fillmore Planning Commission). Three community workshops were held in June, October, and December 2025, with over 100 attendees and 40 responses on roll plot map engagement activities received during the first two workshops.

A project web page was developed and is available at <https://www.goventura.org/spbl-trail-master-plan> and an online Pin Map engagement site available at <https://wspengages.com/SPBLTrailMasterPlan> to collect map-based public comments. The Pin Map site includes a brief introductory video available in English and Spanish, and the site can be viewed in 16 languages.

To help get the word out about the project and ongoing community input opportunities, the team mailed over 1,000 postcards to neighboring property owners, lessees, and interested parties, placed seven newspaper ads in the Santa Paula Times, Fillmore Gazette, and Ventura County Star, posted six boosted social media ads, placed five radio ads on four stations radio stations in English, Spanish, and Mixteco, posted at

least nine posts in Facebook community groups, and created three outreach and engagement toolkits with information on the project and upcoming engagement opportunities. We continue to expand the project reach through noticing and other tools.

Environmental Review. The project scope initially included both an Environmental Impact Report (EIR) to comply with the California Environmental Quality Act (CEQA) and an Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act (NEPA) as a joint EIR/EIS document. However, as we advanced the project through master planning and coordinated with Caltrans to serve as the NEPA lead agency, it was determined that a Master Plan Update did not trigger Caltrans participation as a NEPA lead agency at this time. As a result, the project will prepare an EIR and a NEPA compliance strategy that will be implemented for future project phases as appropriate, such as if/when federal funds are sought for trail design and construction.

The public and stakeholder input received during the outreach and engagement activities helped inform the initial development of the CEQA process for the project. Due to the size, complexity, and extended implementation horizon contemplated for the SPBL Master Plan, the project team will prepare a program EIR. The purpose of program EIRs is to allow a comprehensive analysis of large-scale projects that often will not be implemented all at once. Under the CEQA Guidelines, some of the advantages of a program EIR include providing an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action, ensuring consideration of cumulative impacts that might be slighted in a case-by-case analysis, avoiding duplication, and allowing a lead agency to consider broad policy alternatives and programwide mitigation measures at an early time.

Under CEQA requirements, as individual segments of the SPBL Master Plan are implemented, the individual segment projects will be examined in the light of the program EIR to determine whether the individual segment projects are consistent with program EIR and whether or not there are segment-specific effects or mitigations that must be considered and implemented that were not examined in the program EIR. Based on this analysis, it will be determined whether the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required or whether additional CEQA environmental documentation (such as a mitigated negative declaration or tiered or focused EIR) is required for the specific project segments. Program EIRs are a commonly used tool and are typical when lead agencies are evaluating specific plans and master plans and may be used for project level approvals and implementation as described above.

VCTC published a CEQA EIR Notice of Preparation (NOP) on November 17, 2025. A NOP is a notice prepared by a CEQA lead agency advising that the agency plans to prepare an EIR for a project. The notice is the initial step in the CEQA process after a determination has been made to prepare an EIR. The purpose of an NOP is to provide

responsible and trustee agencies and interested parties with information describing the proposed project and to request input on the scope and content of the environmental issues, impacts, mitigations and alternatives to be evaluated in the EIR. Community Workshop #3, held on December 11, 2025, served as an in-person scoping meeting for the EIR process. The 35-day scoping period closed on December 21, 2025. The project team has received a robust amount public comment to date, and the project team will review the comments and incorporate CEQA issues raised in the comments within the draft EIR in accordance with the requirements of CEQA. Comments and feedback will continue to be accepted and considered as the master plan update and draft EIR preparation proceed. Written comments may be submitted by email to spbl.trail@goventura.org, by mail to VCTC, or online using the Pin Map tool. As discussed below, interested stakeholders and members of the public will also have further opportunity to provide input and comment on the environmental analysis for the project as part of the public review of the draft EIR, which is expected to be released in early summer of 2026.

Moving forward, the consultant team will undertake technical studies beginning in December 2025 and begin drafting the EIR in February 2026. We anticipate completing the draft EIR in May 2026, conducting public review during Summer 2026, and seeking Commission adoption of the SPBL Trail Master Plan Update and certification of the EIR in Fall 2026, with continuing opportunities for community engagement provided throughout the project.

FISCAL IMPACT:

The Santa Paula Branch Line Trail Master Plan Update is included in the approved Fiscal Year 2025/2026 budget. The project is being paid for through approved grant funding from federal and state sources. There is no fiscal impact of this item, which is a receive and file item.



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Item #13

January 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND SUSTAINABILITY
SUBJECT: COUNTY OF VENTURA AGRICULTURAL COMMISSIONER PRESENTATION

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.

BACKGROUND:

The Ventura County Agricultural Policy Advisory Committee (APAC) advises the Ventura County Board of Supervisors on issues related to agriculture, with each Supervisor appointing one agricultural community member. The Agricultural Commissioner serves as an Ex-Officio Member and provides staff support.

VCTC staff presented the SPBL Trail Master Plan Update to APAC on November 12, 2025. As a result of the meeting, APAC members provided a letter to VCTC documenting their concerns and recommendations on November 12, 2025. The letter included a recommendation to invite Agricultural Commissioner Korinne Bell to speak at an upcoming VCTC Commission meeting as an agendized item.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment 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" and B21: "Partner with Sierra Northern Railway, corridor cities and the County to operate, maintain, and improve the Santa Paula Branch Line railroad and

right-of-way corridor as a countywide community asset, ensuring outreach to stakeholders in the process.”

DISCUSSION:

In addition to extending an invitation to Commissioner Bell to present to the VCTC Board, VCTC staff attended the December 10, 2025 APAC meeting and helped to facilitate a presentation to APAC by Napa Valley Vine Trail Coalition Founder & Chairman Chuck McMinn on efforts to address compatibility of the Napa Vine Trail with agriculture. The Project team continues to document and seek solutions to APAC member concerns regarding the SPBL Trail Master Plan project.

FISCAL IMPACT:

The recommendation for this item is to receive and file a presentation. There is no impact to the Fiscal Year 2025/2026 budget.



Item #14

Date: January 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR UPDATE AND APPROVE AMENDMENT TO CONSULTANT SERVICES AGREEMENT

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 amount 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.

BACKGROUND:

On November 7, 2025, VCTC staff provided a detailed written staff report and verbal presentation on the Sespe Creek Overflow railroad bridge repair project. Please refer to the corresponding staff report for project background.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment Objective B21, "Partner with Sierra Northern Railway, corridor cities and the County to operate, maintain, and

improve the Santa Paula Branch Line railroad and right-of-way corridor as a countywide community asset, ensuring outreach to stakeholders in the process.”

DISCUSSION:

Subsequent to the November 7, 2025 presentation to the Commission, the Sespe Creek Overflow railroad bridge repair has experienced delays resulting from two related precipitating events. First, on November 10, 2025, VCTC received email communication from the State of California Department of Fish and Wildlife (CDFW) expressing concern over project activities in connection with the California Endangered Species Act (CESA). Second, on November 14, 2025, a second early season storm occurred, with over six inches of rain falling over a three-day period. Despite efforts to prepare for and mitigate impacts from the storm, rainfall and storm flows exceeded the capacity of the project’s water diversion protections, and the work site was inundated. The construction contractor, with review and guidance from the Construction Management team, prepared a new water diversion plan to protect the work site from further inundation during the rainy season.

VCTC staff and the project team have worked collaboratively with CDFW to address their concerns. In response to CDFW’s request, on December 16, VCTC voluntarily submitted an Incidental Take Permit (ITP) application and associated fees to CDFW to facilitate progress on the project. Preparation of an ITP application and related activities required additional effort by Construction Management team (in particular by subconsultant GHD, which is responsible for environmental compliance, and subconsultant All Hands Bio, which has been brought onto the team for specialized experience with fish protection plan implementation). This work is within the scope of the original Request for Proposals and contract with RailPros but exceeds the anticipated level of effort. As such, staff recommends authorizing the Executive Director to negotiate, finalize and execute an amendment to the agreement with RailPros for Construction Management services.

Staff will provide a verbal update on the status of the ITP application and coordination with CDFW and on the status of the bridge repair project.

FISCAL IMPACT:

The approved Fiscal Year 2025/2026 Program Budget includes funding for consultant services for design support during construction and construction management, and construction of bridge repairs utilizing State Transit Account (STA) revenues. Approval of this budget amendment will increase STA revenues and expenditures by \$130,000 to accommodate the additional biological monitoring and environmental permit support needed to complete the bridge repair project. VCTC will continue to work with FEMA and CalOES to pursue obligation and reimbursement of eligible project costs. As of the Agenda publication deadline, funding for permanent repairs to the bridge are pending “Large Project Review” and subsequent obligation by FEMA as a Category C (“CAT C”) project (Project # 754588).