



**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](http://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, MARCH 6, 2026**

**9:00 A.M.**

*In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Commission at (805) 642-1591 ext. 101 or via email at [ribarra@goventura.org](mailto: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. **[MONTHLY BUDGET REPORT JANUARY 2026 -PG.5](#)**  
**Recommendation:**
  - *Receive and file the monthly budget report for January 2026.***Responsible Staff: Lupe Acero, Finance Director**
- 9B. **[SINGLE AUDIT FINANCIAL REPORT -PG.13](#)**  
**Recommendation:**
  - *Receive and file the audited Single Audit Report for Fiscal Year 2024/2025***Responsible Staff: Lupe Acero, Finance Director**
- 9C. **[SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR FEBRUARY-PG.15](#)**  
**Recommendation:**
  - *Receive and file a report on Santa Paula Branch Line updates for the month of January 2026.***Responsible Staff: Amanda Fagan, Director of Planning and Sustainability**

**9D. [VENTURA COUNTY MULTIMODAL TRANSPORTATION NETWORK CLIMATE VULNERABILITY ASSESSMENT AND ACTION PLAN REQUEST FOR PROPOSALS -PG.19](#)**

**Recommendation:**

- *Authorize staff to release a Request for Proposals (RFP) for professional services to prepare a Ventura County Multimodal Transportation Network Climate Vulnerability Assessment and Action Plan.*

**Responsible Staff: Caitlin Brooks, Program Manager, Transportation Planning**

**9E. [BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT -PG.23](#)**

**Recommendation:**

- *Receive and file.*

**Responsible Staff: Erin Kenneally, Transit Planner**

**9F. [2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL RESOLUTION NO. 2026-01-PG.29](#)**

**Recommendation:**

- *Adopt attached Resolution No. 2026-01 certifying that there are sufficient financial resources to fund projects in the 2027 Federal Transportation Improvement Program (2027 FTIP).*

**Responsible Staff: Geiska Velasquez, Program Manager**

**9G. [REQUEST FOR PROPOSALS- PUBLIC TRANSIT OUTREACH AND COMMUNITY OUTREACH PROGRAM-PG.33](#)**

**Recommendation:**

- *Authorize release of Request for Proposals (RFP) for VCTC's public transit outreach and community outreach program.*

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

**9H. [TRANSIT ASSET MANAGEMENT \(TAM\) PLAN AMENDMENT-PG.35](#)**

**Recommendation:**

- *Approve an amendment to the Ventura County Group Transit Asset Management (TAM) Plan.*

**Responsible Staff: Dolores Lopez, Transit Planner**

**9I. [PRIORITY LEGISLATIVE BUDGET PROJECT FUNDS TRANSFER AGREEMENT WITH CITY OF SAN BUENAVENTURA-SANTA PAULA BRANCH LINE TRAIL PROJECT-PG.37](#)**

**Recommendation:**

- *Authorize the Executive Director to sign a Fund Transfer Agreement with the City of San Buenaventura for allocation of Priority Legislative Budget Project Funds for the Ventura Segment of the Santa Paula Branch Line Trail Project.*

**Responsible Staff: Amanda Fagan, Director of Planning and Sustainability**

**DISCUSSION CALENDAR:**

**10. SCAG UPDATE**

***Recommendation:***

- *Receive an update from Kome Ajise, Executive Director of the Southern California Association of Governments (SCAG) on SCAG's efforts in support of the 2028 Summer Olympic and Paralympic Games.*

**Responsible Staff: Martin Erickson, Executive Director**

**11. MOTORIST AID PROGRAMS UPDATE -PG.39**

***Recommendation:***

- *Receive and file a report on Motorist Aid Programs, including a five-year anniversary update on the Freeway Service Patrol (FSP), SoCal 511 and Incident Responder Grants.*

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

**12. GENERAL COUNSEL REPORTS-**

**13. AGENCY REPORTS:**

**Southern California Association of Governments (SCAG)**

Primary: Chair Mike Judge

**Southern California Regional Rail Authority (Metrolink-SCRRA)**

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

**Coastal Rail Coordinating Council-CRCC**

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

**California Association of Councils of Governments**

Primary: Commissioner Jenny Crosswhite

**California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

**14. ADJOURN to 9:00 a.m. Friday, APRIL 3, 2026, at the City of Camarillo Council Chambers  
601 Carmen Drive, Camarillo, Ca 93010.**



Item #9A

March 6, 2026

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

**RECOMMENDATION:**

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

**STRATEGIC PLAN COMMITMENT:**

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

**DISCUSSION:**

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

The January 31, 2026, budget report indicates that the revenues were approximately 36.5% of the adopted budget while expenditures were approximately 36.5% 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 JANUARY 31, 2026**

**Assets and Deferred Outflows**

Cash and Investments	\$	85,612,201
Receivables/Due from other funds		8,526,150
Prepays and Deposits		841,663
Capital Assets, undepreciated		27,745,594
Capital Assets, depreciated, net		30,255,125
Deferred Outflows		1,415,855
<b>Total Assets and Deferred Outflows</b>	<b>\$</b>	<b><u>154,396,588</u></b>

**LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE**

**Liabilities and Deferred Inflows:**

Accrued Expenses and Due to Other	\$	8,810,250
Deferred Revenue		30,101,397
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)
<b>Total Liabilities and Deferred Inflows:</b>	<b>\$</b>	<b><u>42,543,306</u></b>

**Net Position:**

Invested in Capital Assets	\$58,000,719
Fund Balance	53,852,564
<b>Total Net Position</b>	<b><u>\$111,853,282</u></b>

For Management Reporting Purposes Only

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

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
<b>Revenues</b>												
Federal Revenues	\$ 3,975,080	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$2,775,399	\$1,065,870	\$ 7,816,349	\$ 25,673,481	(17,857,132)	30.45
State Revenues	13,498,830	20,727,572	2,081,506	864,127	415,388	548,423	29,500	0	38,165,346	103,883,553	(65,718,207)	36.74
Local Revenues	67,220	0	0	0	0	361,718	711,991	1,975,310	3,116,239	6,105,097	(2,988,858)	51.04
Other Revenues	1,878	0	0	0	0	0	0	0	1,878	0	1,878	0.00
Interest	81,682	178,149	574,155	66,235	151,597	93,252	4,955	10,553	1,160,578	2,176,900	(1,016,322)	53.31
<b>Total Revenues</b>	<b>17,624,690</b>	<b>20,905,721</b>	<b>2,655,661</b>	<b>930,362</b>	<b>566,985</b>	<b>1,003,393</b>	<b>3,521,845</b>	<b>3,051,733</b>	<b>50,260,390</b>	<b>137,839,031</b>	<b>(87,578,641)</b>	<b>36.46</b>
<b>Expenditures</b>												
<b>Administration</b>												
Personnel Expenditures	2,460,381	0	0	0	0	0	118,243	27,350	2,605,974	4,902,400	(2,296,426)	53.16
Legal Services	11,616	0	0	0	0	0	0	0	11,616	46,200	(34,584)	25.14
Professional Services	105,764	0	0	0	0	0	0	0	105,764	219,800	(114,036)	48.12
Office Leases	115,472	0	0	0	0	0	0	0	115,472	230,400	(114,928)	50.12
Office Expenditures	691,600	0	0	0	0	0	87,323	20,198	799,121	1,041,900	(242,779)	76.70
<b>Total Administration</b>	<b>3,384,833</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205,566</b>	<b>47,548</b>	<b>3,637,947</b>	<b>6,440,700</b>	<b>(2,802,753)</b>	<b>56.48</b>
<b>Programs and Projects</b>												
<b>Transit &amp; Transportation Program</b>												
Regional Transit Technology	755,430	0	0	0	0	0	0	0	755,430	2,953,759	(2,198,329)	25.58
SD-Accessible Mobility Service	208,909	0	0	0	0	0	0	0	208,909	734,300	(525,391)	28.45
VCTC Intercity Bus Services	0	0	0	0	0	0	5,713,474	0	5,713,474	22,692,669	(16,979,195)	25.18
Valley Express Bus Services	0	0	0	0	0	0	0	1,670,478	1,670,478	4,243,410	(2,572,932)	39.37
Transit Grant Administration	12,860,473	0	0	0	0	0	0	0	12,860,473	29,302,735	(16,442,262)	43.89
<b>Total Transit &amp; Transportation</b>	<b>13,824,812</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,713,474</b>	<b>1,670,478</b>	<b>21,208,764</b>	<b>59,926,873</b>	<b>(38,718,109)</b>	<b>35.39</b>
<b>Highway Program</b>												
Motorist Aid Services	0	0	0	1,238,560	0	0	0	0	1,238,560	2,008,000	(769,440)	61.68
Highway Program Management	105,232	0	0	0	0	0	0	0	105,232	4,058,600	(3,953,368)	2.59
<b>Total Highway</b>	<b>105,232</b>	<b>0</b>	<b>0</b>	<b>1,238,560</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,343,792</b>	<b>6,066,600</b>	<b>(4,722,808)</b>	<b>22.15</b>

For Management Reporting Purposes Only

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

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
<b>Rail Program</b>												
Metrolink & Commuter Rail	9,384,819	0	0	0	0	0	0	0	9,384,819	26,909,094	(17,524,275)	34.88
LOSSAN & Coastal Rail	13,312	0	0	0	0	0	0	0	13,312	12,800	512	104.00
Santa Paula Branch Line	0	0	0	0	0	2,555,174	0	0	2,555,174	17,044,497	(14,489,323)	14.99
<b>Total Rail</b>	<b>9,398,131</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,555,174</b>	<b>0</b>	<b>0</b>	<b>11,953,305</b>	<b>43,966,391</b>	<b>(32,013,086)</b>	<b>27.19</b>
<b>Commuter Assistance Program</b>												
Reg Transit Information Center	12,180	0	0	0	0	0	0	0	12,180	33,900	(21,720)	35.93
Rideshare Programs	140,116	0	0	0	0	0	0	0	140,116	302,400	(162,284)	46.33
<b>Total Commuter Assistance</b>	<b>152,296</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152,296</b>	<b>336,300</b>	<b>(184,004)</b>	<b>45.29</b>
<b>Planning &amp; Programming</b>												
TDA Administration	230,282	20,206,871	103,400	0	24,329	0	0	0	20,564,882	41,710,426	(21,145,544)	49.30
Transportation Programming	15,539	0	0	0	0	0	0	0	15,539	84,300	(68,761)	18.43
Regional Transportation Planni	568,029	0	0	0	0	0	0	0	568,029	1,601,544	(1,033,515)	35.47
Airport Land Use Commission	344	0	0	0	0	0	0	0	344	28,000	(27,656)	1.23
Regional Transit Planning	1,982,182	0	0	0	0	0	0	0	1,982,182	8,164,060	(6,181,878)	24.28
<b>Total Planning &amp; Programming</b>	<b>2,796,376</b>	<b>20,206,871</b>	<b>103,400</b>	<b>0</b>	<b>24,329</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23,130,976</b>	<b>51,588,330</b>	<b>(28,457,354)</b>	<b>44.84</b>
<b>General Government</b>												
Community Outreach	133,854	0	0	0	0	0	0	0	133,854	221,500	(87,646)	60.43
State & Federal Relations	76,490	0	0	0	0	0	0	0	76,490	164,900	(88,410)	46.39
Management & Administration	82,357	0	0	0	0	0	0	0	82,357	248,600	(166,243)	33.13
<b>Total General Government</b>	<b>292,701</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>292,701</b>	<b>635,000</b>	<b>(342,299)</b>	<b>46.09</b>
<b>Total Expenditures</b>	<b>29,954,381</b>	<b>20,206,871</b>	<b>103,400</b>	<b>1,238,560</b>	<b>24,329</b>	<b>2,555,174</b>	<b>5,919,040</b>	<b>1,718,026</b>	<b>61,719,781</b>	<b>168,960,194</b>	<b>(107,240,413)</b>	<b>36.53</b>

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**VENTURA COUNTY TRANSPORTATION COMMISSION  
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE  
FOR THE SEVEN MONTHS ENDED JANUARY 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
<b>Revenues over (under) expenditures</b>	<b>(12,329,691)</b>	<b>698,850</b>	<b>2,552,261</b>	<b>(308,198)</b>	<b>542,656</b>	<b>(1,551,781)</b>	<b>(2,397,195)</b>	<b>1,333,707</b>	<b>(11,459,391)</b>	<b>(31,121,163)</b>	<b>19,661,772</b>	<b>36.82</b>
<b>Other Financing Sources</b>												
Transfers Into GF From LTF	12,164,476	0	0	0	0	0	0	0	12,164,476	11,381,705	782,771	106.88
Transfers Into GF From STA	1,483,437	0	0	0	0	0	0	0	1,483,437	4,139,831	(2,656,394)	35.83
Transfers In GF From SGR	1,669,991	0	0	0	0	0	0	0	1,669,991	8,661,003	(6,991,012)	19.28
Transfers Into GF From SAFE	268,811	0	0	0	0	0	0	0	268,811	460,400	(191,589)	58.39
Transfers Into GF From SPBL	104,983	0	0	0	0	0	0	0	104,983	193,300	(88,317)	54.31
Transfers Into SPBL From STA	0	0	0	0	0	1,861,352	0	0	1,861,352	10,251,206	(8,389,854)	18.16
Transfers Into VI From STA	0	0	0	0	0	0	5,000,000	0	5,000,000	6,814,767	(1,814,767)	73.37
Transfers Into VE	0	0	0	0	0	0	0	80,409	80,409	88,280	(7,871)	91.08
Transfers Out of LTF Into GF	0	(12,164,476)	0	0	0	0	0	0	(12,164,476)	(11,381,705)	(782,771)	106.88
Transfers Out of STA Into GF	0	0	(1,483,437)	0	0	0	0	0	(1,483,437)	(4,139,831)	2,656,394	35.83
Transfers Out of STA Into SPBL	0	0	(1,861,352)	0	0	0	0	0	(1,861,352)	(10,251,206)	8,389,854	18.16
Transfers Out of STA Into VI	0	0	(5,000,000)	0	0	0	0	0	(5,000,000)	(6,814,767)	1,814,767	73.37
Transfers Out of SAFE Into GF	0	0	0	(268,811)	0	0	0	0	(268,811)	(460,400)	191,589	58.39
Transfers Out of SPBL Into GF	0	0	0	0	0	(104,983)	0	0	(104,983)	(193,300)	88,317	54.31
Transfers Out of SGR Into GF	0	0	0	0	(1,669,991)	0	0	0	(1,669,991)	(8,661,003)	6,991,012	19.28
Transfers Out of SGR Into VE	0	0	0	0	(80,409)	0	0	0	(80,409)	(88,280)	7,871	91.08
<b>Total Other Financing Sources</b>	<b>15,691,698</b>	<b>(12,164,476)</b>	<b>(8,344,789)</b>	<b>(268,811)</b>	<b>(1,750,400)</b>	<b>1,756,369</b>	<b>5,000,000</b>	<b>80,409</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Net Change in Fund Balances</b>	<b>3,362,007</b>	<b>(11,465,626)</b>	<b>(5,792,528)</b>	<b>(577,009)</b>	<b>(1,207,744)</b>	<b>204,588</b>	<b>2,602,805</b>	<b>1,414,116</b>	<b>(11,459,391)</b>	<b>(31,121,163)</b>	<b>19,661,772</b>	<b>36.82</b>
<b>Beginning Fund Balance w/o capital assets</b>	<b>5,854,350</b>	<b>17,418,902</b>	<b>32,524,588</b>	<b>4,007,104</b>	<b>7,445,526</b>	<b>25,367</b>	<b>184,858</b>	<b>-</b>	<b>67,460,695</b>			
<b>Long-term Pension/OPEB/Vacation/Leases/SBITA Net Adjustment*</b>	<b>(2,093,596)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(55,144)</b>	<b>0</b>	<b>(2,148,740)</b>			
<b>Fund Balance as of January 31, 2026</b>	<b>7,122,761</b>	<b>5,953,276</b>	<b>26,732,060</b>	<b>3,430,095</b>	<b>6,237,782</b>	<b>229,955</b>	<b>2,732,519</b>	<b>1,414,116</b>	<b>53,852,564</b>			
<b>Fund Balance per Balance Sheet</b>									<b>53,852,564</b>			

\*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 JANUARY 31, 2026**

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

<b>Institution</b>	<b>Investment Type</b>	<b>Maturity Date</b>	<b>Interest to Date</b>	<b>Rate</b>	<b>Balance</b>
Wells Fargo	Government Checking	N/A	\$20,865.83	EAC & .70%	\$ 10,368,695.16
LAIF	State Pool	N/A	\$176,049,.53	4.20%	9,476,729.09
County of Ventura	Treasury Pool	N/A	\$963,660.88	4.17%	65,064,456.91
VCCF Bike Fund	Investment	N/A	Annually	Annually	21,138.05
<b>Total</b>			<b>\$1,160,576.24</b>		<b>\$84,931,019.21</b>

Because VCTC receives a large portion of their state and federal funding on a reimbursement basis, the Commission must keep sufficient funds liquid to meet changing cash flow requirements. For this reason, VCTC maintains checking accounts at Wells Fargo Bank.

The Commission’s pooled checking account is now earning a combination of interest and earns “earnings credits” applied against fees. Cash balances will vary depending on reimbursements and disbursements. The first \$250,000 of the combined balance is federally insured and the remaining balance is collateralized by Wells Fargo bank.

The Commission’s LTF, STA, SGR and a portion of the SAFE funds received from the State are invested in the Ventura County investment pool. Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the accounts in two payments within the next quarter. The amounts shown above are not adjusted for fair market value.

The Commission’s funds not needed for immediate use are invested in the California Local Agency Investment Fund (LAIF). Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the account the month following the quarter end. A small portion of interest earned

in the LAIF account is for unearned revenues and the interest is not recognized until the corresponding expenses are recognized. The amounts shown above are not adjusted for fair value. Wells Fargo Bank, County of Ventura and LAIF statements are the sources for provided information.



Item #9B

March 6, 2026

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: LUPE ACERO, FINANCE DIRECTOR**  
**SUBJECT: SINGLE AUDIT FINANCIAL REPORT**

**RECOMMENDATION:**

- Receive and file the audited Single Audit Report 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 issued the Annual Comprehensive Financial Report (ACFR) of the Ventura County Transportation commission for fiscal year ended June 30, 2025, in January 2026.

A single Audit of Federal funds is also required as VCTC receives federal funds. It is normal practice for the independent audit firm to complete and issue the Single Audit Report at the same time as the Annual Comprehensive Financial Report (ACFR).

For fiscal year 2024/2025, the Single Audit Report was not able to be issued with the ACFR due to delays in the Office of Management and Budget (OMB) 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 did not finalize the compliance testing required to issue an official Single Audit opinion at the same time as the issuance of the ACFR.

The Single Audit Report is attached to the staff report. The report is also available upon request or on the Commission's website, [www.goventura.org](http://www.goventura.org), as agenda attachments.

**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."

**FISCAL IMPACT:**

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



Item # 9C

March 6, 2026

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

**RECOMMENDATION:**

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

**BACKGROUND:**

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

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

**STRATEGIC PLAN COMMITMENT:**

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

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

## **DISCUSSION:**

Updates and activities for the subject month include:

- *Leasing, Licensing, and Rights-of-Entry*
  - During February, staff and Sierra Northern coordinated with Caltrans on planned improvements to State Route 150 (10<sup>th</sup> Street) in Santa Paula that crosses the SPBL railroad right-of-way and tracks.
- *SPBL Trail Planning*
  - *Ventura Segment:* Staff continued to support the City of Ventura's efforts to plan, design, conduct community engagement, and construct the 4-mile section of the SPBL Trail from East Ventura Metrolink Station to Saticoy Depot. More information on the City's *Rails with Trails* project is available at: <https://www.cityofventura.ca.gov/2584/Santa-Paula-Branch-Line>. During the month of February, VCTC staff continued to coordinate with the City of Ventura to resolve an issue raised by Metrolink/SCRRA regarding the minimum acceptable setback of trail infrastructure from the railroad tracks. VCTC Planning and Programming staff also worked to facilitate an allocation of Priority Legislative Budget Program (PLBP) funds for required additional design and engineering work required to resolve the setback issue.
  - *Santa Paula Extension:* The City of Santa Paula's efforts to plan, design, and conduct community engagement remain ongoing for an additional approximately 1.5-mile section of the SPBL Trail within the City of Santa Paula. Additional information is available at: <https://spcity.org/797/Santa-Paula-Trail-Connectivity-Project>.
  - *SPBL Trail Master Plan Update & EIR/EIS:*
    - The tenth Project Development Team (PDT) was held on February 19. The PDT focused on an overview of comments received to date, revisions to draft trail cross-sections, and proposed schedule updates.
    - Staff continued to evaluate a proposed strategy to reach agricultural stakeholders, including formation of a working group focused on evaluating and developing solutions to concerns raised by agricultural stakeholders. Staff continue to evaluate a proposed amendment to the consultant contract with WSP to accommodate additional engagement with agricultural stakeholders. Staff plans to return to the Commission for approval of an amendment in April.
    - A web page dedicated to the Master Plan Update continues to be updated and is available at <https://www.goventura.org/spbl-trail-master-plan>. The project email address is [spbl.trail@goventura.org](mailto:spbl.trail@goventura.org).
- *Storm Damage and Response*
  - Sespe Creek Overflow railroad bridge repair: Two projects remain under FEMA review as part of the obligation process, for the completed emergency protective measures to stabilize the western bank (Category B) and permanent repairs (Category C). The Category B project has been in "Pending Award" status since August 25, 2025, and the Category C project has been in "Pending Large Project Review" status since September 16. Staff will continue to provide financial, environmental, and other project information and documentation to FEMA and CalOES upon request.

- The FEMA Activity Completion Deadline was October 13, 2025. VCTC submitted an extension request to CalOES and FEMA on October 2. An additional request to extend the period of performance will need to be filed upon obligation of funding by FEMA. VCTC initially requested a five-month extension to the Activity Completion Deadline, extending the completion deadline to March 13, 2026. VCTC also requested and received an extension to the RG-63 permit deadline from the U.S. Army Corps of Engineers (USACE) through the end of February 2026. Given storm and permit related delays described in detail in separate items on the November and December 2025 Commission Agendas, additional extension requests will be required. On February 18, VCTC submitted a request to USACE to extend the RG-63 permit deadline through September 30, 2026. An additional extension request will also be submitted to FEMA.
- Construction began on September 3. Please refer to the Item 14 Staff Report for November 7, 2025 and the Item 13 Staff Report for January 9, 2026 for Item 13 for further background discussion.
- Bank stabilization using 3- to 4-ton rip rap / rock slope protection (RSP) was completed as of February 5<sup>th</sup>, once storm flows receded from storms in late 2025.
- Staff submitted a revised Incidental Take Permit (ITP) application project description to California Department of Fish and Wildlife (CDFW) on January 22. A response from CDFW has not yet been received as of February 20. The ITP and a response from CDFW will determine a restart date for permanent repairs.
- The permanent repair project target completion date is July 31, 2026.
- VCTC staff processed a right-of-entry entry permit for the County of Ventura to complete emergency repairs to Old Telegraph Road bridge within the SPBL right-of-way.
- *Coordination with Sierra Northern Railway*
  - SNR selected a new insurance broker in late 2024 to better meet its contractual obligations to VCTC. SNR will request an amendment to the Railroad Lease and Operations Agreement to align insurance requirements with current market conditions and available coverages.
  - Replacement of the existing Ferris Drive bridge remains pending SNR action, located just east of Santa Paula Creek. Sierra Northern conducts weekly inspections on the bridge to ensure safety and stability of the bridge until construction can be completed.
  - On February 17, staff met with Sierra Northern leadership for a virtual monthly check-in.

## **FISCAL IMPACT**

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



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Item #9D

March 06, 2026

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

**RECOMMENDATION:**

- Authorize staff to release a Request for Proposals (RFP) for professional services to prepare a Ventura County Multimodal Transportation Network Climate Vulnerability Assessment and Action Plan.

**BACKGROUND:**

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

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

award within the Climate Adaptation Planning Grant Category. The grant expires June 30, 2028. VCTC met grant conditions by the August 8, 2025 deadline. Caltrans issued a Notice to Proceed on February 3, 2026.

### **STRATEGIC PLAN COMMITMENT:**

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

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

### **DISCUSSION:**

The project will develop a Ventura County Multimodal Transportation Network Climate Adaptation Assessment and Action Plan that prioritizes vulnerable communities, identifies and prioritizes potential highway, roadway, transit, rail, port, and active transportation projects that provide both climate change mitigation and adaptation, and links projects with state and federal infrastructure grants. The Project will build on prior climate change planning documents, going beyond macro-level analysis of climate change strategies, by identifying and prioritizing specific multimodal adaptation projects that also reduce greenhouse gas emissions with priority given to under-resourced and vulnerable communities.

In addition, based on feedback from disability advocates that the Ventura & Santa Barbara Counties Transportation & Emergency Preparedness Plan (TEPP) is heavily focused on agency response and lacks practical information for the public to understand and act upon, the Project also includes an easy-to-use transportation emergency preparedness guide for individuals and families that builds upon the TEPP, with a focus on persons with access and functional needs and their caregivers, and would include a one-page form with transportation information for use during emergencies.

A detailed scope of work is included in the Request for Proposals, and the following is a brief project description. The Project will produce:

1. Develop and Implement a Public Outreach Plan
  - a. The plan will implement a robust public engagement process that includes in-person and online public workshops and meetings, webpage, and digital outreach with priority emphasis on vulnerable communities.
2. Complete a Multimodal Transportation Vulnerability Network Assessment and Report
  - a. The report will identify climate change and other natural hazards most likely to occur in Ventura County, which multimodal transportation facilities are at risk (highways and roads, airports, ports, rail facilities, active

transportation facilities, and transit routes, centers, and stops), and the location of disadvantaged communities vulnerable to climate change impacts including potential health outcomes and social conditions.

3. Recommend a Climate Adaptation Strategy and Funding Plan
  - a. A plan that prioritizes vulnerable communities, identifies and prioritizes projects that provide both climate change mitigation and adaptation, considers nature-based solutions, and links projects with state and federal infrastructure grants.
4. Prepare a Final Adaptation Assessment and Action Plan
  - a. A draft and final Adaptation Assessment and Action Plan fully vetted by stakeholders including the public and adopted by the VCTC Board.
5. Prepare a Transportation Emergency Preparedness Guide for Individual/Families/Households
6. VCTC Board Review and Approval

The project will be developed with input from an Advisory Team consisting of VCTC, sub-applicant VCCF, project partners (such as Caltrans, County of Ventura, The Nature Conservancy), and VCTC's standing advisory committees (inc. all local jurisdictions and transit operators in Ventura County). VCCF will lead engagement with vulnerable communities.

Staff recommend approval to release the RFP for professional services to prepare a Ventura County Multimodal Transportation Network Climate Vulnerability Assessment and Action Plan. Staff will return to the VCTC Board in June 2026 for approval to award a contract following completion of the RFP selection process. The RFP will be posted as an attachment to this staff report after the agenda has been posted, but before the March 6, 2026 meeting.

**FISCAL IMPACT:**

There is no fiscal impact of the recommended action. The total project cost is \$299,995, which includes a \$265,586 Climate Adaptation Planning Grant award, with an 11.74% local match in the amount of \$34,409. Local match, consisting of Local Transportation Funds (LTF), is already included in the approved VCTC Fiscal Year 2025/2026 Regional Transportation Planning Program Budget and is also included in the draft Fiscal Year 2026/2027 budget.



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Item #9E

**MARCH 6, 2026**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: ERIN KENNEALLY, TRANSIT PLANNER  
DOLORES LOPEZ, TRANSIT PLANNER**

**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, October 1, 2025 – December 31, 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 85,282 boardings from October through December 2025, reflecting a 18.6% decrease compared to the same quarter last year.

This decline is likely attributed to several factors, including the service reduction on the Channel Islands route which took place in August and heavy storms in both October and December. Additionally, forty-one trips were missed systemwide due to operator sick calls. In early November VCTC instituted a service change on the Coastal Express routes, which was the first significant change since the pandemic. The changes were not universally well received and may have impacted ridership. Further adjustments were made on February 9 to address the most common concerns. All intercity routes experienced lower boardings this quarter with the exception of East County and the Conejo Connection. It is also important to note that transit agencies across Southern California reported similar ridership drops starting in June and through the end of 2025, and it is thought that it may be due to increased immigration enforcement activity.

Regarding rider composition, both mobility devices (23%) and bicycles (27%) have seen decreases when compared to the same quarter last year. This is likely due to the same factors that influenced the overall ridership decline. Train transfers saw an increase of about 6% 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 9% this quarter compared to the same quarter last year, while fare revenue declined by 22%, reflecting the drop in ridership. As a result, costs per passenger rose from \$25.38 to \$33.59, and productivity measures such as passengers per mile and passengers per hour also declined. These shifts are expected given the lower demand this quarter and will continue to be monitored as the November 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 46 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) was mixed. Coastal Express (80–89) continued to perform strongly with about 75% of all trips on-time and while Highway 101 (50) and the Conejo Connection (55) saw an improvement from last quarter with Highway 101 reaching 64% in December from 56% in August, they still remain lower than desired. More changes are planned for 2026 to specifically address OTP concerns on these two routes. The Highway 126 (60) and East County (70-74) routes maintained steady OTP at 69-71% and the Cross County (77) route saw marked improvement going from 62% last quarter to 71% this quarter. Staff will continue monitoring OTP as the new schedules take effect.

## **Rail**

The Metrolink Ventura County rail line ridership decreased by 3.9% in FY26 when compared to the previous year in the same quarter. Weekend ridership decreased by 10% over the same period last year as well. There are likely a number of contributing factors that led to this decline including the conclusion of the Student Adventure Pass (SAP) program on June 30, 2025 and a substantial increase in delayed, cancelled and annulled trains. The SAP had previously generated a significant volume of fully subsidized student trips, and its expiration reduced total boardings in July 2025. Metrolink has been experiencing significant issues related to parts inventory/supply chain issues and early failures of the F-125 locomotives.

Ridership on the LOSSAN Pacific Surfliner service, which operates between San Diego and San Luis Obispo, experienced an 18% decrease compared to the same quarter in FY25. A series of short-term operational disruptions likely contributed to the observed decline. These included mudslide-related closures north of Goleta, one weekend corridor-wide shutdown, and multiple rain events throughout the quarter. Despite the overall decline within Ventura County, Oxnard Station remained the busiest location, contributing 17,405 riders. Ventura station followed closely with 16,581 riders. Together, these two stations account for approximately 57% of all Pacific Surfliner boardings within Ventura County, demonstrating that the majority of ridership remains concentrated at these primary coastal stations even amid the broader decline.

### **FISCAL IMPACT:**

None

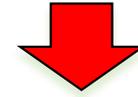
# VCTC INTERCITY

## Quarterly Ridership Report | FY 2026 Q2

Oct - Dec 2025

**85,282**

Boardings

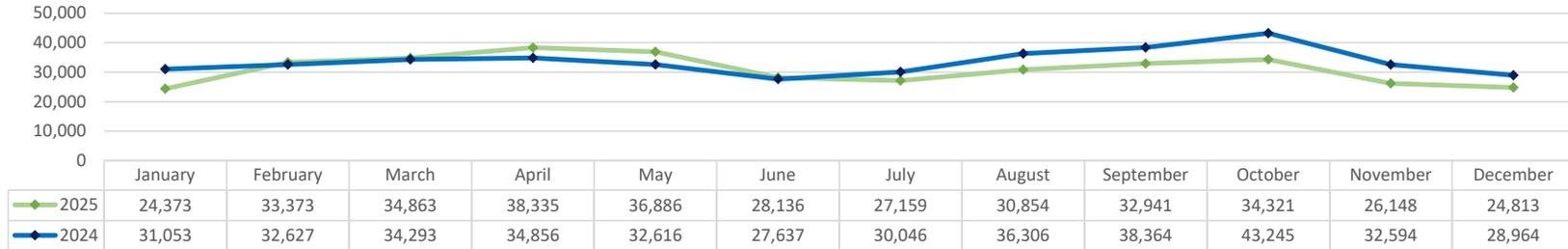


Oct - Dec 2024

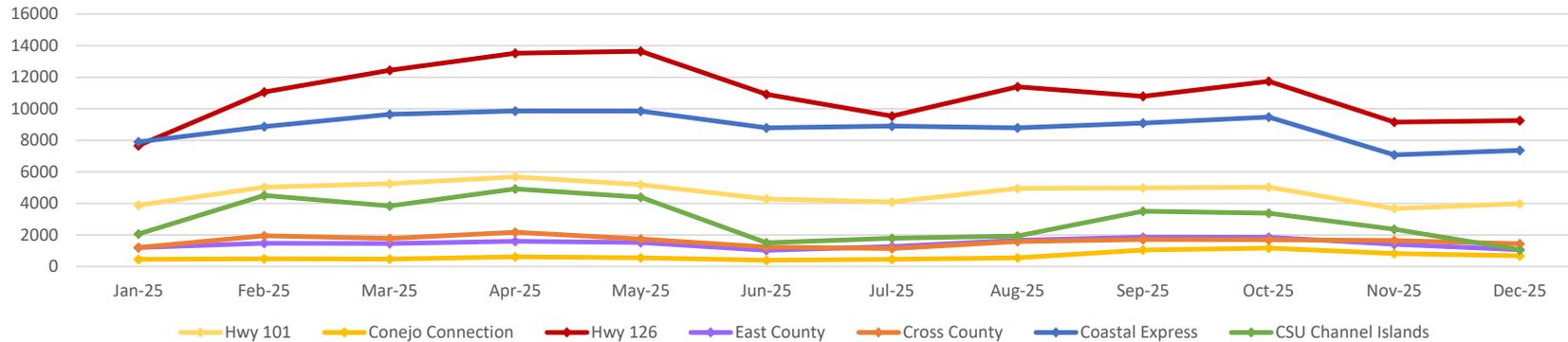
**104,803**

**-18.6%**

12-Month Ridership Trends Systemwide



12-Month Ridership Trends by Route



Route	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
Hwy 101	3,890	5,027	5,253	5,676	5,187	4,273	4,093	4,950	4,981	5,026	3,670	3,974
Conejo Connection	453	489	471	613	551	396	462	546	1,034	1,166	818	681
Hwy 126	7,668	11,059	12,435	13,509	13,641	10,921	9,534	11,383	10,783	11,741	9,157	9,244
East County	1,195	1,465	1,456	1,595	1,518	1,023	1,264	1,667	1,855	1,845	1,414	1,058
Cross County Limited	1,203	1,951	1,767	2,170	1,743	1,231	1,133	1,585	1,707	1,700	1,649	1,435
Coastal Express	7,903	8,873	9,641	9,857	9,850	8,782	8,891	8,794	9,083	9,469	7,074	7,361
Channel Islands	2,061	4,509	3,840	4,915	4,396	1,509	1,782	1,929	3,498	3,374	2,366	1,061
<b>Systemwide TOTAL</b>	<b>24,373</b>	<b>33,373</b>	<b>34,863</b>	<b>38,335</b>	<b>36,886</b>	<b>28,135</b>	<b>27,159</b>	<b>30,854</b>	<b>32,941</b>	<b>34,321</b>	<b>26,148</b>	<b>24,814</b>

# VCTC INTERCITY

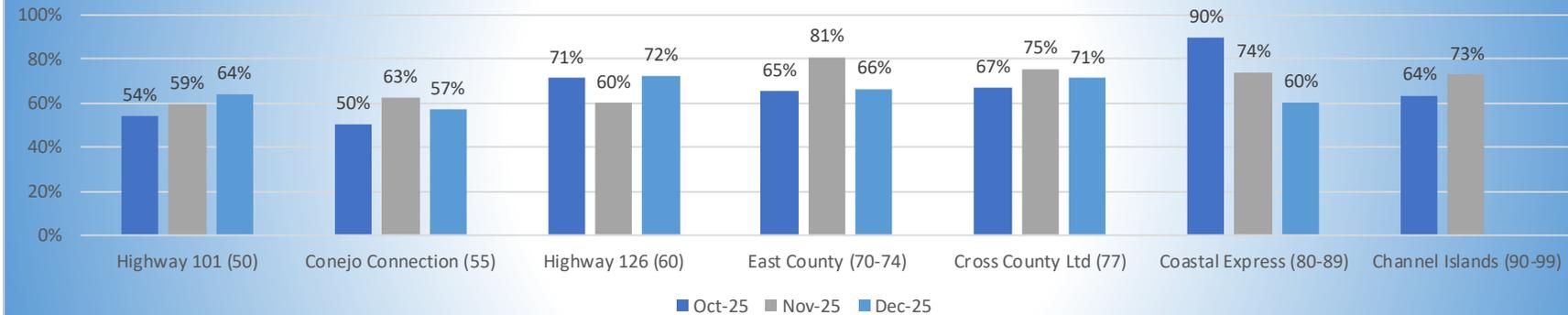
## Quarterly Ridership Report | FY2026 Q2

Oct - Dec 2025	0.22	4.97	\$ 31.48	\$157,548	 <b>Fare Revenue</b>
	Passengers/ Mile	Passengers/ Hour	Cost/Passenger	Fare Revenue	
Oct - Dec 2024	0.31	6.57	\$ 23.58	\$203,062	<b>-22%</b>

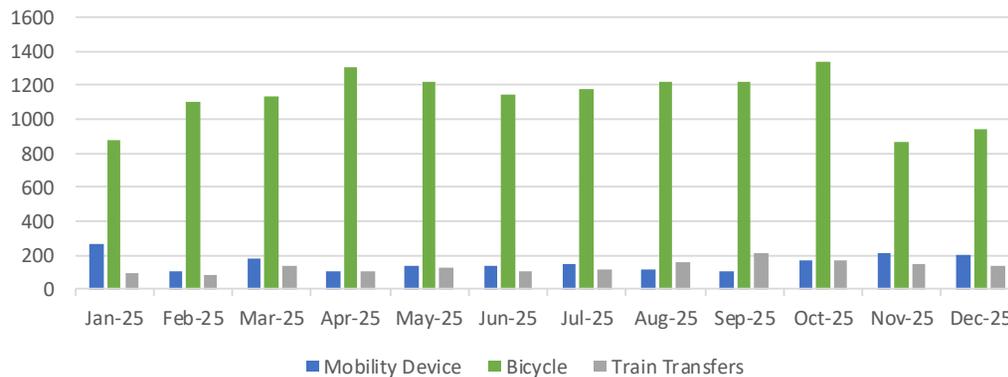
### COST AND REVENUE PER PASSENGER

	FY 2024	FY 2025	% Change
Operating Cost	\$ 2,471,658	\$ 2,685,094	9%
Passenger Revenue	\$ 203,062	\$ 157,548	-22%
Passenger Revenue including budgeted route guarantees^	\$ 576,372	\$ 530,858	-8%
Passengers	104,803	85,282	-19%
Cost per Passenger	\$ 23.58	\$ 31.48	34%
Farebox Recovery Ratio not including route guarantees	8%	6%	-29%
Farebox Recovery Ratio including route guarantees	23%	20%	-15%

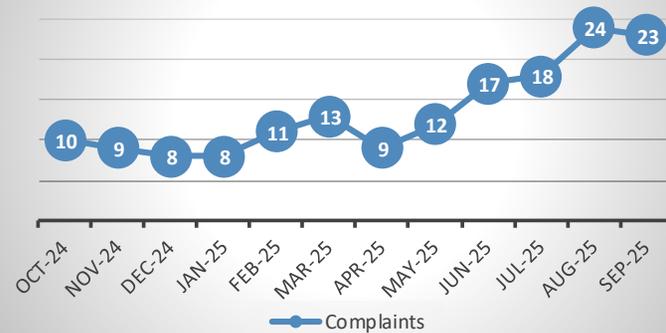
### Weekday On Time Performance



### Rider Composition

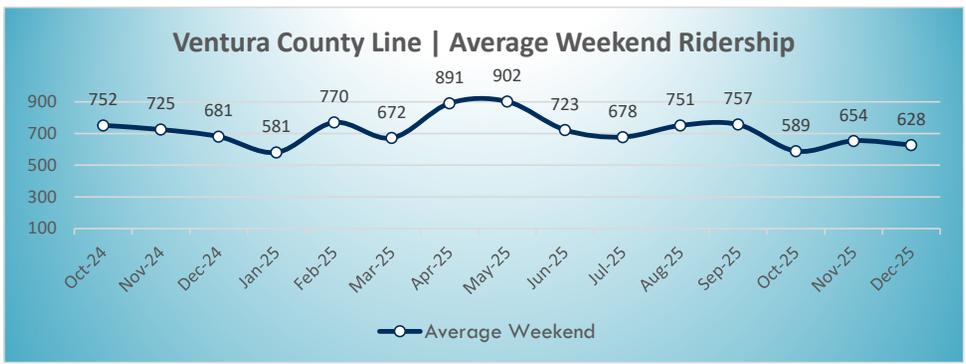
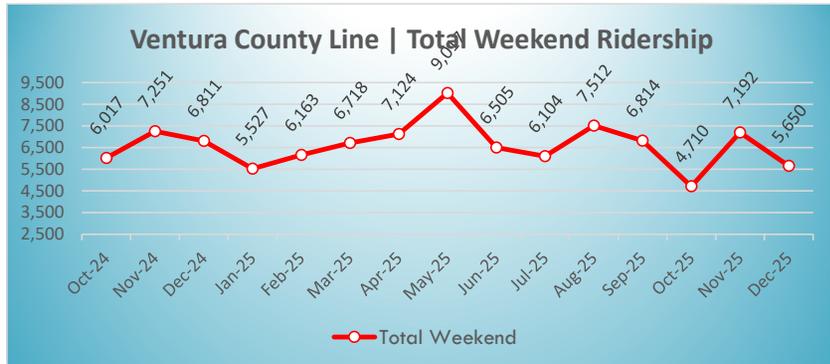
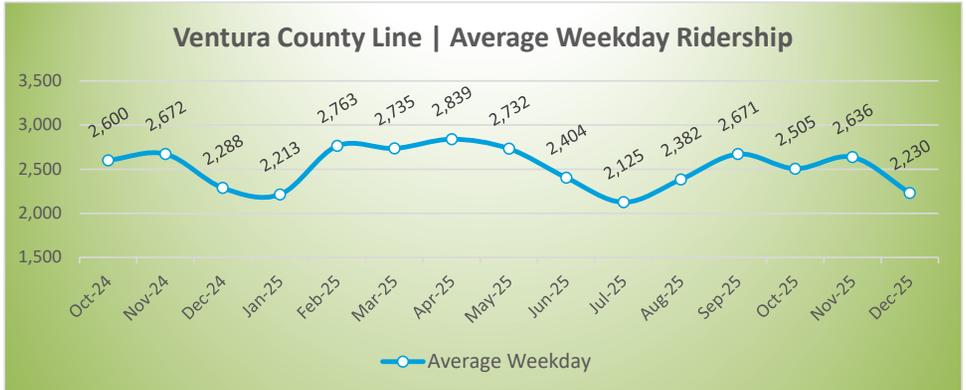
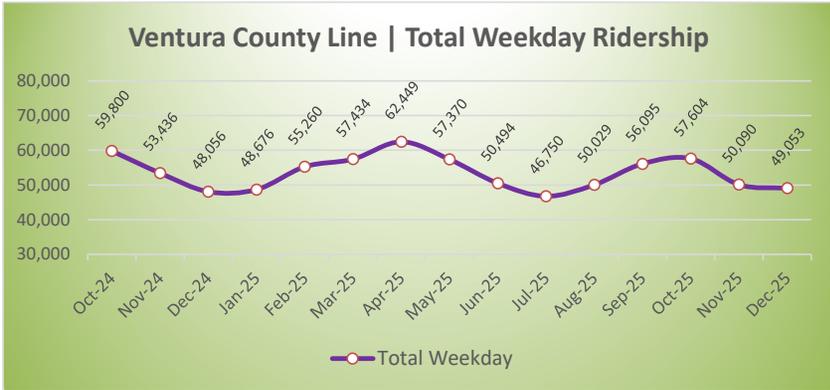


### 15 Month Complaints Tracking

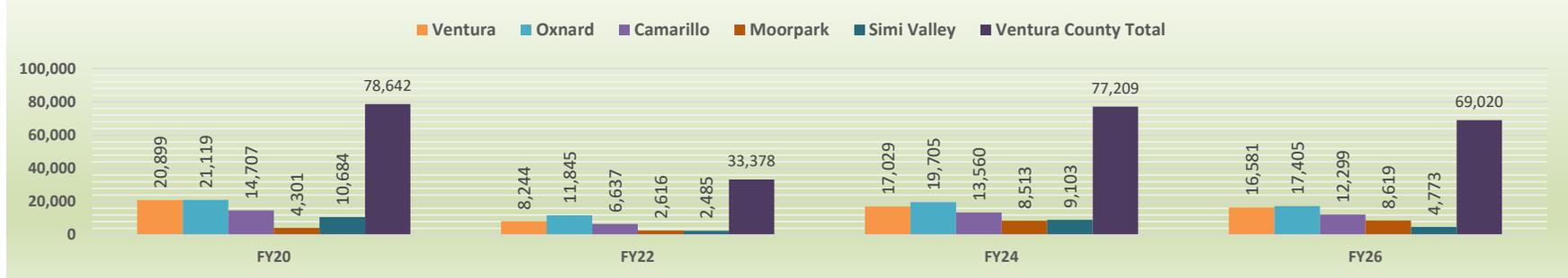


# METROLINK & LOSSAN Corridor | Ventura County Line

## Ridership



## LOSSAN Boarding & Alighting by Station Totals by Quarter (Q2)





**Item #9F**

**March 6, 2026**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: GEISKA VELASQUEZ, PROGRAM MANAGER PROGRAMMING**

**SUBJECT: 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
FINANCIAL RESOLUTION**

**RECOMMENDATION:**

- Adopt attached Resolution No. 2026-01 certifying that there are sufficient financial resources to fund projects in the 2027 Federal Transportation Improvement Program (2027 FTIP).

**BACKGROUND:**

Federal law requires that federally funded transportation projects, as well as regionally significant projects funded with state and local funds, be included in an adopted Federal Transportation Improvement Program (FTIP). The FTIP is required to be updated every two years and lists projects that are scheduled for implementation within the first four years of the program; it also lists projects that are reasonably expected to be implemented in the fifth and sixth years. The Southern California Association of Governments (SCAG) adopts the FTIP based upon input from each of the six county transportation commissions within the SCAG region. The 2027 FTIP covers Federal Fiscal Year (FFY) 2026/27 through FFY 2031/32.

The FTIP is required to be financially constrained by year. This means that the amount of funding devoted to projects must not exceed the amount of estimated funding available. Only projects listed in the FTIP are eligible to receive federal transportation funding. Accordingly, the Ventura County Transportation Commission (VCTC) is required to adopt a resolution (Attachment A) certifying that sufficient resources are expected to be available for projects programmed in Ventura County.

As with the previous cycle, the Ventura County portion of the 2027 FTIP includes all the following project categories:

- **Congestion Management and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) programs:** The FTIP includes carryover CMAQ and STBG projects programmed under the prior calls for projects. The FTIP will be amended in the future to incorporate new projects approved by the Commission, the State of California, and federal transportation programs including any new funding from a reauthorization of a federal transportation funding bill.
- **FTA Formula Funded Projects:** These projects are approved annually by the Commission through the Program of Projects (POP). Since VCTC has not yet approved the Program of Projects beyond FFY 2025/2026, the FTIP contains ongoing programs which the transit operators anticipate continuing based on the assumption of federal apportionments remaining constant. The FTIP will be amended each year to incorporate what is approved by VCTC in each year's Program of Projects.
- **State Transportation Improvement Program (STIP) Regional Share Projects:** VCTC programs projects in the STIP using its regional funding share of the State Transportation Improvement Program (STIP). These dollars are programmed based on the Caltrans Fund Estimate, which is based on anticipated availability of state and federal dollars, assuming current law. The 2027 FTIP includes updated listings for projects including the 2026 STIP approved by the Commission November 7, 2025.
- **Active Transportation Program (ATP):** The FTIP includes carryover ATP projects programmed under the prior calls for projects up to and including Cycle 7. The FTIP will be amended in the future to incorporate the Cycle 8 and future calls for projects.
- **State Operation, Maintenance, and Interregional Projects:** These projects are funded by Caltrans and the California Transportation Commission (CTC) as part of the interregional share of the STIP (projects within Ventura County nominated by Caltrans) or as part of the state highway maintenance and operations program. These dollars are also programmed based on the Caltrans Fund Estimate.
- **Discretionary Projects:** The FTIP includes projects receiving congressionally-earmarked funds and projects receiving funds from the US Department of Transportation (USDOT), Caltrans, or the California Transportation Commission through competitive selection.
- **Local Projects:** The FTIP also includes regionally significant projects for which local agencies have indicated they have sufficient local funding to implement.

In each case the projects approved for funding in Ventura County were programmed based on the expectation of available federal, state, and/or local revenue. Therefore, based on current law, resources are anticipated to be sufficient to fund all current commitments of the Ventura County transportation program.

RESOLUTION NO. 2026-01

**A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2026/27 – 2031/32 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM**

**WHEREAS**, VENTURA COUNTY TRANSPORTATION COMMISSION is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

**WHEREAS**, the Infrastructure Investment and Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

**WHEREAS**, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs; and

**WHEREAS**, the VENTURA COUNTY TRANSPORTATION COMMISSION is the agency responsible for short-range capital and service planning and programming for the VENTURA COUNTY area within SCAG; and

**WHEREAS**, as the responsible agency for short-range transportation planning, the VENTURA COUNTY TRANSPORTATION COMMISSION is responsible for the development of the VENTURA COUNTY Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

**WHEREAS**, the VENTURA COUNTY TRANSPORTATION COMMISSION must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

**WHEREAS**, the VENTURA COUNTY TRANSPORTATION COMMISSION has adopted the FFY 2026/27 – 2031/32 VENTURA COUNTY TIP with funding for FFY 2026/27 and 2027/28 available and committed, and reasonably committed for FFY 2028/29 through 2029/30;

**NOW, THEREFORE, BE IT RESOLVED** by the VENTURA COUNTY TRANSPORTATION COMMISSION that it affirms its continuing commitment to the projects in the FFY 2026/27 - 2031/32 VENTURA COUNTY TIP; and

**BE IT FURTHER RESOLVED**, that the FFY 2026/27 – 2031/32 VENTURA COUNTY TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2026/27 – 2031/32 VENTURA COUNTY TIP are consistent with the proposed 2026 State Transportation Improvement Program scheduled to be approved by the CALIFORNIA TRANSPORTATION COMMISSION in March 2026; and

2. All of the projects in the VENTURA COUNTY TIP have complete funding identified in the Program with the exception of the US 101 High Occupancy Vehicle Lane Project, which will require additional funding in the 2026 STIP cycle. This project is one of VENTURA COUNTY's number one priorities for 2026 STIP funds. The VENTURA COUNTY 2026 STIP Regional Transportation Improvement Program, as identified in the Financial Plan, will include sufficient transportation funds to complete the project. Therefore, as required by the FAST Act and IIJA, the Commission finds that full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

3. The local match for projects funded with federal STBG and CMAQ program funds is identified in the TIP.

4. All the Federal Transit Administration funded projects are programmed within the IIJA Guaranteed Funding levels.

**PASSED, APPROVED AND ADOPTED** this 6<sup>th</sup> day of March 2026.

\_\_\_\_\_  
Mayor Martha McQueen-Legohn, Chair

ATTEST:

\_\_\_\_\_  
Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

\_\_\_\_\_  
Lindsay D'Andrea, General Counsel

\_\_\_\_\_  
Date



Item #9G

March 6, 2026

**MEMO TO:** VENTURA COUNTY TRANSPORTATION COMMISSION  
**FROM:** DARRIN PESCHKA, PROGRAM MANAGER – GOVERNMENT AND COMMUNITY RELATIONS  
**SUBJECT:** REQUEST FOR PROPOSALS – PUBLIC TRANSIT OUTREACH AND COMMUNITY OUTREACH PROGRAM

**RECOMMENDATION:**

- Authorize release of Request for Proposals (RFP) for VCTC's public transit outreach and community outreach program.

**BACKGROUND:**

VCTC historically has utilized consultants to provide services for VCTC's public transit outreach and community outreach program. In September 2020, VCTC entered into a three-and-a-half-year contract with Celtis Ventures to provide transit outreach and community outreach services. VCTC exercised the option of a single, two-year contract extension in 2024. The current contract ends in June 2026, and staff requests Commission approval to issue a request for proposals for a new contract.

**STRATEGIC PLAN COMMITMENT:**

This report aligns with the VCTC Strategic Plan commitments below:

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

### **DISCUSSION:**

VCTC believes that robust public transit outreach is essential to help the agency and the county's local operators better serve existing transit riders, attract new riders, increase ridership, help the state meet its air-quality goals and reduce single-occupancy vehicle trips. Over the past five years, VCTC's outreach program has supported countywide transit programs including promotion of College Ride, Youth Ride Free and free-fare days; VCbuspass and Tap2Ride contactless fare payment systems; Bike Month; Rideshare Week; and passenger rail initiatives such as Metrolink weekend service and the Metrolink / LOSSAN codeshare program. In addition, VCTC has developed the agency's first Spanish-language transit outreach program, Buenas con VCTC, and begun producing an annual Community Impact report.

VCTC has 24 staff members across five departments, each with a wide array of responsibilities. The agency has limited staff members available for outreach activities. VCTC seeks to engage a full-service agency to lead its public transit outreach and community outreach program in coordination with VCTC staff. The program objectives are to increase awareness of the VCTC brand and services, to grow transit ridership on VCTC Intercity and local transit systems, and to support transit goals included in VCTC's adopted strategic plan.

### **FISCAL IMPACT:**

The public transit outreach and community outreach program is a blended contract, with funding provided through a Federal Transit Administration (FTA) grant, the state Congestion Mitigation and Air Quality (CMAQ) program, the State Transit Assistance (STA) program, the Low-Carbon Transit Operations Program (LCTOP), and Local Transportation Funds (LTF). Funds for this program will be included in the Fiscal Year 2026/2027 budget.



**Item #9H**

**March 6, 2026**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: DOLORES LOPEZ, TRANSIT PLANNER**

**SUBJECT: TRANSIT ASSET MANAGEMENT (TAM) PLAN AMENDMENT**

**RECOMMENDATION:**

- Approve an amendment to the Ventura County Group Transit Asset Management (TAM) Plan.

**BACKGROUND:**

The Ventura County Transportation Commission (VCTC), as the Regional Transportation Planning Agency (RTPA), sponsors and maintains a Ventura County Group Transit Asset Management (TAM) Plan in compliance with the Federal Transit Administration (FTA) Transit Asset Management Final Rule (49 CFR Part 625). The TAM Plan establishes asset inventories, condition assessments, performance targets, and a prioritized list of capital investments to help maintain public transportation assets in a State of Good Repair (SGR).

FTA requires that projects funded with Section 5337 State of Good Repair (SGR) funds be included in the sponsoring agency's TAM inventory and reflected within its investment prioritization framework. Under FTA shared facility guidance, capital responsibility determines reporting and prioritization obligations.

VCTC retains direct capital responsibility for certain passenger station and parking assets at the Camarillo rail station. In order for the Camarillo Station Americans with Disabilities Act (ADA) Improvement Project to be eligible for FTA Section 5337 SGR

funding, the project must be incorporated into the Group TAM Plan's prioritized capital investment list.

**STRATEGIC PLAN COMMITMENT:**

This item aligns with the VCTC Strategic Plan by supporting Goal B19 to 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 Camarillo Station ADA Improvement Project addresses accessibility and facility improvements at assets under VCTC's capital responsibility. Station inspection findings identified deficiencies related to curb ramps, slopes, tactile strip edge damage and signage, reinforcing the importance of maintaining ADA compliance and preserving the station in a state of good repair.

While VCTC is not a rail operator, FTA guidance clarifies that agencies with direct capital responsibility for passenger station and parking facilities must include those assets in their TAM inventory, including condition monitoring process, performance measures, and investment prioritization schedule. The proposed amendment adds the Camarillo Station ADA Improvement Project to the Group TAM Plan's Capital Investment List under the Facilities asset class (Passenger Stations and Parking).

This amendment does not modify existing performance targets or materially change systemwide condition ratings. Rather, it ensures that the project is formally reflected in the investment prioritization framework consistent with FTA requirements and allows VCTC to proceed with submission and consideration of the project under Section 5337 State of Good Repair funding.

**FISCAL IMPACT:**

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



Item #91

**Date: March 6, 2026**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY**  
**SUBJECT: PRIORITY LEGISLATIVE BUDGET PROJECT FUNDS TRANSFER AGREEMENT WITH CITY OF SAN BUENAVENTURA – SANTA PAULA BRANCH LINE TRAIL PROJECT**

**RECOMMENDATION:**

- Authorize the Executive Director to negotiate and execute a Fund Transfer Agreement (FTA) with the City of San Buenaventura for allocation of Priority Legislative Budget Project (PLBP) Funds for the Ventura Segment of the Santa Paula Branch Line Trail Project.

**BACKGROUND:**

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

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

The Ventura Segment of the SPBL trail extends approximately four (4) miles from the East Ventura/Montalvo Metrolink station to the Saticoy Depot. More information on the City's *Rails with Trails* project is available at:

<https://www.cityofventura.ca.gov/2584/Santa-Paula-Branch-Line>.

### **STRATEGIC PLAN COMMITMENT:**

This report aligns with the following VCTC Strategic Plan commitments:

- Goal A. Complete transportation-related plans and studies and allocate funding and resources aimed at improving mobility within Ventura County through various types of multimodal transportation programs and services.
- Strategy A8. Update the Santa Paula Branch Line (SPBL) trail master plan, validate trail alignment, connections, and amenities, and update existing conditions to facilitate trail completion, with stakeholder engagement.
- Strategy B1. Encourage city and county partners to plan and prioritize building new bike lanes and continue seeking funds for this purpose.

### **DISCUSSION:**

The City requires access to PLBP funds earlier than anticipated to cover additional design and engineering costs to resolve an issue raised by Metrolink/SCRRA regarding the minimum acceptable setback of trail infrastructure from the railroad tracks. As a result, VCTC is advancing this funds transfer agreement with the City to sub-allocate PLBP funds to the City. The agreement sub-allocates \$750,000 in PLBP funds to the City for design and engineering of bicycle and pedestrian improvements for the Ventura segment of the SPBL trail project. Staff will return to the Commission at a later time to allocate PLBP funds for construction of bicycle and pedestrian improvements, including improvements in the unincorporated community of Saticoy described in Section 3.1 of the agreement. It is anticipated that the remaining PLBP funding will be sub-allocated to the corridor cities to contribute towards construction of extensions to the SPBL trail.

### **FISCAL IMPACT:**

There is no fiscal impact of this action. The approved Fiscal Year 2025/2026 Santa Paula Branch Line Program Budget includes \$5,000,000 in Priority Legislative Budget Program funds for this purpose.

### **ATTACHMENT:**

- A. Funds Transfer Agreement Between the Ventura County Transportation Commission and the City of San Buenaventura



**Item #11**

**March 6, 2026**

**MEMO TO: SERVICE AUTHORITY FOR FREEWAY EMERGENCIES**  
**FROM: ANDREW KENT, PROGRAM MANAGER**  
**SUBJECT: MOTORIST AID PROGRAMS UPDATE**

**RECOMMENDATION:**

- Receive and file a report on Motorist Aid Programs, including a five-year anniversary update on the Freeway Service Patrol (FSP), SoCal 511 and Incident Responder Grants.

**BACKGROUND:**

The Ventura County Transportation Commission (VCTC), acting in its capacity as the Service Authority for Freeway Emergencies (SAFE), manages the Motorist Aid Services Program, which is financed by a \$1 annual vehicle registration fee on all vehicles registered in Ventura County. Motorist Aid includes the Freeway Service Patrol and the Incident Responder Grant Program.

In the early years of SAFE, Motorist Aid funds were used exclusively for developing and maintaining emergency roadside call boxes. With the decline of callbox usage and escalation of costs to maintain the system, SAFE agencies statewide have been reevaluating benefits and costs of callbox systems in recent years. In May 2025, the Ventura County SAFE Board voted to decommission the call box program and redirect resources to other Motorist Aid programs. VCTC staff working in consultation with Caltrans proceeded to procure contractor services to remove all call boxes countywide as of September 2025. The call box program decommissioning plan noted three alternative Motorist Aid programs as higher value uses of SAFE funds: Freeway Service Patrol, Enhanced Traffic Enforcement, and the SoCal Call 511 system.

Operating in Ventura County since 2021, Freeway Service Patrol (FSP) provides roving tow trucks on portions of the highway system during peak traffic periods for rapid clearing of disabled vehicles and motorist assistance. FSP is implemented through a partnership between the Ventura County SAFE, the California Highway Patrol (CHP), and Caltrans. The goals of the program are to provide congestion relief, reduce the incidence of secondary collisions, mitigate delay related vehicle emissions and assist motorists stranded in dangerous situations on busy highways. In Fall 2025, VCTC staff conducted procurement for FSP Tow Contractor Services to continue FSP service with the existing contracts expiring in Spring 2026. In February 2026, the SAFE Board awarded contracts for three patrol beats to Platinum Tow & Transport and approved an FSP deployment plan, including implementation of service trucks and the extension of Patrol Beat 2 to cover the Ventura portion of US-101.

The Commission established the Incident Responder Grant Program (IRGP) in 2019 to provide financial assistance to agencies that respond to incidents on the Ventura County SAFE network of freeways, highways and unincorporated county roads. These agencies use a wide variety of tools to assist motorists, from life saving devices to photographic equipment for incident analysis. These tools heighten the efficiency of incident responders, allowing them to save lives and reduce congestion. To date, VCTC has awarded three rounds of Incident Responder Grants with Round 3 awarded late in Fiscal Year 2023/2024. VCTC continues to monitor performance of IRGP awards and will evaluate the need and available funding for a future fourth round.

This report will provide the Board with a 2025 year-end review of Motorist Aid programs and an outline of work planned for 2026.

**STRATEGIC PLAN COMMITMENT:**

This report aligns with the VCTC Strategic Plan commitments: Strategy B9. “Administer and expand VCTC’s Motorist Aid programs...”

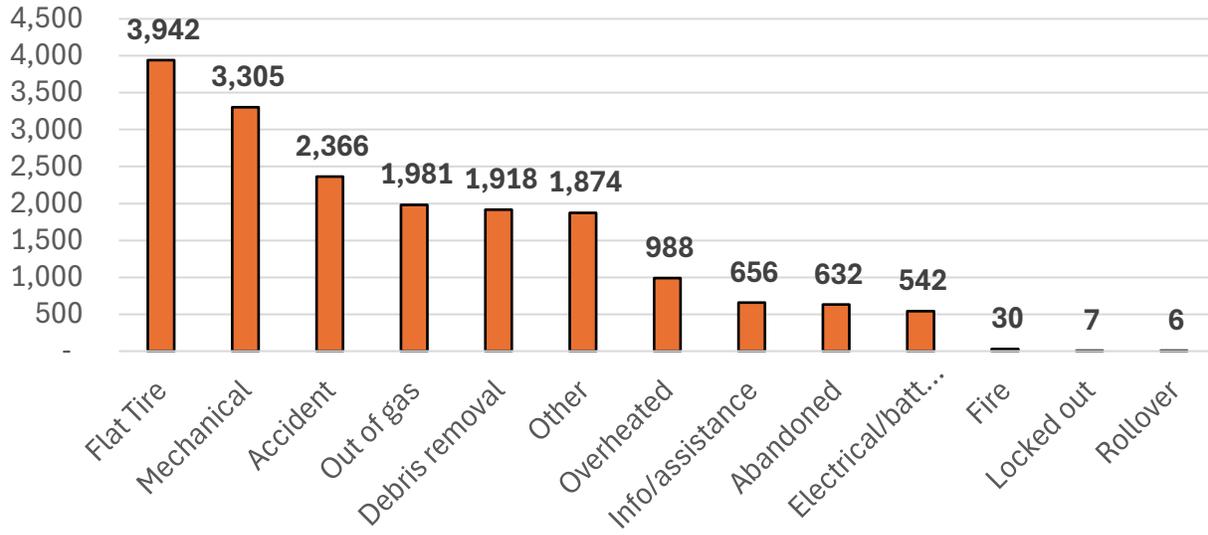
**DISCUSSION:**

**Freeway Service Patrol**

In September 2020, the Ventura County SAFE Board awarded contracts for FSP Beats 101-1, 101-2 and 118 to Platinum Tow & Transport. Service began in March 2021. This report presents statistics on the fifth year of FSP operations in Ventura County.

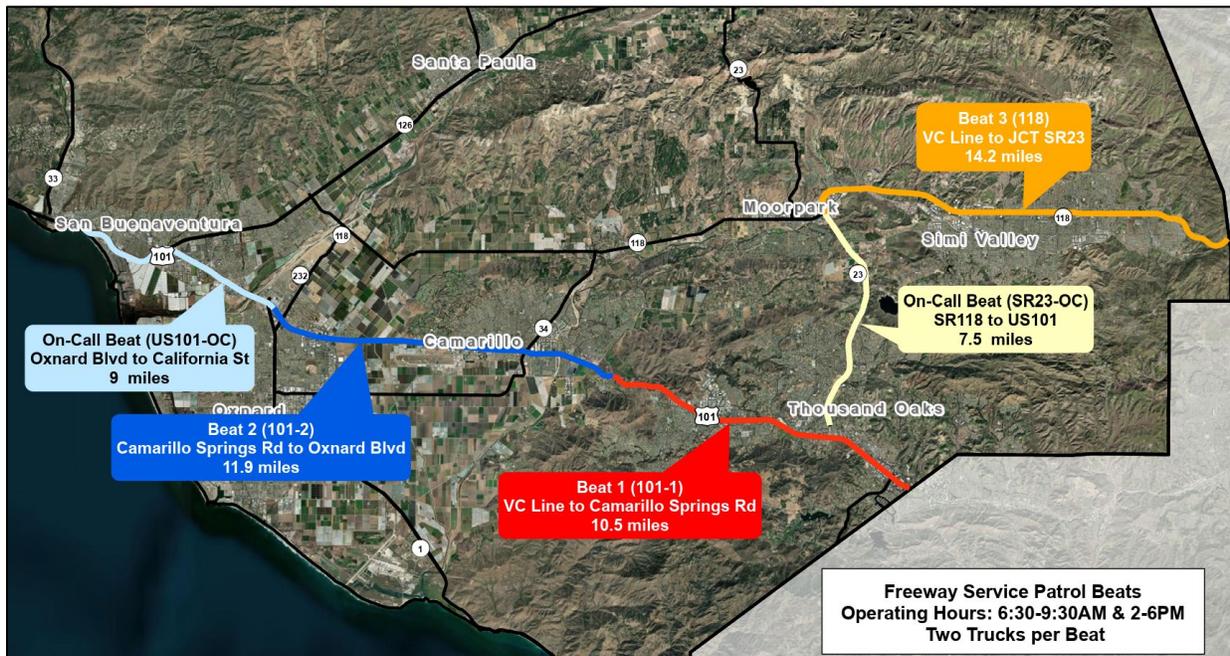
Since the beginning of the program in 2021, FSP has provided direct assistance, restarting or towing, about 20,000 vehicles. In the past five (5) years of service, FSP has changed nearly 4,000 flat tires and assisted the CHP with about 2,300 collisions. In monetary terms, the program has returned an estimated social benefit of about \$5.2 million dollars per year.

### FSP Direct Assists 5 Year Total



Effective July 1, 2024, Beat 101-2 was extended by 2.7 miles, covering the US-101 from Camarillo Springs Road to Oxnard Boulevard. On-Call service was extended to US-101 from Oxnard Boulevard to California Street and on SR-23 from SR-118 to US-101. On-Call FSP beats provide service upon request through CHP dispatch. Service hours were also modified to better align with hourly travel volumes. The AM shift was pushed back by one-half hour (6:30 – 9:30 AM), and the PM shift was scheduled to begin an hour earlier (2:00 – 6:00 PM).

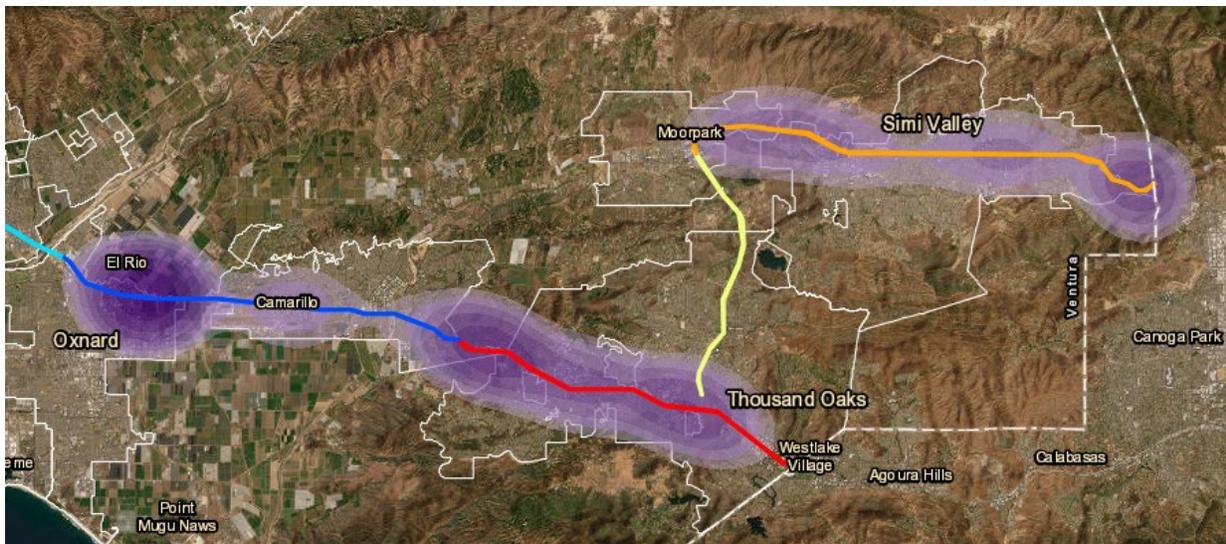
### Patrol Beats 2025



In 2025, the Ventura County Freeway Service Patrol responded to 6,267 motorists stopped in the lanes, shoulders, medians, and ramps of the U.S. 101 and SR 118. This

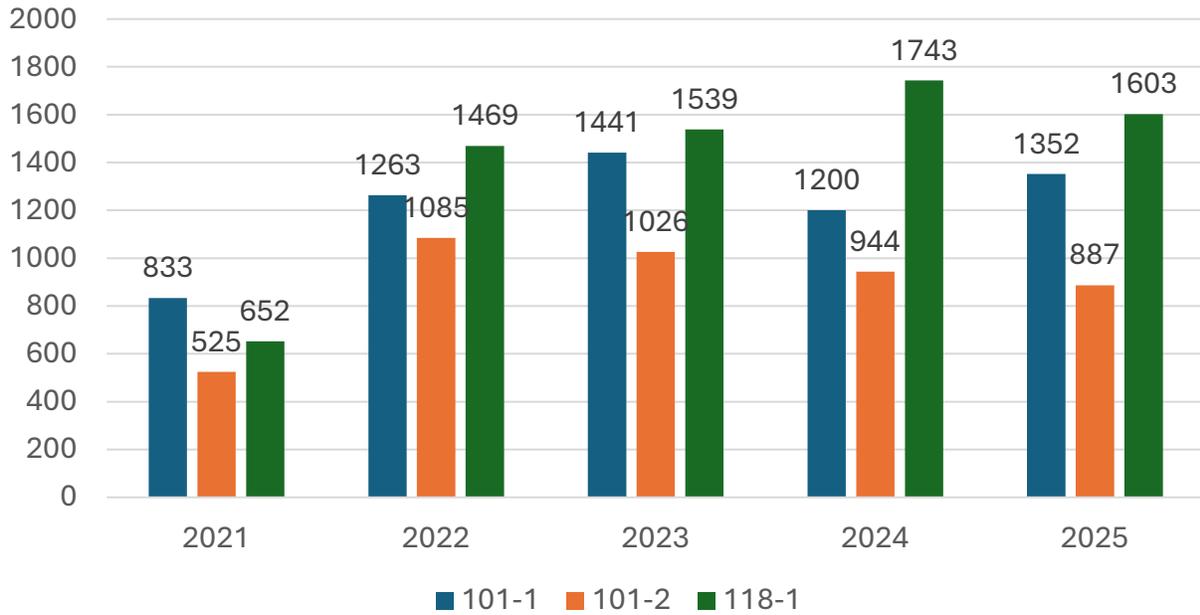
equates to 3.5 FSP responses on the highway for every hour of service. Of those motorists approached by an FSP Driver, 3,852 were provided with direct assistance to restart their vehicle or towed to a safe location off the highway. Of the motorists who did not receive service, 2,315 were found using a mobile phone, resting/sleeping, or engaged in other activities and encouraged by FSP drivers to clear the highway shoulder. In addition to motorist assistance, FSP drivers cleared dangerous debris from highway lanes on 290 occasions and responded to 599 accident/collision events. According to the Fiscal Year 2024-2025 Statewide Freeway Service Patrol Annual Report, the three regular service patrol Beats in Ventura County performed at a 3 to 1 benefit (delay, fuel, and emissions savings) to cost (FSP hourly rate) ratio.

### FSP Assist Hotspots 2025

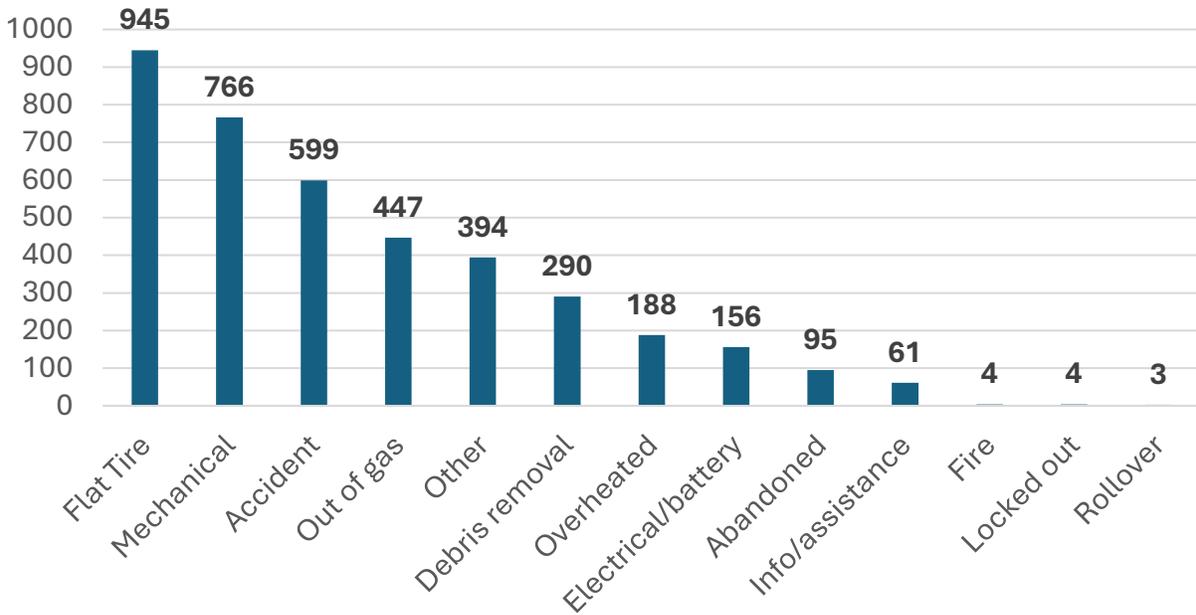


The most common service provided by FSP in 2025 was fixing flat tires, accounting for 24% of direct assists. The busiest time of day for FSP was the afternoon split shift between 2:00pm and 3:00pm, accounting for 17% of assists. In the years following the COVID-19 pandemic lockdown peak travel times have shifted towards midday. This trend is reflected in the assist data, with more FSP assists occurring later in the AM shift and earlier in the PM shift in recent years. Of the motorists assisted, FSP drivers were able to quickly restart vehicles in 75% of cases and approximately 15% were towed to a safe location.

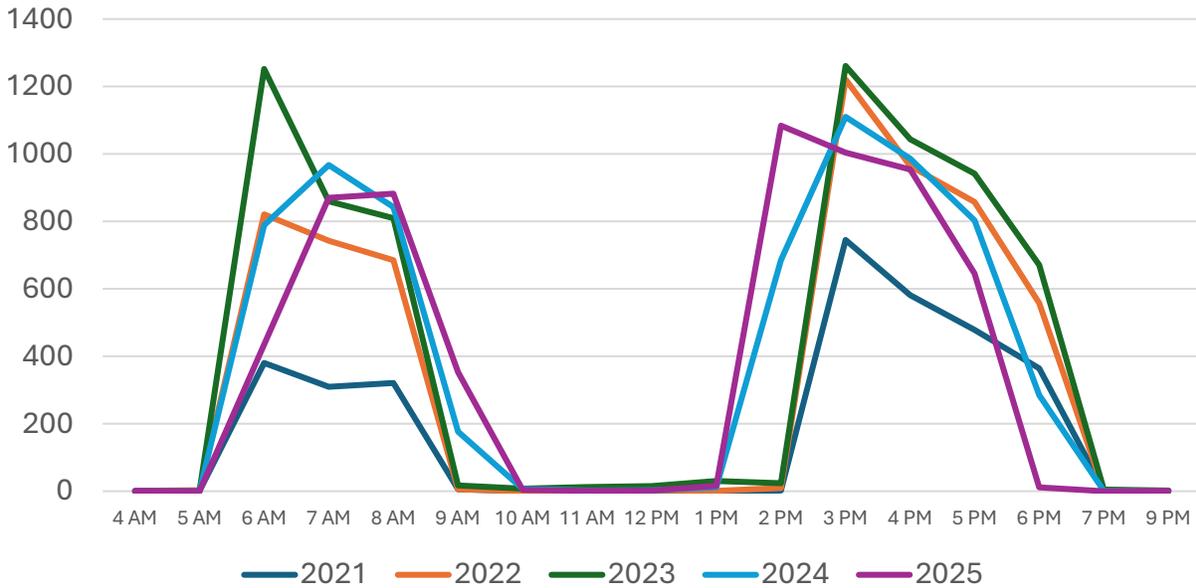
### Direct FSP Assists by Patrol Beat - YOY



### Direct FSP Assists - Vehicle Problem 2025

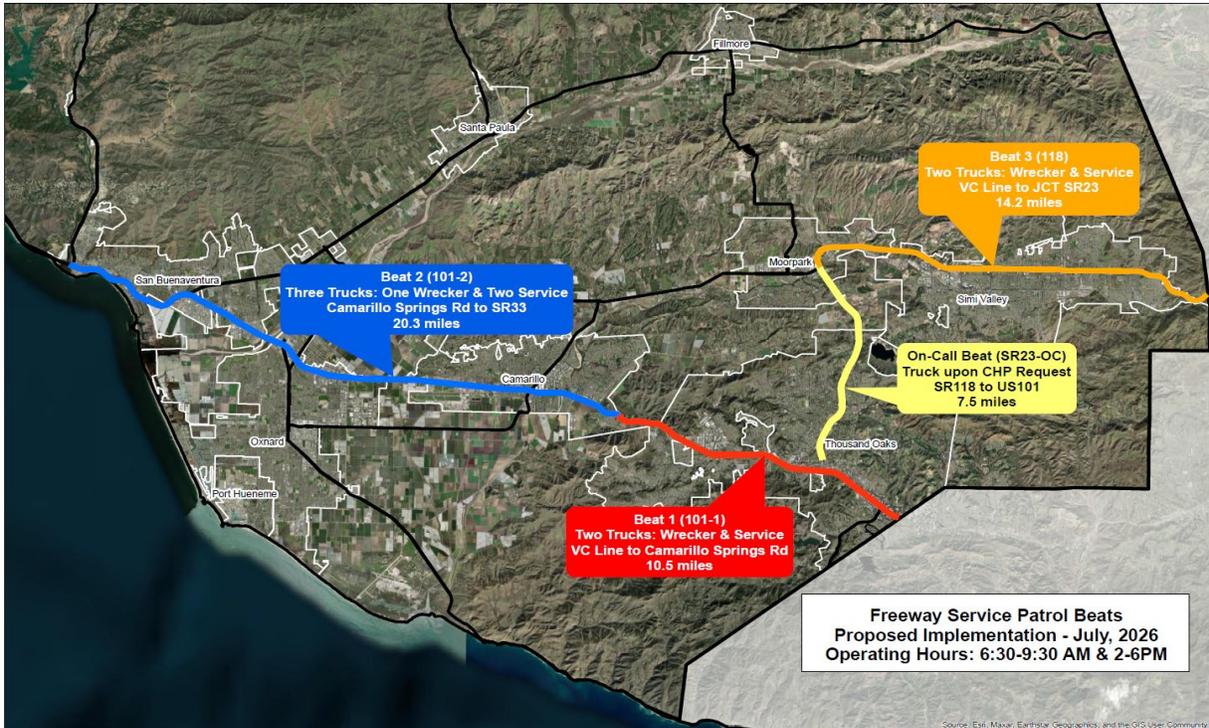


### FSP Assists by Time of Day



FSP drivers provide assisted motorists with a unique survey ID and brochure with a survey link. During FSP’s fifth year of operations, 104 motorists responded to the program’s Customer Assist Survey. Public feedback from the survey has rated the service as “Excellent” in 103 of 104 surveyed cases. About 12% of motorists surveyed reported that they were aware of Ventura County FSP prior to receiving assistance from the program. Due to the program’s model of continuous patrolling, FSP trucks were able to reach stranded motorists in under 5 minutes in 47% of reported cases and under 10 minutes in 81% of reported cases. The auto insurance industry claims a 21-minute average response time for AAA roadside assistance. According to the Transportation Disruption and Disaster Statistics (TDADS), 16% of congestion on Ventura County highways is non-recurrent incident related, making rapid response to disabled vehicles, collisions, and debris a significant mitigation of highway delay.





*Incident Responder Grant Program*

Incident Responder Grant Program awards over the three prior rounds total approximately \$2.7 million in grant assistance provided to incident responder agencies for equipment deployed across the County to improve traffic control, reduce emergency response times, enhance traffic enforcement, and aid collision investigations.

In May 2024, the SAFE board approved the IRGP Round 3 funding allocation, and awarded funds were distributed July 1, 2024. Round 3 funds included emergency vehicle traffic signal preemption systems, traffic enforcement equipment and collision investigation equipment. The City of Camarillo is currently completing installation of signal preemption receivers at 76 intersections and outfitting an additional 12 emergency vehicles with emitters. The Oxnard and Port Hueneme Police Departments have completed purchasing traffic enforcement equipment with awarded Round 3 funds and closed out their grants.

All active incident responder grants are due to close out by June 30, 2026. Any agencies which have not spent down funds by the end of the current fiscal year will need to apply for a one-year extension to be approved by the Executive Director.

VCTC issues calls for IRGP proposal rounds as the SAFE Fund Balance allows, typically biennially. SAFE Staff are tentatively planning to return to the Board for the release of Round 4 incident responder grants in the 2027 calendar year.

**Incident Responder Grant Program Rounds 1-3 Awards**

Entity	Round 1	Round 2	Round 3	Total
Camarillo PD	\$ -	\$ -	\$ 500,000	\$ 500,000
CHP	\$ -	\$ 259,000	\$ -	\$ 259,000
Fillmore PD	\$ 45,000	\$ -	\$ -	\$ 45,000
Oxnard FD	\$ -	\$ 317,000	\$ 117,000	\$ 434,000
Oxnard PD	\$ 50,000	\$ 148,000	\$ 122,852	\$ 320,852
Port Hueneme PD	\$ -	\$ 1,800	\$ 31,000	\$ 32,800
Santa Paula PD	\$ -	\$ 119,000	\$ 85,000	\$ 204,000
Ventura County Fire District	\$ 5,500	\$ -	\$ -	\$ 5,500
Ventura County Sheriffs Office	\$ 318,000	\$ 139,000	\$ -	\$ 457,000
Ventura PD	\$ 437,519	\$ -	\$ -	\$ 437,519
<b>TOTAL</b>	<b>\$ 856,019</b>	<b>\$ 983,800</b>	<b>\$ 855,852</b>	<b>\$ 2,695,671</b>

Status	Total
Active	\$ 202,000
Closed Out	\$ 2,115,671
Returned	\$ 259,000
Overdue	\$ 119,000

**SoCal 511 Program**

The SoCal 511 program is considered a natural evolution for Motorist Aid following decommissioning of the call box system in Ventura County. SoCal 511 is essentially a mobile call box program that connects motorists to aid via cell phones. Staff is working towards improving the public awareness of the SoCal 511 program in Ventura County, including using social media and other cross-promotional opportunities. Staff will return to the Board with an item to fund additional “Call 511 for Motorist Aid” signage in the Caltrans right-of-way to better advertise the service in Ventura County.

The SoCal 511 partner agencies have hired a consultant team to develop a Strategic Improvement Plan. The consultant team is preparing a vision for the future of the program including a proposal to update the technology and functionality of the service based on stakeholder input. SoCal 511 stakeholders and the public are invited to take a survey open through April to provide feedback:

[SoCal 511 Traveler Survey \(https://www.surveymonkey.com/r/XDBGLXY\)](https://www.surveymonkey.com/r/XDBGLXY).

**Enhanced Traffic Enforcement**

Staff is currently working with the California Highway Patrol toward funding enhanced traffic enforcement on rural highways in the County. High-severity collisions have plagued certain highway segments with significant levels of speeding, improper maneuvering and driving under the influence. In initial conversations with the Ventura County CHP command, a surge enforcement model has been discussed as an effective means of using SAFE funds to address areas prone to high-severity collisions.

In the draft Fiscal Year 2026/2027 Budget, staff has included an initial allocation of \$50,000 each for the Moorpark and Ventura CHP Areas (\$100,000 total) for officer overtime. This funding level would provide for about 700 additional hours of CHP officer

time on Ventura County highways. VCTC staff and CHP would meet quarterly to discuss deployment of overtime resources.

**Severity Weighted Crash Rate per VMT - Highway Segments > 80<sup>th</sup> Percentile for SCAG Region**



**FISCAL IMPACT:**

There is no fiscal impact of this item.