



**VENTURA COUNTY TRANSPORTATION COMMISSION
LOCAL TRANSPORTATION AUTHORITY
AIRPORT LAND USE COMMISSION
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
CONSOLIDATED TRANSPORTATION SERVICE AGENCY
CONGESTION MANAGEMENT AGENCY**
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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, SEPTEMBER 11, 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 JULY 10, 2026, MEETING PG.9](#)

Recommendation:

- *Approve the minutes of July 10, 2026.*

Responsible Staff: Roxanna Ibarra, Clerk of the Board

9B. [MONTHLY BUDGET REPORT PG.17](#)

Recommendation:

- *Receive and file.*

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

9C. [AMENDMENT TO ENTERPRISE RESOURCE PLANNING \(ERP\) CONSULTING SERVICES CONTRACT WITH EIDE BAILLY LLP PG.19](#)

Recommendation:

- *Approve Amendment No. 2 with Eide Bailly LLP for ERP procurement and vendor selection services increasing the contract amount by \$50,875.00 for a total not to exceed amount of \$95,875.00.*

- *Authorize the Executive Director to execute the contract amendment.*

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

9D. [REQUEST FOR PROPOSAL FOR AN ENTERPRISE RESOURCE PLANNING \(ERP\) SYSTEM, GRANT MANAGEMENT SYSTEM \(GMS\) AND IMPLEMENTATION SERVICES PG.21](#)

Recommendation:

- *Authorize staff to release a Request for Proposals (RFP) for an Enterprise Resource Planning (ERP) System, a specialized Grant Management System (GMS), and implementation services for the Ventura County Transportation Commission.*

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

9E. [SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR JULY & AUGUST 2026 PG.23](#)

Recommendation:

- *Receive and file a report on the Santa Paula Branch Line for the months of July and August 2026.*

Responsible Staff: Amanda Fagan, Director of Planning & Sustainability

9F. [CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT APPLICATION MULTIMODAL CORRIDOR STUDY AND SAFETY PLAN FOR STATE ROUTE 126 PG.27](#)

Recommendation:

- *Authorize the Executive Director to apply for a Fiscal Year 2027-28 Caltrans Sustainable Transportation Planning Grant to prepare a multimodal corridor study and safety plan for State Route 126 in Ventura County.*

Responsible Staff: Amanda Fagan, Director of Planning & Sustainability

9G. [REQUEST TO RELEASE REQUEST FOR PROPOSALS \(RFP\) FOR STATE ADVOCACY SERVICES PG.33](#)

Recommendation:

- *That the Commission authorize staff to release a Request for Proposals (RFP) for state advocacy services for VCTC.*

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

9H. [FINAL DEMAND RESPONSE INTEGRATION PLAN \(DRIP\) PG.35](#)

Recommendation:

- *Approve the Customer Experience Plan as a framework to guide future customer experience improvements, with initiatives to be brought back to TRANSCOM for progress review as they are initiated.*

- *Authorize the development of a Request for Proposals (RFP) and associated scope of work, in consultation with TRANSCOM, for implementation support services to advance the Customer Experience Plan (CEP) recommendations and return to TRANSCOM and the Commission for review and approval prior to release.*
- *Receive and file the Integration Concept Plan (ICP), and direct staff to return to TRANSCOM and the Commission after initial implementation of the CEP recommendations to report on progress and determine whether further integration strategies merit consideration for future implementation.*

Responsible Staff: Aubrey Smith, Program Manager-Regional Transit Planning and Claire Grasty, Director of Public Transit

9I. PARTICIPATION IN THE CALIFORNIA ENERGY COMMISSION (CEC) RELIABLE, EQUITABLE, AND ACCESSIBLE CHARGING FOR MULTI-FAMILY HOUSING (REACH) 2.0 PROGRAM AND AUTHORIZE A FUNDING AND COOPERATIVE AGREEMENT WITH THE COUNTY OF VENTURA FOR ELECTRIC VEHICLE CHARGING INFRASTRUCTURE AT THE CAMARILLO METROLINK STATION PG.41

Recommendation:

- *Approve participation in the California Energy Commission (CEC) REACH 2.0 Program for installation of electrical vehicle charging infrastructure at the Camarillo Metrolink Station.*
- *Authorize the Executive Director to negotiate and execute a Funding and Cooperative Agreement with the County of Ventura for implementation of the project, acceptance of up to \$44,100 in REACH 2.0 Program funding, and contribution of up to \$280,000 of State Transit Assistance (STA) and \$30,000 of Solutions for Congested Corridors Program (SCCP) funds for the procurement, installation, and associated project costs related to two dual-port electric vehicle (EV) chargers serving four parking spaces at the Camarillo Metrolink Station.*

Responsible Staff: Aubrey Smith, Program Manager-Regional Transit Planning and Heather Miller, Program Manager

9J. REIMBURSEMENT AGREEMENT WITH SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA) FOR STATION SIGNAGE IMPROVEMENTS PG.45

Recommendation:

- *Authorize the Executive Director to execute a Reimbursement Agreement with the Southern California Regional Rail Authority (SCRRA) to fund wayfinding and information signage improvements at Metrolink stations through the Southern California Association of Governments (SCAG) Regional Early Action Planning (REAP) 2.0 Program in an amount not to exceed \$250,000.*

Responsible Staff: Aubrey Smith, Program Manager-Regional Transit Planning and Claire Grasty, Director of Public Transit

9K. RAILROAD FLAGGING SERVICES AGREEMENT WITH NATIONAL RAILROAD SAFETY SERVICES, INC. (NRSS) FOR THE CAMARILLO TRANSIT STATION AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS PROJECT PG.49

Recommendation:

- *Authorize the Executive Director to negotiate and execute a Professional Services Agreement with National Railroad Safety Services, Inc. (NRSS) to provide Railroad Flagging Services for the Camarillo Transit Station Americans with Disabilities Act (ADA) Improvements Project in an amount not to exceed \$500,000.*

Responsible Staff: Aubrey Smith, Program Manager-Regional Transit Planning and Claire Grasty, Director of Public Transit

9L. CONSULTANT SERVICES WITH TRANSLINK CONSULTING TO UPDATE THE COORDINATED PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLAN PG.53

Recommendation:

- *Approve the award of a consultant services agreement to TransLink Consulting LLC to update the Ventura County Coordinated Public Transit-Human Services Transportation Plan in an amount not to exceed \$192,061.08 and authorize the Executive Director to execute the agreement.*

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

9M. BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT – 4th QUARTER – FISCAL YEAR 2025/26 PG.57

Recommendation:

- *Receive and file.*

Responsible Staff: Erin Kenneally, Transit Planner and Dolores Lopez, Transit Planner

9N. AUTHORIZATION TO AMEND REGIONAL TRANSIT TECHNOLOGY BUDGET PG.65

Recommendation:

- *Approve a FY 2026/2027 Regional Transit Technology budget amendment to increase revenue appropriations by \$600,330 in Regional Early Action Planning (REAP) funds and increase expenditures in the Equipment/Equipment Maintenance line item by the same amount.*

Responsible Staff: Matt Miller, Program Manager-Transit Contracts

9O. AUTHORIZATION TO AMEND VCTC INTERCITY BUDGET PG.67

Recommendation:

- *Approve a budget amendment for the FY 2026/2027 VCTC Intercity budget to increase revenue appropriations by \$84,202 in Local Contribution – Route Guarantee funds.*

- Approve a budget amendment for the FY 2026/2027 VCTC Intercity budget to decrease revenue appropriations by \$84,202 in STA funds.

Responsible Staff: Matt Miller, Program Manager-Transit Contracts

9P. SUBRECIPIENT AGREEMENT WITH CATHOLIC CHARITIES OF LA PG.69

Recommendation:

- Authorize the Chair to execute the attached agreement with Catholic Charities of LA to utilize Federal Transit Administration (FTA) Section 5310 funds allocated by VCTC for the approved project.

Responsible Staff: Geiska Velasquez, Program Manager

9Q. VCTC INTERCITY RADIO EQUIPMENT PURCHASE PG.71

Recommendation:

- Approve the purchase of radio equipment from Motorola Solutions, Inc. as specified in the associated quote and authorize the Executive Director to execute one (1) purchase order in the amount of \$102,000.

Responsible Staff: Aubrey Smith, Program Manager-Regional Transit Planning and Claire Grasty, Director of Public Transit

9R. SECTION 13(C) LABOR AGREEMENT PG.73

Recommendation:

- Approve the attached Agreement with the Service Employees International Union (SEIU), Local 721, as required for VCTC's Fiscal Year 2025/26 federal transit grant applications with the Federal Transit Administration.

Responsible Staff: Geiska Velasquez, Program Manager

9S. CONSULTANT BENCH CONTRACT AMENDMENT PG.75

Recommendation:

- Authorize the Executive Director to execute the attached contract amendment with COH & Associates Inc., to increase the contract amount by \$69,000, for a total not-to-exceed amount of \$169,000, as part of the approved VCTC Grant Writing and Transit Management Support Consultant Bench and extend the expiration date to October 6, 2027.

Responsible Staff: Vanessa Schoenewald, Director of Programming

9T. FISCAL YEAR 2026 LOW OR NO EMISSION GRANT PROGRAM GRANT APPLICATION PG.79

Recommendation:

- That the Commission approve submittal of an application to the Federal Transit Administration requesting funding from the Fiscal Year 2026 Grants for Buses and Bus Facilities Infrastructure Programs.

Responsible Staff: Vanessa Schoenewald, Director of Programming

9U. FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2026 TRIENNIAL REVIEW FINAL REPORT PG.81

Recommendation:

- *Receive and file the Federal Transit Administration 2026 Triennial Review Final Review Report.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

9V. UPDATES PROCUREMENT POLICY PG.85

Recommendation:

- *Adopt Resolution #2026-08 amending the Ventura County Transportation Commission Procurement Policy and Procedures.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

9W. ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT (TDA) FISCAL YEAR (FY) 2026/27 ARTICLE 3 BIKE PATH MAINTENANCE FUNDS PG.89

Recommendation:

- *Approve the allocation of Fiscal Year 2026/2027 Transportation Development Act (TDA) Article 3 Bike Path Maintenance funds totaling \$252,941 as shown in Attachment "A".*

Responsible Staff: Heather Miller, Program Manager

9X. RESOLUTION APPROVING FISCAL YEAR 2026/2027 STATE OF GOOD REPAIR PROJECT LIST PG.93

Recommendation:

- *Adopt Resolution 2026-09 (Attachment "A") approving the project list for the FY 2026/2027 State of Good Repair funds for a total of \$1,718,545 and authorizing the Executive Director to submit all required documents to receive the funds.*

Responsible Staff: Heather Miller, Program Manager

9Y. APPROVE MINUTES OF FEBRUARY 6, 2026, MEETING PG.99

Recommendation:

- *Approve the summary minutes of February 6, 2026.*

Responsible Staff: Roxanna Ibarra, Clerk of the Board

DISCUSSION CALENDAR:

10. LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR AGENCY UPDATE PG.109

Recommendation:

- *Receive and file.*

Responsible Staff: Claire Grasty, Director of Transit and Aubrey Smith, Program Manager-Regional Transit Planning

11. NAVAL BASE VENTURA COUNTY UPDATE PG.113

Recommendation:

- *Receive and file an update on Naval Base Ventura County.*

Responsible Staff: Amanda Fagan, Director of Planning & Sustainability

12. US 101 IMPROVEMENT PROJECT UPDATE AND DRAFT ENVIRONMENT DOCUMENT PUBLIC CIRCULATION PG.115

Recommendation:

- *Receive and file an update on the U.S. 101 Improvement Project Environmental Documents public circulation.*

Responsible Staff: Amanda Fagan, Director of Planning & Sustainability

13. GENERAL COUNSEL REPORTS-

14. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Commissioner 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

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



Item 9A

September 11, 2026

**MEETING MINUTES OF JULY 10, 2026, REGULAR VCTC COMMISSION MEETING
AT 9:02 A.M.**

CALL TO ORDER:

Chair McQueen-Legohn called the regular meeting of the Ventura County Transportation Commission to order at 9:02 a.m. at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.

PLEDGE OF ALLEGIANCE was led by Commissioner Chris Enegren.

ROLL CALL/MEMBERS PRESENT:

Martha McQueen-Legohn, City of Port Hueneme
Janice Parvin, County of Ventura
Dani Anderson, Citizen Rep., Cities
Jenny Crosswhite, City of Santa Paula
Chris Enegren, City of Moorpark
Doug Halter, City of Ventura
Mike Judge, City of Simi Valley
Vianey Lopez, County of Ventura
Luis Mc Arthur, City of Oxnard
Tony Trembley, City of Camarillo
Jim White, Citizen Rep., County
Gloria Roberts, District 7 Caltrans District Director

ABSENT:

Carrie Broggie, City of Fillmore
Bob Engler, City of Thousand Oaks
Jeff Gorell, County of Ventura
Rachel Lang, City of Ojai
Matt LaVere, County of Ventura
Kelly Long, County of Ventura

4. CEREMONIAL CALENDAR-

Executive Director Martin Erickson stated VCTC was having its first employee service award pin ceremony. During the employee service award ceremony Mr. Erickson along with VCTC's chair, vice-chair and immediate past chair presented VCTC's staff with employee service award recognition pins.

5. PUBLIC COMMENTS – There were none.

6. CALTRANS REPORT – Gloria Roberts, District 7 Caltrans District Director, gave the Caltrans update report for the month of June.

7. COMMISSIONER REPORTS –

Commissioner Trembley reported on his attendance at the American Public Transportation Association (APTA) Rail Conference in Baltimore, Maryland, held June 28 through July 1. He stated that the conference was directly relevant to the work being conducted at Metrolink and included presentations on public safety, the evolution of commuter rail, rail operations, and the use of artificial intelligence.

Commissioner Trembley also expressed appreciation for VCTC staff and noted that the Commission is well supported by staff when representing VCTC on regional and state transportation matters.

8. EXECUTIVE DIRECTOR REPORT–

Executive Director Martin Erickson thanked the Commission for its continued support and recognized VCTC staff for their ongoing work.

Mr. Erickson highlighted the California Transportation Commission's approval of an extension for several critical programs associated with the Camarillo Train Station and recognized Director of Planning and Sustainability Vanessa Schoenewald and her team for their efforts.

Mr. Erickson also reported VCTC staff joined the Camarillo Police Department for an E-Bike and E-Moto Informational Event on June 13 at Vons in Camarillo. He stated the event was an opportunity for the public to learn the differences between e-bikes and e-motorcycles and receive guidance on purchasing and safely operating e-bikes. VCTC provided safety information from the Community Traffic Calming Program, as well as guides to biking in Ventura County.

Mr. Erickson emphasized VCTC's role as a partner with Ventura County's cities, the County, Gold Coast Transit District, the Port of Hueneme, and other transportation agencies.

9. ADDITIONS/REVISIONS–

Executive Director Erickson reported that there were no additions or revisions to the agenda.

10. CONSENT CALENDAR –

Commissioner Judge announced a recusal from consent item 10I. There were no public comments on the consent calendar.

Vice-Chair Parvin moved to approve the consent calendar item 10A through 10Q. The motion was seconded by Commissioner White and passed unanimously.

Commissioner Judge abstained from item 10I; all other votes were affirmative.

10A. APPROVE MINUTES OF JUNE 5, 2026, MEETING PG.9

Recommended Action:

- Approve the summary minutes of the June 5, 2026 meeting.

10B. MONTHLY BUDGET REPORT PG.19

Recommended Action:

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

10C. AMENDMENT NO. 2 TO AGREEMENT WITH GRANITE CONSTRUCTION COMPANY FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR PG.27

Recommended Action:

- Approve Amendment No. 2 to the Agreement with Granite Construction Company, Inc. to increase the construction contingency by 6.3% of contract value, or an additional \$650,000, for a total contingency amount of \$1,695,478.25 and a total contract amount not-to-exceed of \$8,150,260.75.
- Approve an Amendment to the Fiscal Year 2026/2027 Santa Paula Branch Line Program Budget as follows: Increase revenue appropriations in the amount of \$650,000 and increase expenditure appropriations by the same amount via a transfer in to SPBL Fund and transfer out of STA Fund balance.

10D. SANTA PAULA BRANCH LINE MONTHLY UPDATE PG.29.

Recommended Action:

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

10E. VENTURA COUNTY MULTIMODAL TRANSPORTATION NETWORK CLIMATE VULNERABILITY ASSESSMENT & ACTION PLAN CONTRACT AWARD PG.33

Recommended Action:

- Authorize the Executive Director to negotiate and execute a consultant services agreement with ICF, Inc. to prepare the Ventura County Multimodal Transportation Network Climate Adaptation Assessment and Action Plan at a cost not to exceed \$259,983.04.

10F. CONSTRUCTION MANAGEMENT CONSULTANT SERVICES AGREEMENT FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR AMENDMENT NO. 6 PG.37

Recommended Action:

- Approve Amendment No. 6 to the Agreement with RailPros for Construction Management Services to increase the not-to-exceed amount by \$201,295.16, for a total not to exceed amount of \$2,279,295.16.
- Approve an Amendment to the Fiscal Year 2026/2027 Santa Paula Branch Line Program Budget as follows: Increase expenditures by \$201,295.16 in the Consultant Services category, and increase STA revenues by \$201,295.16 via a transfer in to SPBL and a transfer out of STA Fund Balance.

10G. RESOLUTION AUTHORIZING EMPLOYMENT OF A RETIRED ANNUITANT PROGRAM MANAGER PG.41

Recommended Action:

- Approve Resolution 2026-07 authorizing the employment of Michael Houser as a retired annuitant Program Manager and approve the associated Employment Agreement.

10H. DRAFT DEMAND RESPONSE INTEGRATION PLAN (DRIP) PG.51

Recommended Action:

- Receive and file.

10I. CAMARILLO TRANSIT STATION AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS PROJECT – CONTRACT AWARD PG.57

Recommended Action:

- Approve a Contract with Granite Construction Company to provide construction services for the Camarillo Transit Station Americans with Disabilities Act (ADA) Improvements Project in an amount not to exceed \$5,509,329.95 and a contingency of \$550,935 for a total of \$6,060,264.95.
- Approve an amendment to the Fiscal Year 2026/2027 as follows: Increase STA revenues appropriations by \$1,676,264.95 and increase expenditure appropriations by the same amount.

10J. RELEASE REQUEST FOR PROPOSALS (RFP)- 2027 TITLE VI PROGRAM UPDATE PG.61

Recommended Action:

- Authorize the Executive Director to finalize and release a Request for Proposals (RFP) to procure consultant services to prepare the 2027 Title VI Program Update

10K. APPOINTMENT OF COMMUNITY REPRESENTATIVES TO VCTC'S CITIZEN COMMUNITY ADVISORY COMMITTEE (CTAC) PG.65

Recommended Action:

- Approve the appointment of a City of Moorpark representative and City of Thousand Oaks representative to the Citizens Transportation Advisory Committee.

10L. REGIONAL TRANSIT PLANNING BUDGET FOR FISCAL YEAR 2025/2026 PG.67

Recommended Action:

- Approve a budget amendment to the FY 2025/2026 VCTC Regional Transit Planning budget to revenue appropriations by \$250,000 funded by Southern California Association of Governments (SCAG) Regional Early Action Planning (REAP) 2.0 Grant; and increase expense appropriations in the Capital Enhancement Program by the same amount

10M. INTERCITY BUS WHEELCHAIR LIFT REPLACEMENT PROJECT INVITATION FOR BIDS (IFB) RELEASE AUTHORIZATION PG.69

Recommended Action:

- Authorize Executive Director to finalize and release an Invitation for Bids (IFB) for Intercity bus wheelchair lift replacement project.

10N. AUTHORIZATION TO FINALIZE PURCHASE OF NON-REVENUE WHEELCHAIR ACCESSIBLE VAN FOR INTERCITY SERVICE PG.71

Recommended Action:

- Authorize Executive Director to provide Model-1 Commercial Vehicles with a purchase order for one BraunAbility Voyager Wheelchair Accessible Minivan for an amount not to exceed \$99,000.

10O. AMENDMENT TO WEED ABATEMENT AND DEBRIS REMOVAL SERVICES AGREEMENT PG.73

Recommended Action:

- Authorize Amendment No.1 to the Weed Abatement and Debris Removal Services Agreement with Charles Van Nortwick Weed Abatement, Inc., increasing the contract amount by \$100,010 for a revised not-to-exceed amount of \$150,000.

10P. FEDERAL RAILROAD ADMINISTRATION CROSSING SAFETY PROGRAM/RAILROAD CROSSING ELIMINATION GRANT PROGRAM PG.75

Recommended Action:

- Receive and file.

10Q. AMENDMENT NO. 1 TO FUNDS TRANSFER AGREEMENT WITH CITY OF SAN BUENAVENTURA PG.77

Recommended Action:

- Approve Amendment No. 1 to the Funds 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.

DISCUSSION CALENDAR:

11. PORT OF HUENEME UPDATE

Recommended Action:

- Receive and file a presentation from the Port of Hueneme-Kristin Decas

Kristin Decas, CEO and Port Director of the Port of Hueneme, provided the annual Port of Hueneme update to the Commission. The Commission received and filed the PowerPoint presentation and verbal update.

12. LEGISLATIVE UPDATE PG.79

Recommended Action:

- Receive and file.

Darrin Peschka, Program Manager of Government and Community Relations, provided a legislative update regarding federal and state transportation legislation and funding.

There were no public comments. The Commission received and filed the report.

13. ST. FRANCIS DAM MEMORIAL PROJECT ON THE SANTA PAULA BRANCH LINE PG.99

Recommended Action:

- Review and file a presentation on the proposed St. Francis Dam Memorial project on the Santa Paula Branch Line in the City of Santa Paula.

Amanda Fagan, Director of Planning and Sustainability, introduced the proposed St. Francis Dam Memorial Project located on VCTC-owned right-of-way along the Santa Paula Branch Line.

Ms. Fagan explained that the project is located within an area subject to the Santa Paula Branch Line master lease between VCTC and the City of Santa Paula. She noted that the lease requires VCTC's prior written consent for alterations to the railroad right-of-way. The project will be formally reviewed by the Santa Paula Branch Line Advisory Committee before proceeding.

Doug Nelson, representing the Santa Paula Historical Society, and Eric Berg, landscape architect with Pacific Coast Land Design, presented the proposed memorial.

There were no public comments. The Commission received and filed the presentation.

14. CALIFORNIA TRANSIT FAREBOX REQUIREMENT UPDATE PG.101

Recommended Action:

- Receive and file.

Claire Grasty, Director of Public Transit, provided an update on California's transit farebox recovery ratio requirement at the request of Commissioner Trembley.

Ms. Grasty explained that the farebox recovery ratio is a performance measure that compares transit fare revenue and other eligible revenue sources to transit operating costs. She noted that Ventura County is particularly affected by the requirement because the County does not have a local transportation sales tax that can be used in the same manner as in many other counties.

There were no public comments. The Commission received and filed the report.

15. GENERAL COUNSEL REPORTS:-

There was no report from General Counsel.

16. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Commissioner Mike Judge

Commissioner Judge reported that the SCAG Transportation Committee forwarded several items to the Regional Council for approval, including the 2027 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment No. 2, which had been released for public review and comment.

He also reported that the Transportation Committee forwarded the Toll Credit Transportation Development Credit (TDC) Policy to the Regional Council and recommended approval of the release of the Last Mile Freight Program Measure 2.2 – Invest Clean Rebate Program announcement.

The committee also received informational presentations regarding its future agenda and the Road to LA28 Transportation Demand Management Strategy.

Southern California Regional Rail Authority (Metrolink-SCRRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

Commissioner Trembley reported on the June 26 Metrolink Board meeting.

He stated that, following extensive discussion and a split vote, the Metrolink Board adopted changes to its fare structure. The price of the SoCal Day Pass and one-way ticket was increased by approximately 14 percent, with implementation scheduled for October 1, 2026.

The Metrolink Board deferred a decision regarding Fiscal Year 2026/27 service reductions due to the agency's significant financial challenges, including reductions in funding from the Orange County Transportation Authority and Los Angeles Metro.

Commissioner Trembley reported that a special Metrolink Board meeting was anticipated for August 14 to consider potential service reductions.

He further reported that the Metrolink Board adopted motions directing consideration of an annual fare policy, procedures concerning the return of surplus funds to county transportation entities, and potential structural improvements to the budget process. Substantive discussion on these matters was expected to occur by the end of this year.

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

Commissioner Crosswhite reported that the California Council of Governments (CALCOG) approved its Fiscal Year 2026/27 budget, which includes a 10 percent increase in member dues. She explained that a portion of the increase would be used to establish an operating reserve and address cash-flow issues associated with reimbursement-based grants.

She reported that the budget also provides for additional staffing as CALCOG Executive Director Bill Higgins transitions to part-time status. Approximately 18 to 20 percent of dues are anticipated to support advocacy activities.

Commissioner Crosswhite further reported that CALCOG reaffirmed its support for SB 1087. She noted that certain provisions, including a proposed CEQA planning exemption, had been removed from the legislation, but other provisions including a longer planning cycle remained. The CALCOG Board also directed staff to continue pursuing related planning reforms.

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 that the LOSSAN corridor experienced its highest June ridership since before the COVID-19 pandemic. He noted that trains have frequently reached capacity and that special event service has generated strong ridership.

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

Commissioner White reported that the Coastal Rail Coordinating Council's next meeting would be held in September. He noted that high-speed rail continues to be a topic of discussion among members from different regions.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

Commissioner White reported that CalVans continues to face financial uncertainty despite adopting its budget. He expressed support for the organization's continued operation and emphasized its importance in providing transportation for workers throughout the region.

17. ADJOURNMENT-

There being no further business, the meeting was adjourned at 10:44 a.m.

The next VCTC Commission meeting will be held on **September 11, 2026, at 9:00 a.m.** in the Camarillo City Council Chambers located at 601 Carmen Drive, Camarillo, CA 93010.



Item 9B

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file.

DISCUSSION:

The State of California requires Ventura County Transportation Commission to prepare financial statements in accordance with Generally Accepted Accounting Principles (GAAP). This process requires staff to review, reconcile and verify all financial transactions to ensure accuracy and compliance with GAAP.

Staff are currently undergoing the annual closing process for Fiscal Year 2026. This process is normally completed by the end of September. The monthly reports for July and August will be included as part of next month's agenda.

The Commission should note that all revenues, expenditures, and cash flow to date are consistent with the adopted budget.



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Item 9C

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: AMENDMENT TO ENTERPRISE RESOURCE PLANNING (ERP)
CONSULTING SERVICES CONTRACT WITH EIDE BAILLY LLP

RECOMMENDATION:

- Approve Amendment No. 2 with Eide Bailly LLP for ERP procurement and vendor selection services increasing the contract amount by \$50,875.00 for a total not to exceed amount of \$95,875.00.
- Authorize the Executive Director to execute the contract amendment.

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:

On October 3, 2025, the Commission authorized staff to enter into a professional services agreement to provide an assessment for an Enterprise Resource Planning System. The Commission authorized the Executive Director to execute an agreement in an amount not to exceed \$45,000.00.

VCTC staff issued a proposal request and awarded the contract to Eide Bailly LLP to conduct an independent assessment of the current software and provide alternatives for

a go-forward path that supports future operational needs. Eide Bailly's recommendation for VCTC is to procure and implement a new ERP system with a best of breed Grants Management System (GMS).

Staff will be issuing a Request for Proposal for the full ERP system. The ERP process, including vendor selection, is a significant undertaking and involves several key steps to ensure the right software is chosen to meet an organization's needs. Hiring a consultant to assist with this process is highly recommended as the ERP market is saturated with vendors that may present biased or overly promotional solutions. An independent consultant provides unbiased, data-driven comparison based on the specific system requirements.

Staff is requesting the Commission's approval to amend the scope of the existing contract with Eide Bailly LLP to include ERP Consulting Services to guide the agency through the complex journey of selecting the right ERP software. As Eide Bailly LLP has insight into VCTC's ERP needs having conducted the ERP assessment, Eide Bailly LLP is well positioned to provide these expanded services. The amended scope of services includes project management and coordination during the RFP process, vendor communication, pre-proposal meetings with potential vendors, and related activities necessary to manage a clear and organized RFP process. The services include facilitating live vendor demonstrations, assisting with reference checks, and facilitating final vendor selection process and contract negotiations.

FISCAL IMPACT:

No fiscal impact. Sufficient funds are available in the Fiscal Year 2026/2027 budget.

ATTACHMENTS:

Proposal for Consulting Services for an ERP System
Contract Amendment No. 2



Item 9D

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

**SUBJECT: REQUEST FOR PROPOSAL FOR AN ENTERPRISE RESOURCE
PLANNING (ERP) SYSTEM, GRANT MANAGEMENT SYSTEM
(GMS) AND IMPLEMENTATION SERVICES**

RECOMMENDATION:

- Authorize staff to release a Request for Proposals (RFP) for an Enterprise Resource Planning (ERP) System, a specialized Grant Management System (GMS), and implementation 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:

The Commission’s current financial system (Sage 50) has limited functionality and reporting ability, difficulty in securing support for system errors and issues, and an outdated platform. The system no longer supports VCTC’s needs and workflows. On October 3, 2025, the Commission approved staff entering into a professional services agreement to provide assessment services for an Enterprise Resource Planning

System. VCTC contracted with Eide Bailly LLP to conduct an independent assessment of the current Sage 50 software and to provide alternatives for a go-forward path that supports future operational needs.

Based on Eide Bailly’s discovery, research, and experience, the recommendation for VCTC is to procure and implement a new ERP system with a best-of- breed Grants Management System (GMS). By procuring the ERP and GMS through a coordinated process, VCTC can ensure that the ERP is appropriately scoped, avoids unnecessary complexity, and supports standardized automated workflows that reduce reliance on manual and spreadsheet-based processes. The new modern system will provide enhanced internal controls, real- time reporting and analytics, an improved user experience, and scalability to support future organizational growth and regulatory changes.

The anticipated timeline for procurement and implementation of a new ERP and GMS is approximately 18 months. The following table illustrates the estimated procurement and implementation phase.

Months																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Procurement: ERP and Grant Software						Implementation: Finance, Payroll, and Grants											

Staff anticipate returning to the Commission in March 2027 with a recommendation to award the contract(s).

FISCAL IMPACT:

Sufficient funds in the amount of \$500,000 are included in the FY 2026-2027 budget. Approval of this item does not require additional appropriation of funds. Staff will include any additional costs in the Fiscal Year 2027-2028 budget.

ATTACHMENTS:

Request for Proposal (RFP)
Appendix A – Functional Requirements
Appendix B1- B2 - Cost Proposal
Appendix C - Professional Services Contract



Item 9E

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

SUBJECT: SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR JULY AND AUGUST 2026

RECOMMENDATION:

- Receive and file a report on Santa Paula Branch Line updates for the months of July and August 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 for operating and maintaining 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 July and August 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 assets and infrastructure.

DISCUSSION:

Updates and activities for the subject month include:

- *Leasing, Licensing, and Rights-of-Entry*
 - During July and August, staff reviewed, and SNR approved one right-of-entry (ROE) permit for installation of an anode well to support the Crimson pipeline. Two additional ROEs are pending, one for use of the Warring Park lot and one for Fire Safe Council access.
 - VCTC also completed execution of a license update for Saticoy Sanitary District in July.
- *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>.
 - *Santa Paula Extension:* The City of Santa Paula is continuing efforts to plan, design, and conduct community engagement for an additional approximately 1.5-mile section of the SPBL Trail within the City of Santa Paula. Additional information is available at: <https://spcity.org/797/Santa-Paula-Trail-Connectivity-Project>.
- *SPBL Trail Master Plan Update & EIR/EIS:*
 - VCTC convened the Technical Advisory Committee (TAC) on August 17 and the Citizen's Advisory Committee (CAC) on August 24. The TAC and CAC discussed the alternatives analysis process and results. TAC and CAC member feedback on the alternative analysis and preferred alternative selection is requested by September 4, 2026.
 - The project team is working to establish an Agricultural Working Group (AWG). An AWG outreach plan and communication materials were prepared and implemented beginning in July. Outreach was conducted to members of the agricultural community throughout the Santa Paula Branch Line corridor for each of the four alternatives, including a letter sent to all property owners and pesticide application permit holders along the corridor and lessees and licensees of SPBL railroad right-of-way; newspaper advertisements in the Ventura County Star, Fillmore Gazette, and Santa Paula Times; emails sent to members of the TAC, CAC, and PDT and agricultural stakeholder organizations; social media posts; and website copy. The first stage of AWG outreach gathered interest in participation. Thirty-seven individuals expressed interest in participating. The first AWG meeting will be held in person on Wednesday, September 16, 2026, at 6:00 p.m. at the Agriculture Museum in Santa Paula.
 - A web page dedicated to the Master Plan Update continues to be updated and is available at <https://www.goventura.org/spbl-trail-master-plan>. The project email address is spbl.trail@goventura.org.
- *Storm Damage and Response - Sespe Creek Overflow railroad bridge repair:*
 - Two projects remain under FEMA review as part of the obligation process, for the completed emergency protective measures to stabilize the western bank

(Category B) and permanent repairs (Category C). The Category B project has been in “Pending Award” status since August 25, 2025, and the Category C project has been in “Pending Large Project Review” status since September 16, 2025. Staff will continue to provide financial, environmental, and other project information and documentation to FEMA and CalOES upon request. Staff engaged FEMA leadership in August 2026 with support from the Office of Congresswoman Brownley to facilitate obligation, award, and reimbursement of eligible project expenses.

- The current RGP-63 permit deadline from the U.S. Army Corps of Engineers (USACE) is September 30, 2026. The Incidental Take Permit (ITP) issued by the California Department of Fish and Wildlife (CDFW) on May 20, 2026 also expires on September 30, 2026. Daily on-site biological monitoring ensures compliance with regulatory permits and provides daily reports to CDFW in compliance with the ITP.
- Following a three-week delay related to the presence of nesting migratory birds on the site, schedule acceleration activities were required to adjust workdays and hours, to complete permanent repairs by the September 30, 2026 deadline, consistent with the RG-63 and Incidental Take permits. As of August 31, 2026, the project is on track for completion of in-water work by September 28, with substantial project completion by October 8. During the months of July and August, drilling of the Cast-in-Drilled-Hole (CIDH) piles, vertical construction of two bents, and construction of the abutment were completed. Figure 1 below includes an aerial image of the site conditions on August 26.

Figure 1. Aerial Image of Sespe Overflow Railroad Bridge on August 26, 2026



- *Coordination with Sierra Northern Railway*
 - SNR selected a new insurance broker in late 2024 to better meet its contractual obligations to VCTC. In June 2026, VCTC received updated Certificates of Insurance, which will be reviewed for compliance with contract requirements. In July, VCTC staff reminded SNR of the need for them to submit a request for 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. SNR conducts weekly inspections on the bridge to ensure safety and stability of the bridge until construction can be completed. SNR indicates that the bridge replacement project is among its highest priority infrastructure projects for SPBL and its operating locations. SNR is developing a capital improvement plan for its facilities, including SPBL, which will direct investments in bridge infrastructure on the SPBL, including Ferris Drive.
 - The SPBL roadmaster left the company in June. SNR is recruiting for a replacement and interviewing candidates. In the interim, an SNR track inspector is on site at SPBL from Oakdale or Sacramento at least once a week. SNR is also updating the position description to recruit and hire a new general manager for the Ventura Division once the Sespe Bridge is reopened.
 - In response to a complaint received on August 7, 2026 from an adjacent property owner, Staff reiterated to Sierra Northern VCTC's expectations regarding interactions with neighbors to the SPBL, including recognition of the County of Ventura Right to Farm Ordinance, with rail operations adjacent to active agricultural operations, involving involve inherent obligations, risks and dangers; direction to stay within the railroad right-of-way at all times and refrain from entering neighboring properties without express permission from the landowner; and direction that all Sierra Northern personnel and contractors remain courteous and respectful of neighbors, including but not limited to, acknowledging and complying with right-of-way property lines in the same way that the general public is expected to respect and not trespass onto the right-of-way. Staff communicated this response back to the adjacent property owner.

FISCAL IMPACT

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



Item 9F

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

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

RECOMMENDATION:

- *Authorize the Executive Director to apply for a Fiscal Year 2027-28 Caltrans Sustainable Transportation Planning Grant to prepare a multimodal corridor study and safety plan for State Route 126 in Ventura County.*

PURPOSE/SUMMARY:

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

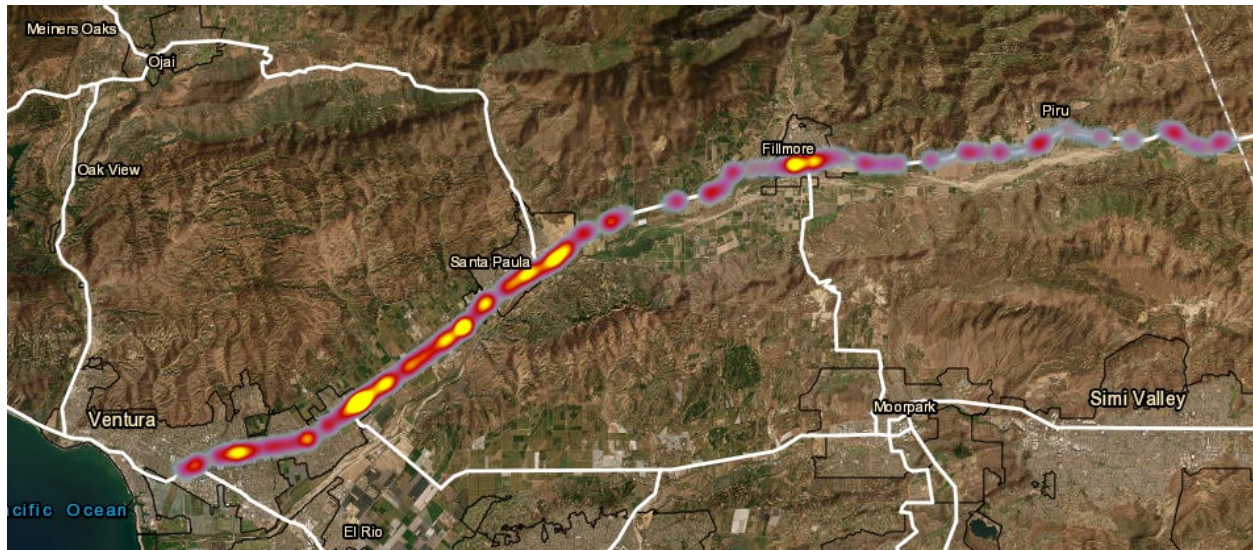
BACKGROUND:

State Route (SR) 126 through Ventura County extends from U.S. 101 through the cities of Ventura, Santa Paula and Fillmore and the unincorporated community of Piru to the Los Angeles County line and Interstate 5 in Santa Clarita. In recent years, community concerns over traffic congestion and safety of SR-126 have increased. Caltrans has evaluated and implemented improvements to SR-126 and conducted safety analyses. Data collection and assessment conducted by VCTC staff for SR-126 indicate that crashes occur at a lower rate per vehicle mile traveled (VMT) on SR-126 than other highways in the county but have higher rates of fatalities and severe injuries. SR-126 is best characterized as lower risk, but high consequence. The primary crash factor for SR-126 is most frequently improper turning, though speeding (30% of crashes) and drugs and alcohol involvement (13%) are also common factors. Figure 1 presents Traffic Collisions Data from January 1, 2023 – March 31, 2026 (the most recent data available) for all highways in Ventura County per the Traffic Injury Mapping System (TIMS).

Figure 1. Traffic Collisions on Ventura County Highways (1/1/2023 – 3/31/2026)

Ventura County Highways: TIMS 2023-2026 Q1							
Route	Fatal	Injury-Severe	Injury-Visible	Injury-Pain	Total	DVMT 2024	Est. Crashes per Million VMT
SR1	9	22	69	47	147	358,362	0.35
SR23	3	13	98	122	236	690,081	0.29
SR33	10	16	75	75	176	311,261	0.48
SR34	1	6	10	48	65	104,979	0.52
US101	21	76	516	796	1409	4,982,255	0.24
SR118	10	38	159	224	431	1,659,804	0.22
SR126	19	31	175	176	401	1,525,599	0.22
SR150	3	10	52	52	117	187,212	0.53
SR232	2	5	18	35	60	70,607	0.72

Figure 2 presents a heat map of SR-126 Traffic Collisions that occurred between January 1, 2023 through March 31, 2026.



The cities of Ventura, Santa Paula and Fillmore and the Piru community have seen significant residential and employment growth in recent years, and significant development is planned in northern Los Angeles County. The SR-126 corridor cities have among the highest VMT per capita of Ventura County cities. The City of Fillmore's Baseline 2025 VMT per capita at 23.8 is substantially higher than that of the overall Ventura County VMT per capita at 16. The projected 2050 VMT per capita for Fillmore is 27.3 compared to a countywide average of 17.5, an increase of more than 50% over the countywide baseline average VMT per capita. Santa Paula has a 2025 Baseline VMT per

capita of 16.9, with a projected increase to 20.4 VMT per capita by 2050. The cities of Santa Paula and Fillmore both include Priority Development Areas (Neighborhood Mobility Areas) designated in the Connect SoCal 2024 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) within the SR-126 corridor. The SR-126 corridor also includes the Santa Paula Branch Line railroad, a 32-mile short line railroad and associated right-of-way with 29 miles of active track, owned by VCTC. Current planning efforts for the Branch Line corridor include a Trail Master Plan Update and have in recent years also included County of Ventura efforts to deploy broadband infrastructure.

To address community concerns, relatively high existing and projected VMT, and projected growth along the SR-126 corridor in Ventura and Los Angeles Counties, VCTC staff applied for a Caltrans Fiscal Year 2026-27 Sustainable Transportation Planning Grant to prepare a multimodal corridor study and safety plan for SR-126 in Ventura County. The corridor study would follow the Caltrans Comprehensive Multimodal Corridor Plan (CMCP) Guidelines. Completing a CMCP for SR-126 would enable VCTC to apply for SB-1 Solutions for Congested Corridors Program (SCCP) funding for roadway, transit, active transportation, safety, and other improvements within the corridor.

DISCUSSION:

In November 2025, the Commission authorized, and VCTC staff submitted, an application to Caltrans for the Fiscal Year 2026-27 Sustainable Transportation Planning Grant program. In June 2026, VCTC received notice that a grant would not be awarded to VCTC for the FY 2026-27 cycle. According to feedback received from Caltrans, the primary reason that VCTC did not receive a grant award was that the application was submitted to the Strategic Partnerships category, which VCTC is not eligible to receive. Caltrans staff encouraged VCTC to resubmit the application for the FY 2027-28 cycle under the Sustainable Communities category.

On August 18, 2026, Caltrans released the *Fiscal Year 2027-28 Sustainable Transportation Planning Grant Application Guide* and Call for Applications. A total of \$34.9 million is available for transportation planning projects statewide across two project areas: Sustainable Communities and Strategic Partnerships. Applications are due October 9, 2026, by 5 p.m. Eligible planning projects must have a transportation nexus, directly benefit the multimodal transportation system, improve public health, social equity, environmental justice, and the environment, and provide other important community benefits.

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

FISCAL IMPACT:

There is no fiscal impact to Fiscal Year 2026/2027. If VCTC is successful in this grant application, the estimated grant total amount of approximately \$450,000 and the required local match of 11.47% (\$51,615) will be included in the Fiscal Year 2027/2028 VCTC Draft Budget.

ATTACHMENTS:

Draft Project Description

Draft Project Description (Limited to 5 sentences):

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



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Item 9G

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: DARRIN PESCHKA, PROGRAM MANAGER, GOVERNMENT AND
COMMUNITY RELATIONS**

**SUBJECT: REQUEST TO RELEASE REQUEST FOR PROPOSALS (RFP) FOR
STATE ADVOCACY SERVICES**

RECOMMENDATION:

- That the Commission authorize staff to release a Request for Proposals (RFP) for state advocacy services for VCTC.

BACKGROUND:

VCTC maintains the State and Federal Governmental Relations program to foster involvement in a broad range of state and federal governmental settings to encourage policies that support VCTC programs. Throughout each legislative and congressional session, VCTC monitors legislation and decisions that may impact transportation funding, regulations and processes. In November 2018, VCTC entered into a four-year agreement with California Advisors to provide state legislative advocacy services, with the option of extending the contract twice, with each extension lasting two years. VCTC exercised the extension option in 2022 and 2024. In 2025, California Advisors changed its name to Seaside Advocacy LLC. VCTC's agreement with Seaside Advocacy will end Dec. 31, 2026, and VCTC has no option to extend the contract further.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment below:

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

DISCUSSION:

For more than a decade, the Ventura County Transportation Commission (VCTC) has utilized the services of a state legislative advocate in Sacramento to help advance VCTC's legislative priorities, including securing new funding, protecting existing revenues, and supporting or opposing legislation that affects VCTC.

The state legislative advocate carries out various functions on behalf of the Commission, including communicating with members of the Legislature and their staff members regarding the Commission's legislative positions, providing verbal and written reports to VCTC, keeping VCTC informed of legislative developments in a timely manner, helping VCTC develop strategies on legislation, and arranging meetings with legislators. The selected advocate will assist in the development of VCTC's adopted Legislative Program, which is updated every two years to coincide with the start of new legislative and congressional sessions. The next scheduled update is January 2027. In addition, the selected advocate will also make in-person presentations to the Commission, will provide monthly written updates and will be in regular communication with VCTC staff.

The full scope of services is described in Attachment A. The draft agreement extends for three years, with the option of a single two-year extension.

FISCAL IMPACT:

No fiscal impact. Sufficient funds for the new contract are available through VCTC's adopted Fiscal Year 2026-27 State and Federal Government Relations Budget.



Item 9H

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT
 PLANNING**

CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT

SUBJECT: FINAL DEMAND-RESPONSE INTEGRATION PLAN (DRIP)

RECOMMENDATION:

- Approve the Customer Experience Plan as a framework to guide future customer experience improvements, with initiatives to be brought back to TRANSCOM for progress review as they are initiated.
- Authorize the development of a Request for Proposals (RFP) and associated scope of work, in consultation with TRANSCOM, for implementation support services to advance the Customer Experience Plan (CEP) recommendations and return to TRANSCOM and the Commission for review and approval prior to release.
- Receive and file the Integration Concept Plan (ICP), and direct staff to return to TRANSCOM and the Commission after initial implementation of the CEP recommendations to report on progress and determine whether further integration strategies merit consideration for future implementation.

BACKGROUND:

Over the past several years, the Ventura County Transportation Commission (VCTC), local transit operators, and partner agencies have advanced efforts to improve transit

service delivery, efficiency, and coordination. The 2023 Transit Integration and Efficiency Study (TIES), developed at the direction of the VCTC Commission, identified opportunities to strengthen regional coordination, improve the rider experience, and manage long-term operating costs.

TIES reviewed fixed-route and demand-response services, governance, operations, fares, and customer service policies across Ventura County's transit systems. Its findings included opportunities for enhanced coordination, potential service and governance consolidation, and improved sustainability of ADA paratransit and dial-a-ride services.

As a parallel effort to the Ventura County Short Range Transit Plan, VCTC initiated the Demand Response Integration Plan (DRIP) to explore how local providers can make ADA paratransit service more seamless, efficient, and cost-effective. Because each operator manages its own system, countywide travel can be challenging, particularly for trips crossing city or service boundaries. The DRIP examines how greater coordination could:

- Enhance the rider experience with consistent policies and scheduling
- Improve trip coordination and regional connectivity
- Identify potential opportunities to achieve cost savings
- Support more unified data collection, reporting, and planning

The DRIP is comprised of two documents, the Customer Experience Plan (CEP) that focuses on near-term, customer-facing actions and the Integration Concept Plan (ICP) is provided as a high-level reference document to support future discussion if the operators and the Commission elect to consider additional integration. The overall DRIP is intended to provide a foundation for decision-makers and local operators to consider how best to move forward.

Progress Over the Last 15 Years – Foundational Regional Coordination

Formation of the East County Transit Alliance (ECTA):

ECTA was one of Ventura County's earliest cross-jurisdictional demand-response efforts, establishing a shared model for intercity dial-a-ride and ADA paratransit trips across east county jurisdictions. With the City of Thousand Oaks serving as fiscal agent and operator, ECTA advanced coordinated service delivery while preserving local participation.

Premium Direct Connect Service to Camarillo-Gold Coast Service Areas:

Gold Coast Transit District (GCTD) and Camarillo Area Transit (CAT) offer Premium Direct Connect Service that allows eligible passengers to bypass transfers, eliminating wait times and vehicle-switching anxiety for a flat \$8.00 one-way premium fare.

Implementation of RideCo and Policy Alignment for Demand-Response Services:

VCTC and almost all local operators have implemented RideCo, a shared scheduling and dispatch platform intended to support same-day scheduling, improve vehicle utilization, strengthen data consistency, and identify policy issues affecting riders and operations. Through operator working meetings and implementation calls, agencies have addressed issues such as scheduling, pick-up times, no-shows, reservations, dwell time, and transfer coordination, helping advance incremental policy alignment and more consistent shared standards.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

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

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

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

Goal C: Partnerships

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

DISCUSSION:

After hearing transit operator feedback, staff refined the draft DRIP to recommend a phased approach to implementation and broke separated the DRIP into the two documents, the CEP and ICP. Ultimately, staff will seek approval of the CEP to move forward to advance passenger facing demand-response priorities, with the ICP being a receive and file document providing information and to be used in the future if so chosen by the Commission and the transit operators.

This approach prioritizes near-term, passenger-facing improvements that can be advanced within the existing operator and agency structure, without transitioning to a single paratransit agency

Both the Draft CEP and ICP have been updated to reflect feedback received at the TRANSCOM meetings held over the past several months. Revisions focused on

revising the report language related to integration to better reflect a collaborative, multi-agency approach, while incorporating more neutral framing throughout. Additional clarifications were made to address areas of confusion, and select sections were restructured to improve overall flow and readability. This draft represents a good-faith effort to incorporate stakeholder input.

Key milestones in development of the Demand-Response Integration Plan included initial Commission review of the Customer Experience Plan (CEP), multiple rounds of stakeholder engagement through TRANSCOM, and presentation of the draft CEP and Integration Concept Plan (ICP) to the Commission. VCTC staff presented the draft CEP to the Commission on May 1, 2026, followed by presentations of the draft CEP and ICP on July 10, 2026. Draft and revised versions of the DRIP were also presented to TRANSCOM on May 13, June 10, and July 8, 2026, to solicit stakeholder feedback and refine the proposed framework. Staff returned to TRANSCOM on August 19, 2026, with TRANSCOM unanimously approving the CEP and voted to receive and file the ICP.

Customer Experience Plan

The Demand-Response CEP outlines a collaborative, incremental countywide strategy to improve customer experience across dial-a-ride, ADA paratransit, and on-demand services while preserving local operations and maintaining ADA and FTA compliance. Building on coordination among VCTC and local operators, the Plan focuses on near-term, low-risk improvements. Key recommended action items include the following:

- Countywide ADA Eligibility Certification (already in place)
- Dynamic Scheduling (already in place)
- One Mobile Application
- One Phone Number
- Service Branding
- Uniform policy and policy alignment
- Regional Service Model Evaluation (One-Pilot Seat rides throughout the county)

The Plan also recommends procuring a Client Representative (Implementation Support Consultant) to support implementation from a neutral, third-party perspective. Drawing on experience helping other transit agencies advance similar initiatives, this role would facilitate coordination among VCTC and local operators; support informed discussion and decision-making; and help minimize staff workload at each agency by managing implementation support, follow-up, and performance tracking. Collectively, these actions are intended to improve rider clarity and accessibility, support reducing barriers to regional trip making, and provide data to inform future decisions.

Demand-Response Integration Concept Plan

The ICP is provided as a high-level reference document to support future discussion if the operators and the Commission elect to consider additional integration. Building on prior Commission direction from the Transit Integration and Efficiency Study (TIES), the Plan documents existing conditions, identifies challenges such as fragmented policies, rising costs, and declining productivity, and outlines potential concepts that could support greater coordination over time. The ICP does not require or direct any specific action, but instead serves as a reference to help inform future conversations and decision-making should additional integration be pursued.

The ICP does not recommend immediate consolidation or any required transition to a single agency, but instead describes incremental, voluntary steps that could be considered to support regional coordination, including:

- Call center consolidation
- Standardized service policies
- Unified trip-scheduling platform
- Equitable cost-allocation models examples

The ICP also evaluates integration scenarios modeled through RideCo and identifies potential efficiency gains, while recognizing that this analysis reflects a point-in-time snapshot of current operating conditions and is subject to limitations. Because service conditions, costs, policies, and operating assumptions change over time, additional detailed analysis would be needed if TRANSCOM and the Commission elect to revisit further integration in the future. The ICP also provides governance and funding considerations to help inform any future discussion of additional integration.

While the customer-facing items outlined in the CEP are the near- and medium-term actions that could be implemented if approved by the Commission and agreed to by the operators, the ICP serves as a complementary reference document. It responds to the Commission's direction to study demand-response integration and provides high-level information that may help inform future discussion should additional integration be considered.

Next Steps

VCTC and the operators would not reevaluate the potential for additional integration until all recommended action items contained in the CEP were fully implemented and in effect for at least one year. During that period, each action item would be evaluated using applicable performance metrics.

At the August TRANSCOM meeting, operators also conveyed that anticipated financial constraints may require agencies to reassess service delivery, staffing levels, budgets, and overall capacity to support implementation of the CEP recommendations. As a result, these considerations will help inform how the scope of work is developed for any implementation support services, including the level and type of consultant assistance needed to advance the CEP recommendations in a practical and sustainable manner.

Following that one-year implementation period, VCTC and the operators would assess whether the passenger-facing improvements are sufficient or whether additional integration should be considered. Any recommendation to advance beyond these initial actions would first be brought to TRANSCOM for review and would require subsequent approval by the VCTC Commission.

FISCAL IMPACT:

This item does not have a fiscal impact.

Attachments:

Attachment – Final Demand-Response Integration Plan: Customer Experience Plan

Attachment – Final Demand-Response Integration Plan: Integration Concept Report



Item 9I

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: PARTICIPATION IN THE CALIFORNIA ENERGY COMMISSION (CEC) RELIABLE, EQUITABLE, AND ACCESSIBLE CHARGING FOR MULTI-FAMILY HOUSING (REACH) 2.0 PROGRAM AND AUTHORIZE A FUNDING AND COOPERATIVE AGREEMENT WITH THE COUNTY OF VENTURA FOR ELECTRIC VEHICLE CHARGING INFRASTRUCTURE AT THE CAMARILLO METROLINK STATION

RECOMMENDATION:

- Approve participation in the California Energy Commission (CEC) REACH 2.0 Program for installation of electrical vehicle charging infrastructure at the Camarillo Metrolink Station
- Authorize the Executive Director to negotiate and execute a Funding and Cooperative Agreement with the County of Ventura for implementation of the project, acceptance of up to \$44,100 in REACH 2.0 Program funding, and contribution of up to \$280,000 of State Transit Assistance (STA) and \$30,000 of Solutions for Congested Corridors Program (SCCP) funds for the procurement, installation, and associated project costs related to two dual-port electric vehicle (EV) chargers serving four parking spaces at the Camarillo Metrolink Station

BACKGROUND:

The California Energy Commission (CEC) REACH 2.0 Program provides funding to accelerate deployment of electric vehicle charging infrastructure and support regional efforts to reduce greenhouse gas emissions and advance sustainable transportation options. The County of Ventura (the “County”) has secured REACH 2.0 grant funding and identified opportunities to provide and utilize funding for the procurement and installation of EV charging infrastructure.

The Camarillo Metrolink Station currently serves as a regional multimodal transportation hub, providing rail, transit, bicycle, and pedestrian connections. Installation of publicly accessible EV charging infrastructure would support cleaner transportation options for station users and further enhance amenities available to commuters and visitors.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

- B12. Support improved transit and transportation services for those with disabilities.
- B24. Promote transit ridership recovery to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

DISCUSSION:

The County has offered to provide up to \$44,100 in REACH 2.0 Program funding for installation of two dual-port Level 2 EV chargers at the Camarillo Metrolink Station, providing charging access for a total of four parking spaces. Eligible project costs include equipment, construction, permitting, accessibility improvements, signage, and related implementation expenses.

Under the proposed arrangement, the County would serve as the lead agency responsible for procurement, project management, and installation of the EV charging infrastructure on behalf of VCTC. The County would administer the grant-funded project and coordinate with VCTC on project development, implementation, and reporting requirements. VCTC would be responsible for grant reporting, maintenance of the infrastructure, contribution of amounts in excess of the grant funding, and would own the infrastructure after installation. The proposed Agreement establishes the roles and responsibilities of both agencies and provides a framework for acceptance and expenditure of the grant funds.

The proposed EV charging project is consistent with regional sustainability and transportation objectives by supporting zero-emission vehicle use and enhancing first-mile/last-mile access options at the Camarillo Metrolink Station. The installation would

complement other ongoing investments at the station, including accessibility improvements and station amenity enhancements.

Participation in the REACH 2.0 Program would also allow VCTC to add EV charging infrastructure at the station with minimal administrative burden and limited financial risk, while leveraging external funding secured by the County of Ventura.

The proposed Agreement would provide up to \$44,100 in CEC REACH 2.0 funding for procurement and installation of EV infrastructure. The County will apply these funds by making payments directly to the Contractor. VCTC will reimburse the County for eligible project costs exceeding \$44,100 up to a not-to-exceed amount of \$280,000.

FISCAL IMPACT:

Sufficient funds are included in the Fiscal Year 2026-2027 Regional Transit Planning budget for this item.

Any future operational, maintenance, or utility costs associated with the charging equipment will be captured in a maintenance agreement between VCTC and the City of Camarillo subject to future approval and budget appropriations by the Commission. VCTC shall be responsible for future maintenance costs associated with the EVCS.



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Item 9J

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: REIMBURSEMENT AGREEMENT WITH THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA) FOR STATION SIGNAGE IMPROVEMENTS

RECOMMENDATION:

- Authorize the Executive Director to execute a Reimbursement Agreement with the Southern California Regional Rail Authority (SCRRA) to fund wayfinding and information signage improvements at Metrolink stations through the Southern California Association of Governments (SCAG) Regional Early Action Planning (REAP) 2.0 Program in an amount not to exceed \$250,000.

BACKGROUND:

In 2023, VCTC received a SCAG REAP 2.0 grant award to advance projects and programs that support sustainable transportation, housing, and mobility strategies throughout Ventura County. Among the identified initiatives are improvements that enhance the customer transit experience, facilitate multimodal connections, and improve access to transit services.

Metrolink serves as a critical component of Ventura County's regional transportation network. Clear and consistent wayfinding and informational signage at stations assist

passengers in navigating station facilities, identifying transit connections, accessing passenger information, and improving the overall user experience. As part of SCRRA's Countywide Stations Improvement Program, Metrolink is implementing signage upgrades at stations throughout the service area, including stations located within Ventura County.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

- B12. Support improved transit and transportation services for those with disabilities.
- B24. Promote transit ridership recovery to assist the State in meeting its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

DISCUSSION:

The proposed agreement establishes a reimbursement mechanism whereby VCTC will reimburse SCRRA for eligible costs associated with the purchase and installation of wayfinding and informational signage improvements at Ventura County Metrolink stations. The improvements are intended to enhance the visibility of passenger information, improve navigation within station facilities, support connections to local and regional transit services, and create a more consistent customer experience across the rail network.

The signage improvements complement VCTC's ongoing efforts to improve transit accessibility, customer information, and regional mobility. Enhanced station wayfinding assists both existing and new transit users by providing clearer directional guidance, identifying key station amenities and destinations, and improving awareness of available transit connections. These improvements support broader regional objectives to encourage transit usage and improve passenger experience.

The proposed arrangement leverages SCRRA's existing procurement and implementation efforts, reducing administrative burden and allowing the improvements to be delivered efficiently through Metrolink's countywide signage program. By partnering with SCRRA, VCTC can utilize available SCAG REAP 2.0 funding to implement customer-focused improvements without the need to separately design, procure, and administer a standalone signage project.

The MOU provides for reimbursement of eligible project expenses upon completion of work and submission of supporting documentation consistent with SCAG REAP 2.0

requirements. SCRRA will remain responsible for project implementation, construction management, and maintenance of the installed signage improvements.

FISCAL IMPACT:

No fiscal impact. The improvements are eligible expenditures under the SCAG REAP 2.0 Program and support implementation of regional mobility, customer experience, and transit connectivity objectives and are included in the Fiscal Year 2026-27 budget.

Attachment(s):

Attachment – VCTC-SCRRA Reimbursement Agreement



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Item 9K

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: RAILROAD FLAGGING SERVICES AGREEMENT WITH NATIONAL RAILROAD SAFETY SERVICES, INC. (NRSS) FOR THE CAMARILLO TRANSIT STATION AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS PROJECT

RECOMMENDATION:

- Authorize the Executive Director to negotiate and execute a Professional Services Agreement with National Railroad Safety Services, Inc. (NRSS) to provide Railroad Flagging Services for the Camarillo Transit Station Americans with Disabilities Act (ADA) Improvements Project in an amount not to exceed \$500,000.

BACKGROUND:

The Ventura County Transportation Commission (VCTC) is implementing the Camarillo Station ADA Improvements Project to enhance accessibility and bring the station into compliance with applicable Americans with Disabilities Act (ADA) requirements. Project improvements include platform, pathway, and related infrastructure upgrades at the Camarillo Metrolink Station.

Railroad flagging/protection is required for construction activities that encroach upon or occur near railroad property. Railroad flaggers ensure adherence to safety protocols for

train movements, communicate with railroad dispatchers, and help ensure construction activities are performed safely in accordance with railroad requirements.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

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

DISCUSSION:

Construction of the Camarillo Station ADA Improvements Project requires railroad flagging services to support work occurring within areas affected by railroad operations and ensure adherence to safety protocols. Union Pacific Railroad (UPRR) maintains a list of approved providers authorized to furnish railroad flagging services for projects occurring within its right-of-way. For the Project, two approved providers were identified. However, one provider previously performed design-related and procurement management services for the project and assisted in developing the project cost estimate for railroad flagging services. As a result, staff determined that the firm is not eligible to provide the flagging services due to potential statutory restrictions pertaining to conflicts of interest. The other provider, National Railroad Safety Services, Inc. (NRSS), specializes in providing railroad flagging and related railroad safety services. If approved, NRSS will furnish the personnel necessary to coordinate with railroad operations and provide required railroad protection during construction activities at the Camarillo Station. As UPRR only identified two approved providers to do work in its right-of-way and NRSS is the only provider of the two that is eligible to do work on this project, these services are only reasonably available from a single source and thus, it is appropriate to award the contract on a sole source basis.

While UPRR's policy states that UPRR may consider other qualified vendors under certain circumstances, pursuing an alternative vendor qualification process is not reasonable in this instance as it does not provide reasonable certainty that the project can proceed as needed and it could introduce schedule risks and delay project implementation for these necessary accessibility improvements.

The Project is being implemented to satisfy accessibility improvements associated with a U.S. Department of Justice settlement agreement that includes project delivery deadlines. A sole-source professional services agreement with NRSS represents the most prudent procurement approach to ensure compliance with railroad operational and safety requirements in accordance with UPRR's standards, maintain the project schedule and avoid unnecessary delays while advancing completion of the ADA improvements to adequately serve the traveling public.

Approval of the Agreement will allow VCTC to secure the required railroad flagging services and maintain the project construction schedule. The services are anticipated to be provided throughout the construction period as needed to support project activities and comply with railroad safety requirements. The Agreement will provide railroad protection services necessary to support project construction activities occurring within or adjacent to the railroad right-of-way.

FISCAL IMPACT:

No fiscal impact. Sufficient funding for this service is included as part of the Camarillo Station ADA Improvements Project budget.



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Item 9L

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)
FROM: DOLORES LOPEZ, TRANSIT PLANNER REGIONAL TRANSIT PLANNING
AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING
SUBJECT: CONSULTANT SERVICES CONTRACT WITH TRANSLINK CONSULTING TO UPDATE THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

RECOMMENDATION:

- Approve the award of a consultant services agreement to TransLink Consulting LLC to update the Ventura County Coordinated Public Transit-Human Services Transportation Plan in an amount not to exceed \$192,061.08 and authorize the Executive Director to execute the agreement.

BACKGROUND:

The Ventura County Transportation Commission (VCTC) has statutory responsibility for planning and coordinating transportation and public transit services throughout Ventura County.

Federal transit law requires projects selected for funding under the Federal Transit Administration's (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program to be included in a locally developed Coordinated Public Transit-Human Services Transportation Plan. The plan must be developed through a process that includes participation by older adults, individuals with disabilities, transportation and human-service providers, and members of the public.

As the Regional Transportation Planning Agency (RTPA) for Ventura County, VCTC is responsible for periodically updating the Coordinated Plan. The plan identifies transportation needs and service gaps and establishes strategies and project priorities

to improve mobility for older adults, people with disabilities, and individuals with low incomes. VCTC's current Coordinated Plan was adopted in 2022.

On April 6, 2026, VCTC released a Request for Proposals (RFP) for consultant services to update the Coordinated Plan. Proposals were due to VCTC on May 22, 2026.

STRATEGIC PLAN ALIGNMENT:

The Coordinated Plan is required under federal transit law to maintain eligibility for FTA Section 5310 funding.

DISCUSSION:

In April 2026, the RFP was advertised through transit industry channels TransitTalent.com, California Association for Coordinated Transportation (CALACT), via email distribution to prospective bidders. and posted on the VCTC website. Proposals were due on May 22, 2026.

VCTC received five proposals from AMMATransit planning, DCR design, Moore & Associates, TransLink Consulting, and Nelson\Nygaard. The selection panel consisted of transit operators and social service agencies, with representation from Gold Coast Transit District, The Arc of Ventura County and VCTC staff. Evaluators reviewed and evaluated the proposals. The proposals were evaluated based on project understanding and approach, relevant experience and past performance, engagement approach, project team qualifications, schedule and work plan, and cost. Based on a combination of qualifications, technical approach, and cost, TransLink Consulting LLC was determined to offer the best value to VCTC.

TransLink has direct experience preparing coordinated public transit-human services transportation plans and other comparable transit-planning studies in Southern California. TransLink will serve as the prime consultant, with Arellano Associates serving as a subconsultant and leading community and stakeholder engagement. The project team has experience with FTA Section 5310 planning requirements, accessible public engagement, transportation-needs assessments, data analysis, and development of implementable mobility strategies.

The updated Coordinated Plan will comply with applicable FTA Section 5310 requirements. The project will include:

- Review of existing demographic, transportation, policy, and funding conditions;
- Inventory of existing transportation services and resources;
- Community and stakeholder engagement;
- Identification and prioritization of transportation needs and service gaps;
- Development of strategies, project concepts, and implementation actions; and
- Preparation and presentation of the draft and final Coordinated Plan.

The project is expected to be completed in November 2027.

FISCAL IMPACT:

Funding for this agreement is included in the adopted Fiscal Year 2026-27 budget.

ATTACHMENT:

Attachment A - Consultant Services Agreement with TransLink Consulting LLC



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Item 9M

SEPTEMBER 11, 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 – 4th QUARTER – FISCAL YEAR 2025/26**

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 bus service as well as Metrolink and Pacific Surfliner. This report looks at the fourth quarter of Fiscal Year (FY) 2025, April 1, 2026 – June 30, 2026.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment below:

- 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 93,088 boardings between April and June 2026. While this represents a 9.9% decrease compared to the same quarter last year, it reflects an 11.5% increase over the previous quarter. The year-over-year decline is likely attributable to several factors, including a service reduction on the CSU Channel Islands route, which experienced a 45% drop in ridership during the same period. Additionally, transit agencies across Southern California reported similar ridership declines beginning in June 2025 and continuing through the end of the year, potentially related to increased immigration enforcement activity, which aligns with the decreases observed on VCTC Intercity services. While ridership has begun to rebound in recent months, data suggest that lingering impacts from these regional trends continue to affect overall ridership levels.

The increase from the previous quarter may be partially attributable to rising fuel prices, which can encourage transit use. VCTC also offered promotional programs during the quarter that may have contributed to stronger ridership. In April, free transit was provided systemwide in celebration of Earth Day. Additionally, in May, VCTC's partner, SBCAG, offered complimentary rides on the Coastal Express routes throughout the month for passengers traveling with bicycles.

In November 2025, VCTC implemented its first major service changes to the Coastal Express routes since the pandemic. While intended to improve service efficiency, the changes were not universally well received and contributed to reduced ridership. In response, additional schedule adjustments were implemented on February 9, 2026, to address the most common customer concerns. Following these revisions, Coastal Express ridership increased 13% compared to the previous quarter and 4% compared to the same quarter last year.

Passenger demographics also shifted during the quarter. The number of riders using mobility devices increased by 67% compared to the same period last year, while bicycle boardings declined by 15%. Transfers to and from Amtrak and Metrolink more than doubled compared to the same period in FY 2024/25. This increase is likely related to higher rail ridership observed during the quarter.

Operating costs increased 19% compared to the same quarter last year, while fare revenue declined 12%, reflecting the overall decrease in ridership. As a result, cost per passenger increased from \$24.72 to \$32.53. Productivity measures, including passengers per mile and passengers per hour, also declined. These trends are consistent with lower overall demand and will continue to be monitored.

Customer service goals were not met during the quarter, as complaints exceeded the standard of five complaints per 50,000 riders. Intercity services received 26 valid

complaints. Although the total exceeded the established performance standard, it represents a 7% decrease from the previous quarter. The most common complaints involved schedule adherence issues, including late trips, early departures, missed stops, and incorrect destination signage. Several complaints also involved operator conduct, such as running ahead of schedule or unsafe driving practices. VCTC staff continue to work closely with RATP Dev to address these concerns through enhanced supervision, updated operator training, and targeted follow-up on recurring operational issues.

Staff will continue monitoring customer feedback and implementing service improvements as needed. It is also worth noting that four compliments were received during the quarter, with customers specifically recognizing operators for their professionalism, courtesy, and outstanding customer service.

Overall systemwide OTP increased slightly from the previous quarter and averaged approximately 68%. Highway 101 (Route 50) remained consistent with the prior quarter, with 74% of trips operating on time, compared to 59% during the first six months of the year. The Conejo Connection (Route 55) showed measurable improvement following schedule adjustments implemented in May, reaching 76% OTP in June, its highest level of the year. Coastal Express routes (80-89) remained stable at approximately 65% OTP during the quarter, likely due to persistent congestion associated with Highway 101 construction activity. To mitigate these impacts, VCTC and RATP Dev are implementing operational strategies, including positioning relief operators in Santa Barbara to maintain southbound service when northbound trips experience delays. CSU Channel Islands (Route 99) recorded a modest improvement in on-time performance, while Highway 126 (Route 60), East County (Routes 70-74), and Cross County (Route 77) maintained steady OTP at approximately 68%.

Rail

Metrolink Ventura County rail line ridership totaled 194,469 in Q4 FY26, an increase of approximately 6.1% compared with the same quarter in FY25. Average weekday ridership increased by 5%, while average weekend ridership increased by 13.5% year over year. Compared with Q3 FY26, total ridership increased by 2.6%. Weekday ridership remained relatively unchanged, while average weekend ridership increased by 22.4%. April recorded the highest overall monthly ridership during the quarter, while May recorded the highest average weekend ridership at 1,014 riders per day. The increase likely reflects additional leisure travel associated with modified Ventura County Line service for the California Strawberry Festival on May 16 and 17, as well as Memorial Day weekend service and fare promotions.

Metrolink previously identified discrepancies between conductor counts and ridership estimates based on ticket sales following the conclusion of the Student Adventure Pass program on June 30, 2025. Metrolink subsequently recalibrated its ticket-based ridership estimation methodology and retroactively updated FY25 and FY26 estimates. The

ridership data presented in this report reflects those revised estimates, including updated assumptions related to Student Adventure Pass and Monthly Pass usage.

Ridership on the LOSSAN Pacific Surfliner service, which operates between San Diego and San Luis Obispo, totaled 107,710 boardings and alightings at Ventura County stations during Q4 FY26. This represents an increase of approximately 36% compared with 79,129 during the same quarter in FY25. Ridership increased at all five Ventura County stations. Oxnard Station remained the busiest, with 30,006 boardings and alightings, followed closely by East Ventura Station with 29,877. Together, these stations accounted for approximately 56% of Pacific Surfliner ridership within Ventura County.

Morning Pacific Surfliner service between Ventura and Santa Barbara counties began on May 4, 2026. Ridership at Ventura County stations increased from 32,563 in April to 37,652 in May and remained strong at 37,495 in June. Staff will continue to monitor the service and report on ridership trends in future updates.

FISCAL IMPACT

There is no fiscal impact as result of this report.

VCTC INTERCITY

Quarterly Ridership Report | FY 2025/26 Q4

April-June 2026

93,088

Boardings

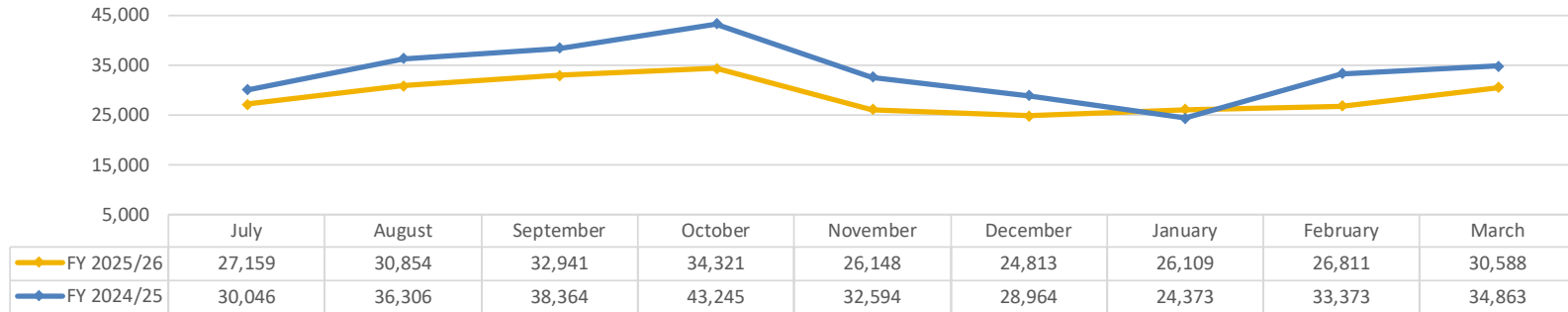
April-June 2025

103,356

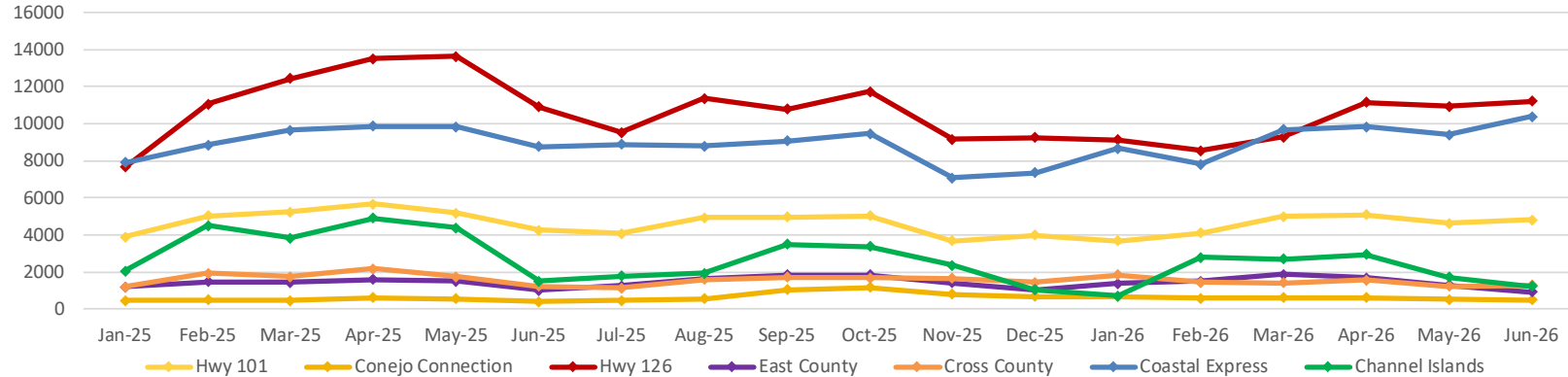


-10%

12 Month Ridership Trends Systemwide



15-Month Ridership Trends by Route



Route	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26
Hwy 101	5,676	5,187	4,273	4,093	4,950	4,981	5,026	3,670	3,974	3,687	4,115	4,994	5,099	4,642	4,808
Conejo Connection	613	551	396	462	546	1,034	1,166	818	681	692	581	625	621	542	488
Hwy 126	13,509	13,641	10,921	9,534	11,383	10,783	11,741	9,157	9,244	9,121	8,544	9,303	11,150	10,934	11,216
East County	1,595	1,518	1,023	1,264	1,667	1,855	1,845	1,414	1,058	1,391	1,519	1,874	1,699	1,284	932
Cross County Limited	2,170	1,743	1,231	1,133	1,585	1,707	1,700	1,649	1,435	1,841	1,443	1,424	1,571	1,245	1,305
Coastal Express	9,857	9,850	8,782	8,891	8,794	9,083	9,469	7,074	7,361	8,666	7,823	9,677	9,850	9,409	10,383
Channel Islands	4,915	4,396	1,509	1,782	1,929	3,498	3,374	2,366	1,061	711	2,785	2,690	2,954	1,725	1,231
Systemwide TOTAL	38,335	36,886	28,135	27,159	30,854	32,941	34,321	26,148	24,814	26,109	26,811	30,588	32,944	29,781	30,363

VCTC INTERCITY

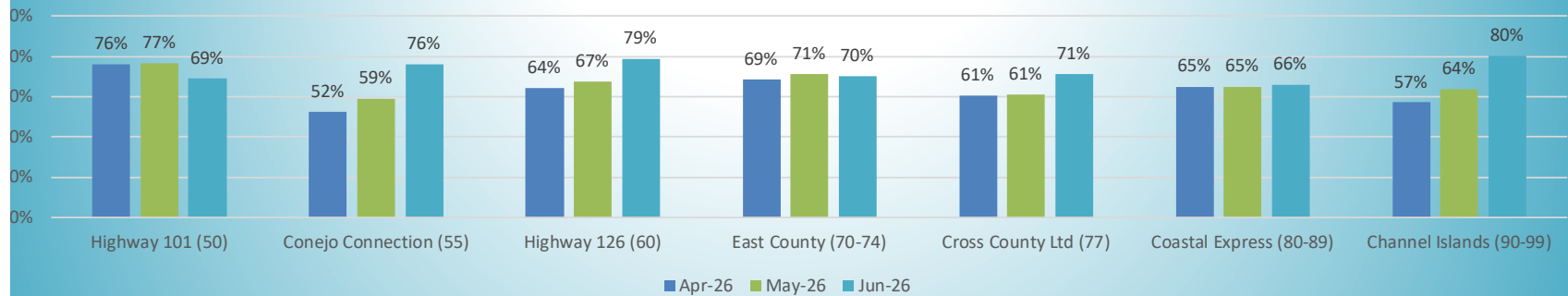
Quarterly Ridership Report | FY2026 Q4

April-June 2026	0.23	5.12	\$ 32.53	\$170,989	
	Passengers/ Mile	Passengers/ Hour	Cost/ Passenger	Fare Revenue	Fare Revenue
April-June 2025	0.25	5.85	\$ 24.72	\$194,991	-12%

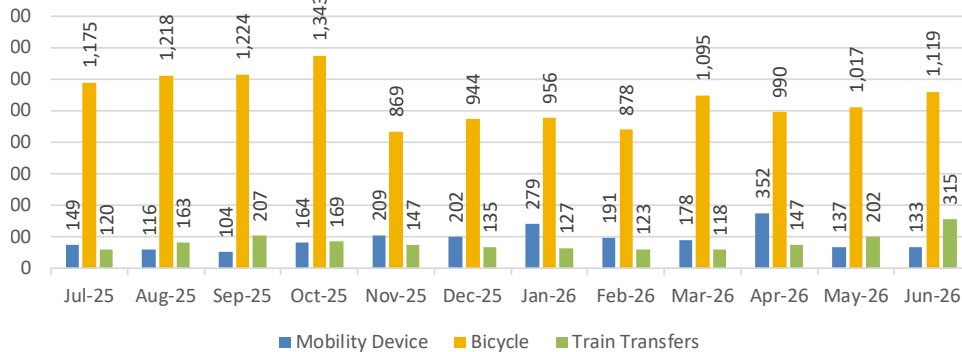
COST AND REVENUE PER PASSENGER

	FY 24/25	FY 25/26	% Change
Operating Cost	\$ 2,554,819	\$ 3,028,359	19%
Passenger Revenue	\$ 194,991	\$ 170,989	-12%
Passenger Revenue including budgeted route guarantees^	\$ 568,300	\$ 544,298	-4%
Passengers	103,356	93,088	-10%
Cost per Passenger	\$ 24.72	\$ 32.53	32%
Farebox Recovery Ratio not including route guarantees	8%	6%	-26%
Farebox Recovery Ratio including route guarantees	22%	18%	-19%

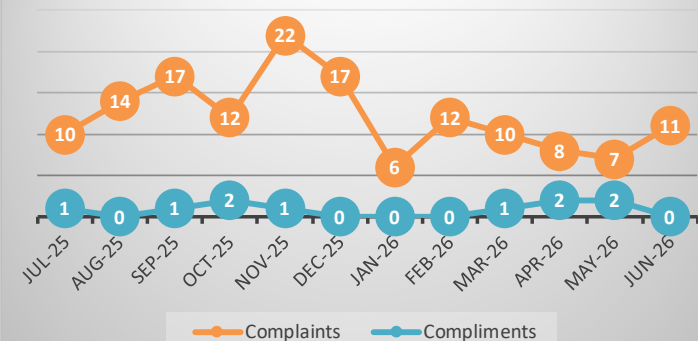
Weekday On Time Performance



Rider Composition



15 Month Complaints Tracking



METROLINK & LOSSAN Corridor | Ventura County Line

Ridership





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Item 9N

SEPTEMBER 11, 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 FY 2026/2027 Regional Transit Technology budget amendment to increase revenue appropriations by \$600,330 in Regional Early Action Planning (REAP) funds and increase expenditures in the Equipment/Equipment Maintenance line item by the same amount.

BACKGROUND:

VCTC's Regional Transit Technology budget supports coordinated technology projects that benefit transit operators throughout Ventura County. These projects include the replacement and maintenance of fare collection equipment, Automatic Vehicle Location (AVL) systems, Tap2Ride, and VCbuspass. Budgeted funds are used to maintain, replace, and upgrade regional transit technology 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:

Over the past two years, VCTC has planned, procured, and implemented the Tap2Ride system, which enables passengers to pay fares seamlessly across Ventura County transit services using credit cards, debit cards, and digital wallets. The system improves customer convenience and supports a more integrated regional transit experience.

At the time the FY 2026/2027 budget was being developed and adopted, the Tap2Ride project was in its final testing and pilot phase. Staff anticipated that the project might be completed before the close of FY 2025/2026 and, therefore, did not include a carryover of the remaining project funding into the FY 2026/2027 budget.

Subsequent technical issues delayed final deployment of the system into FY 2026/2027. As a result, \$600,330 in REAP funds previously allocated to the project remains available and is needed to complete implementation. Staff is requesting a budget amendment to recognize these funds in the FY 2026/2027 budget and appropriate them for project completion.

FISCAL IMPACT:

Approval of this item will increase the Regional Transit Technology revenue appropriation by \$600,330 in REAP funds and increase expenditure appropriations by the same amount.



Item 90

SEPTEMBER 11, 2026

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

RECOMMENDATION:

- Approve a budget amendment for the FY 2026/2027 VCTC Intercity budget to increase revenue appropriations by \$84,202 in Local Contribution – Route Guarantee funds.
- Approve a budget amendment for the FY 2026/2027 VCTC Intercity budget to decrease revenue appropriations by \$84,202 in STA funds.

BACKGROUND:

VCTC Intercity Transit operates six routes serving Thousand Oaks, Simi Valley, Moorpark, unincorporated areas of Ventura County, Camarillo, Ventura, Los Angeles County, Santa Barbara, and Goleta. VCTC also provides service between Camarillo, Oxnard, and California State University Channel Islands (CSUCI) through a partnership with the university. Under this partnership, CSUCI provides local funding each year to support the operation of the route serving the campus.

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:

VCTC operates the CSUCI transit service and administers Federal Transit Administration (FTA) funding for the route. CSUCI contributes local funds to cover eligible operating costs not funded through FTA grants or fare revenue.

Per the FY 2026/2027 CSUCI- VCTC cooperative agreement, the CSUCI's annual contribution is \$266,499; the approved budget reflected \$182,297. The difference of \$84,202 was included in the budget as a transfer into VCTC Intercity from STA funds. The proposed budget amendment in the amount of \$84,202 will bring the total contribution from CSUCI to \$266,499 as per the agreement; and reduce the STA revenue appropriation by the same amount.

FISCAL IMPACT:

Approval of this item has a net zero impact on the total budget; and will require transfer adjustments to the Transfer In/Out as follows:

- Increase the Local Contribution – Route Guarantee by \$84,202
- Decrease the transfer into VI from STA by \$84,202
- Decrease the transfer out of STA into VI by \$84,202



Item 9P

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: GEISKA VELASQUEZ, PROGRAM MANAGER

SUBJECT: SUBRECIPIENT AGREEMENT WITH CATHOLIC CHARITIES OF LA

RECOMMENDATION:

- Authorize the Chair to execute the attached agreement with Catholic Charities of LA to utilize Federal Transit Administration (FTA) Section 5310 funds allocated by VCTC for the approved project.

BACKGROUND:

At the November 2024 meeting, the Ventura County Transportation Commission (Commission) selected projects for funding under the federal Section 5310 Seniors and Individuals with Disabilities Program. Among the approved projects was Catholic Charities of Los Angeles, which was awarded \$40,000 to support the operation of services over a two-year period.

The mission at Catholic Charities of LA includes collaborating with diverse communities, providing services to the poor and vulnerable, promoting human dignity, and advocating for social justice and their vision includes a commitment to serve the vulnerable and to strive for a just society. They do this through a variety of programs conducted at the non-profit including the Older Adult Services and Intervention System (OASIS) program.

Since 1986, OASIS has helped thousands of frail, low income elderly persons remain safe in their own homes, avoiding unnecessary or premature institutionalization. OASIS helps make the “golden years” much more enjoyable for approximately 500 seniors each year by providing financial support, deliveries of daily necessities, coordinating community resources, and offering essential companionship. The VCTC grant will help fund the operation of the OASIS Volunteer Driver Program to assist seniors with transportation to and from medical appointments, pharmacies and grocery stores at an amount of \$20,000 a year for two years for the administration of the program and

management of volunteer drivers so that they can serve more Ventura County elderly and disabled residents.

Catholic Charities of Los Angeles has not previously received operating funding through the FTA Section 5310 program. Accordingly, following FTA approval of the grant in July, a subrecipient agreement is required to enable Catholic Charities to use the awarded funds.

DISCUSSION:

The attached Catholic Charities of LA Subrecipient Agreement is recommended by staff for approval. The Agreement will become effective immediately upon signatures of all agents. The Commission-approved funding is for two years, with \$20,000 programmed each year. The agreement specifies the first year of funding, with the provision that future funding can be added without further Commission action to amend the agreement. However, any funding beyond the \$40,000 for two years would require Catholic Charities of LA to apply for future Section 5310 funding cycles.



Item 9Q

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: VCTC INTERCITY RADIO EQUIPMENT PURCHASE

RECOMMENDATION:

- Approve the purchase of radio equipment from Motorola Solutions, Inc. as specified in the associated quote and authorize the Executive Director to execute one (1) purchase order in the amount of \$102,000.

BACKGROUND:

VCTC is a key agency in managing regional transportation services, infrastructure planning, and emergency transportation operations throughout Ventura County. Effective, interoperable communication is vital to these responsibilities, especially during major incidents and regional emergencies. Participation in the Ventura County Regional Radio System (RRS) will enable VCTC staff and field units to communicate directly with other public safety agencies, transit providers, and emergency management partners, improving operational effectiveness and supporting a more cohesive response during critical situations. Implementing this will also fulfill one of the strategies identified in the Transportation Emergency Preparedness Plan (TEPP) Implementation Plan.

At the December 6th, 2024 VCTC meeting, the Commission approved an agreement to join the RRS, which established uniform terms and conditions for VCTC and other public transit and transportation agencies to access the County's interoperable regional radio communications network.

VCTC Intercity bus service provides regional commuter bus service connecting Ventura County with neighboring counties along the Highway 101 corridor. Drivers and dispatch

rely on two-way radio communication to coordinate schedules, respond to service disruptions, and manage emergencies in real time.

The Coastal Express route extends beyond Ventura County's boundaries, which limits the effective range and reliability of the fleet's current radio equipment once vehicles travel outside the county's licensed radio coverage area. This creates communication gaps between drivers and dispatch during the portions of the route that fall outside Ventura County, raising operational and safety concerns.

DISCUSSION:

To close this coverage gap, staff evaluated radio solutions that combine traditional land mobile radio (LMR) functionality with Wi-Fi/broadband push-to-talk capability. Wi-Fi-enabled radios allow drivers to remain in continuous contact with dispatch by routing communications over available cellular or Wi-Fi networks when vehicles are outside Ventura County's conventional radio coverage, while retaining standard radio functionality within the county.

Key considerations in staff's recommendation include:

- Continuous dispatch connectivity for the full Coastal Express route, including segments outside Ventura County.
- Compatibility with VCTC's existing Motorola radio infrastructure and talkgroups.
- Improved incident response and rider safety through uninterrupted communication.
- Built-in GPS/location tracking to support real-time fleet visibility.
- Manufacturer and vendor support, warranty, and lifecycle consistent with the existing fleet.

FISCAL IMPACT:

Sufficient funding is available for this purchase, consisting of twenty-five (25) radio units, including required accessories. Funding for this purchase in the amount of \$102,000 was included in the Fiscal Year 2026-27 Regional Transit Planning – Capital Enhancement Program budget using Senate Bill (SB) 125 funds.



Item 9R

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: GEISKA VELASQUEZ, PROGRAM MANAGER

SUBJECT: SECTION 13(C) LABOR AGREEMENT

RECOMMENDATION:

- Approve the attached Agreement with the Service Employees International Union (SEIU), Local 721, as required for VCTC's Fiscal Year 2025/26 federal transit grant applications with the Federal Transit Administration.

BACKGROUND:

VCTC staff will be filing grant applications with the Federal Transit Administration (FTA) to fund VCTC's FY 2025/26 federal transit projects as well as other local agency projects. As with all federal transit grant applications, we are required to enter into a U.S. Department of Labor certified agreement, commonly referred to as Section 13(C), with the Service Employees International Union (SEIU) which represents both Gold Coast Transit and Simi Valley Transit employees. Federal law requires that VCTC protect the jobs of union represented public transit workers and ensure that transit employees be compensated if jobs are lost as a direct result of proposed projects. Specifically, the federal government requires that the protective arrangements include:

- Preservation of rights, privileges, and benefits (including continuation of pension rights and benefits) under existing collective bargaining agreements;
- Continuation of collective bargaining rights;
- Protection of individual employees against worsening of their positions with respect to their employment;
- Assurances of employment and priority of re-employment;
- Paid training or re-training programs.

These protective arrangements are included in the proposed Agreement (Attachment A). The Agreement is identical to the Agreement approved by the Commission for all previous grant applications over the past years.

VCTC staff's analysis indicates that none of the projects to be included in the grant application pose a risk to either Gold Coast Transit or Simi Valley Transit employees. All projects to be included in the grant applications are in VCTC's FY 2025/26 Program of Projects (POP), which was approved by the Commission on November 7, 2025.

Attachment:

Agreement Pursuant to Section 13(C) of the Urban Mass Transportation Act of 1965, As Amended



Item 9S

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
SUBJECT: CONSULTANT BENCH CONTRACT AMENDMENT

RECOMMENDATION:

- Authorize the Executive Director to execute the attached contract amendment with COH & Associates Inc., to increase the contract amount by \$69,000, for a total not-to-exceed amount of \$169,000, as part of the approved VCTC Grant Writing and Transit Management Support Consultant Bench and extend the expiration date to October 6, 2027.

BACKGROUND:

In June 2022, the Ventura County Transportation Commission (VCTC or Commission) approved the release of a Request for Qualifications (RFQ) to establish a pool of on-call consultants to provide grant writing, grant management, transit management, and administrative support services. The purpose of the RFQ was to augment staff capacity in pursuing competitive funding opportunities and to provide specialized transit management expertise as needed. The RFQ established a contract term of up to three years, with the option to renew for two additional one-year periods, for a maximum contract duration of five years, with such terms applying to any contract subsequently executed with a consultant selected and maintained on the bench under the RFQ. At the October 7, 2022 VCTC meeting, commissioners received a report on the results of the RFQ for grant writing and transit management support services and the staff recommended bench of on-call consultants.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

B6. Coordinate with Caltrans, Ventura County, and cities to prioritize projects and submit grant application(s) for goods movement projects based on the recommendations of the Ventura County Freight Corridors Study

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

DISCUSSION:

On December 1, 2022, VCTC executed a one-year contract with Carlos Hernandez & Associates (COH & Associates), one of the selected consultant bench firms, with a maximum obligation amount of \$47,000. On November 27, 2023, an alternate contract was executed with COH & Associates with a maximum obligation amount of \$47,000 and an expiration date of November 30, 2024. In July 2024, Amendment No 1 to the contract was executed increasing the maximum obligation amount to \$49,900. In April 2025, the Commission authorized the Executive Director to execute Amendment No 2, increasing the maximum obligation amount to \$100,000 and extending the contract term through December 31, 2025. The contract term was further extended under the authority of the Executive Director to December 31, 2026 in Amendment No 3.

COH & Associates has provided critical support to Commission staff on a variety of tasks related to grant and project delivery management and grant funding initiatives. Notably, the firm assisted with preparation of a grant application for the California Senate Bill 1 Solutions for Congested Corridors Program (SCCP), through which VCTC secured \$75 million for a suite of projects identified in the 101 Communities Connected Multimodal Corridor Plan. COH & Associates has also supported staff in managing delivery of the transit projects included in the approved SCCP program and has assisted with developing multiple federal grant applications, including applications for the Better Utilizing Investments to Leverage Development Grant Program and the Federal Railroad Administration Crossing Safety Program/Railroad Crossing Elimination Grant Program. COH & Associates is currently assisting VCTC with the preparation of a grant application for the Federal Transit Administration's Low or No Emission Grant Program.

Staff anticipate additional consulting support will be needed during Fiscal Years 2026/27 and 2027/28 for tasks such as preparing federal grant applications for the US 101 High Occupancy Vehicle/Express Bus Lane Project - Phase I and assisting with development of the 2027 State Transportation Improvement Program.

Based on an analysis of prior labor hours provided by COH & Associates, projected future consulting needs, and current and anticipated departmental workloads, staff recommend increasing the maximum obligation amount of the existing contract to \$169,000 and extending the expiration date to October 6, 2027, the furthest allowable date under the terms of the current bench contract term. Staff anticipate initiating a new procurement process in 2027 to establish a consultant bench for grant funding and specialized transit planning and project delivery services, ensuring continuity of support beyond the expiration of the current bench contract.

FISCAL IMPACT:

Funding for this item is included in the VCTC Fiscal Year 2026/2027 Annual Budget and additional appropriations will be included in the VCTC Fiscal Year 2027/2028 Annual Budget accordingly.

Attachment:

COH & Associates, Amendment 4



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Item 9T

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
SUBJECT: FISCAL YEAR 2026 LOW OR NO EMISSION GRANT PROGRAM GRANT APPLICATION

RECOMMENDATION:

- That the Commission approve submittal of an application to the Federal Transit Administration requesting funding from the Fiscal Year 2026 Grants for Buses and Bus Facilities Infrastructure Programs.

BACKGROUND:

On July 27, 2026, the Federal Transit Administration (FTA) announced the opportunity to apply for \$610 million in competitive grants for the Fiscal Year (FY) 2026 Grants for Buses and Bus Facilities Program and Low or No Emission Grant Program, jointly referred to as the Grants for Buses and Bus Facilities Infrastructure Programs. Eligible activities include the purchase, rehabilitation, and replacement of transit vehicles, equipment, and supporting facilities, including investments that advance zero-emission and low-emission transit operations. The Bus Program and Low-No Program goals are to enhance safety and renew transit systems through the deployment of modern buses and associated equipment and facilities. The objective is to maximize benefits for families and communities by increasing access to jobs, healthcare facilities, recreational activities, and commercial activity.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

B5. Identify possible funding to replace buses or convert them to have zero emissions, following completion of the Zero Emissions Bus (ZEB) plan.

DISCUSSION:

The purpose of this item is to seek Commission authorization to submit a competitive application for funding under the FY 2026 Grants for Buses and Bus Facilities Program. The proposed application would request funding to replace 21 over-the-road diesel coaches with 21 New Flyer 40-foot low-floor diesel-hybrid buses equipped with commuter seating and interior configurations designed to accommodate longer-distance passenger trips. As part of the grant application, applicants are asked whether proposed projects are scalable; accordingly, staff identified a reduced scope of 16 replacement vehicles should funding availability necessitate a smaller award. Grant applications are due to the FTA on September 21, 2026.

FISCAL IMPACT:

There is no fiscal impact associated with this item.



Item 9U

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
SUBJECT: FEDERAL TRANSIT ADMINISTRATION FISCAL YEAR 2026
TRIENNIAL REVIEW FINAL REPORT

RECOMMENDATION:

- Receive and file the Federal Transit Administration Fiscal Year 2026 Triennial Review Final Report.

BACKGROUND:

The Federal Transit Administration (FTA) conducts Triennial Reviews of direct recipients of federal transit funding at least once every three years. The purpose of the review is to evaluate compliance with federal requirements related to grant management, financial oversight, procurement, civil rights, transit asset management, and other program areas associated with federal transit funding. The review also provides an opportunity for FTA to offer technical assistance and identify areas where agency policies or practices may be strengthened.

Beginning in December 2025, VCTC participated in its scheduled FTA Triennial Review, which included the submission of documentation, coordination with FTA review staff, and an onsite review conducted on May 4-5, 2026, covering 21 areas of federal compliance including subrecipient oversight. The onsite review began with an entrance conference attended by FTA Region IX Regional Administrator Ray Tellis, VCTC Executive Director Martin Erickson, VCTC staff, and members of the review team. Following completion of the review process, FTA issued its final report summarizing the

results of its compliance assessment. The purpose of this item is to provide a summary of the final report and any findings, recommendations, or corrective actions identified by FTA.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

D1. Ensure the continued operational excellence of VCTC's financial operations and grants administration.

DISCUSSION:

Overall, the results of the FTA Fiscal Year (FY) 2026 Triennial Review of VCTC's administrative practices and operations were positive, with FTA finding VCTC compliant in 20 of the 21 review areas examined. Two deficiencies were identified in the Procurement category.

During the review, FTA examined seven subrecipient procurement files related to rolling stock, operations, construction, and materials and supplies. FTA found that two required federal clauses were not included in certain procurement files: (1) the prohibition on certain telecommunications and video surveillance services or equipment, and (2) notification requirements to FTA and the U.S. Department of Transportation Office of Inspector General regarding fraud, waste, abuse, or other legal matters.

In addition, FTA examined four subrecipient rolling stock procurement files involving the exercise of options under existing state contracts, a process similar to piggybacking. FTA determined that one procurement file did not contain current bus testing certifications verifying that the vehicles remained compliant with the requirements of 49 CFR 665.7 at the time the option was exercised.

The final report contains proposed corrective actions that, if implemented within the provided timeframes, will resolve FTA's findings of non-compliance. By October 14, 2026, VCTC must submit to FTA revised procurement procedures that ensure annual review of the FTA Master Agreement, 2 CFR Part 200, and the FTA Comprehensive Review Contractor's Manual to confirm the inclusion of all FTA-required third-party contract clauses through use of a clause checklist or other mechanism.

Additionally, the revised procedures will require staff to use ProcurementPRO, a free web-based procurement tool developed by the National Rural Transit Assistance Program, to generate the clauses for each applicable procurement document. VCTC is also required to provide evidence of staff training in the new procedures.

For the deficiency related to bus testing certifications, VCTC must submit revised procurement procedures requiring verification that applicable bus testing documentation is obtained and retained prior to acceptance of vehicles procured with federal funding.

Staff has reviewed the findings and is working to implement the necessary corrective actions. A separate agenda item at this meeting presents proposed updates to VCTC's Procurement Policy developed in response to the FTA review findings. An update will be provided to the Commission once the corrective actions have been completed and the findings have been formally closed by FTA. Staff recommends that the Commission receive and file the report.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

Attachment:

FTA FY 2026 Triennial Review Final Report



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Item 9V

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
SUBJECT: UPDATES TO PROCUREMENT POLICY

RECOMMENDATION:

- Adopt Resolution No 2026-08 amending the Ventura County Transportation Commission Procurement Policy and Procedures.

BACKGROUND:

The Ventura County Transportation Commission (Commission) administers grants provided by the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and the State of California for transit services, regional planning, and capital improvements within Ventura County. As a condition of funding, VCTC is responsible for overall grant management, including submitting progress reports, monitoring project status, approving payment of invoices and reimbursements, and ensuring compliance with Federal and State requirements.

As previously reported to the Commission, VCTC participated in its scheduled 2026 FTA Triennial Review, including an onsite assessment conducted May 4-5, 2026, that evaluated compliance across 21 federal program areas. The review resulted in positive findings overall, with VCTC found compliant in 20 of the 21 areas examined. Two deficiencies were identified within the Procurement category. This item presents proposed updates to VCTC's Procurement Policy and Procedures to address those deficiencies and implement the corrective actions required by the FTA.

Additionally, since the Commission's most recent adoption of amendments to the Procurement Policy and Procedures in July 2021, staff prepared revisions to the policy in 2023 to align procurement thresholds and procedures with updated federal procurement requirements and to streamline the organization of the document. Those revisions were incorporated into a draft update but were not presented to the Commission for formal adoption. Accordingly, the amendments presented with this item include both the previously unadopted 2023 revisions and the additional 2026 revisions necessary to address findings identified through the FTA Triennial Review.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

D1. Ensure the continued operational excellence of VCTC's financial operations and grants administration.

DISCUSSION:

The previously unadopted 2023 revisions primarily consisted of updating procurement thresholds to align with federal procurement requirements. These changes included increasing the micro-purchase threshold from \$5,000 to \$10,000, increasing the small purchase threshold from \$25,000 to \$250,000, and increasing the dollar thresholds at which certain federally funded procurement planning, approval, and cost analysis documentation requirements apply from \$3,500 to \$10,000. The remaining 2023 revisions were not substantive and generally consisted of administrative and organizational updates intended to improve the clarity and usability of the policy.

During the 2026 FTA Triennial Review, FTA examined seven subrecipient procurement files related to rolling stock, operations, construction, and materials and supplies. FTA found that two required federal clauses were not included in certain procurement files: (1) the prohibition on certain telecommunications and video surveillance services or equipment, and (2) notification requirements to FTA and the U.S. Department of Transportation Office of Inspector General regarding fraud, waste, abuse, or other legal matters.

In addition, FTA examined four subrecipient rolling stock procurement files involving the exercise of options under existing state contracts, a process similar to piggybacking. FTA determined that one procurement file did not contain current bus testing certifications verifying that the vehicles remained compliant with the requirements of 49 CFR 665.7 at the time the option was exercised.

The final report contains proposed corrective actions that, if implemented within the provided timeframes, will resolve FTA's findings of non-compliance. By October 14, 2026, VCTC must submit to FTA revised procurement procedures that ensure annual

review of the FTA Master Agreement, 2 CFR Part 200, and the FTA Comprehensive Review Contractor's Manual to confirm the inclusion of all FTA-required third-party contract clauses through use of a clause checklist or other mechanism.

Additionally, the revised procedures will require staff to utilize ProcurementPRO, a free web-based procurement tool developed by the National Rural Transit Assistance Program, to generate the clauses for each applicable procurement document. VCTC is also required to provide evidence of staff training in the new procedures.

For the deficiency related to bus testing certifications, VCTC must submit revised procurement procedures requiring verification that applicable bus testing documentation is obtained and retained prior to acceptance of vehicles procured with federal funding.

Staff has reviewed the findings and is working to implement the necessary corrective actions. An update will be provided to the Commission once the corrective actions have been completed and the findings have been formally closed by FTA. Staff recommends approval of Resolution No. 2026-08 amending the VCTC Procurement Policy and Procedures.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

Attachment:

Resolution 2026-08

Updated VCTC Procurement Policy and Procedures



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Item 9W

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: HEATHER MILLER, PROGRAM MANAGER

**SUBJECT: ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT (TDA)
FISCAL YEAR 2026/27 ARTICLE 3 BIKE PATH MAINTENANCE FUNDS**

RECOMMENDATION:

- Approve the allocation of Fiscal Year 2026/2027 Transportation Development Act Article 3 Bike Path Maintenance funds totaling \$252,941 as shown in Attachment "A".

BACKGROUND:

Pursuant to California PUC Section 99233.3, two percent (2%) of Transportation Development Act (TDA) Local Transportation Funds are set aside for planning, constructing and maintaining bicycle and pedestrian facilities. In Ventura County, 25% of the TDA Article 3 Bicycle/Pedestrian funds are set aside for maintenance of Class I pathways based upon the proportional share of pathway miles within each jurisdiction. Class I bike paths, also termed shared-use or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel. The paths are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. The remaining 75% of the annual TDA Article 3 Bicycle/Pedestrian funding is allocated on a competitive basis.

STRATEGIC PLAN COMMITMENT:

This action aligns with the following VCTC Strategic Plan commitment to:

Goal B: Provide for an accessible, reliable, innovative, multimodal transportation system to meet the needs of Ventura County residents and visitors, which is compatible with regional plans and based on industry best practices and standards.

DISCUSSION:

Fiscal Year (FY) 2026/27 TDA Article 3 apportionment for Ventura County is \$1,011,763, a 4% increase compared to last year. Of that amount, \$252,941 (25%) is available for distribution to local jurisdictions for Class I Bike Path Maintenance relative to each jurisdiction's proportional share of Class I bike paths in Ventura County. Agencies were asked to review and update the Class I mileage information for their jurisdictions to date. The attached table "A" provides a breakdown of Class I bicycle path mileage reported by each jurisdiction and their recommended proportional share of the FY 2026/27 TDA Article 3 maintenance funds. The remaining 75% of FY 2026/27 Article 3 apportionment combined with carryover funds from the FY 2025/26 apportionment and any unused returned funds will be awarded in a future project solicitation.

The Transportation Technical Advisory Committee approved this recommendation on August 20, 2025. Once approved by the Commission, VCTC staff will submit a request to the Ventura County Auditor-Controller to disburse funds to agencies according to the distribution table in Attachment "A".

FISCAL IMPACT:

Funding for this action is included in the VCTC Fiscal Year 2026/2027 Annual Budget under TDA Administration.

ATTACHMENT A

FY 2026-2027 TDA Article 3 Maintenance Miles			
City	Existing Class I Mileage	Class I Maintenance Allocation	% Share
City of Camarillo	5.42	\$14,648	5.79%
City of Fillmore	8.17	\$22,081	8.73%
City of Moorpark	2.4	\$6,486	2.56%
City of Ojai	0.4	\$1,081	0.43%
City of Oxnard	5.6	\$15,135	5.98%
City of Port Hueneme	5.71	\$15,432	6.10%
City of San Buenaventura	33.38	\$90,215	35.67%
City of Santa Paula	1.98	\$5,351	2.12%
City of Simi Valley	13.6	\$36,756	14.53%
City of Thousand Oaks	3.13	\$8,459	3.34%
Ventura County	13.8	\$37,297	14.75%
TOTAL	93.59	\$252,941	



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Item 9X

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: HEATHER MILLER, PROGRAM MANAGER

**SUBJECT: RESOLUTION APPROVING FISCAL YEAR 2026/2027 STATE OF
GOOD REPAIR PROJECT LIST**

RECOMMENDATION:

- Adopt Resolution 2026-09 (Attachment “A”) approving the project list for the Fiscal Year 2026/2027 State of Good Repair funds for a total of \$1,718,545 and authorizing the Executive Director to submit all required documents to receive the funds.

BACKGROUND:

Senate Bill 1 (SB 1), signed into law in April of 2017, provides a steady source of revenue from the Transportation Improvement Fee on vehicle registrations to rehabilitate and modernize existing local transit systems. This investment in public transit, known as the State of Good Repair (SGR) Program, distributes funds to local agencies (PUC Section 99314 “local shares”) and regional entities (PUC Section 99313 “regional share”) using the same formula as the State Transit Assistance (STA) Program. Table 1 provides a breakdown of the available Fiscal Year (FY) 2026/2027 SGR funding for Ventura County agencies. The funding amounts are based on the latest estimates provided by the California State Controller’s Office.

Table 1. State of Good Repair AUGUST Fund Estimates for FY 2026/2027

Agency	SGR PUC 99314 Fund Estimate	SGR PUC 99313 Fund Estimate
City of Camarillo	\$ 1,792	
Gold Coast Transit District	\$ 42,735	
City of Moorpark	\$ 841	
City of Simi Valley	\$ 4,529	
City of Thousand Oaks	\$ 2,763	
SCRRA (Metrolink)	\$ 201,280	
Ventura County Transportation Commission		\$ 1,464,605
Total	\$ 253,940	\$ 1,464,605
TOTAL (99314 & 99313)		\$ 1,718,545

STRATEGIC PLAN COMMITMENT:

This recommended action aligns with the VCTC Strategic Plan commitment to:

C2. Assist cities and the county to seek supplemental federal and state funding including through Caltrans.

DISCUSSION:

As Ventura County's Regional Transportation Planning Agency (RTPA), VCTC is responsible for compiling and submitting to Caltrans a consolidated list of eligible projects proposed for SGR funding within the region. Following receipt of the SGR funds from the State, VCTC will allocate and distribute the funds to transit operators in accordance with the funding amounts identified in Table 1.

State of Good Repair funds are made available for capital projects that maintain the public transit system in a “state of good repair” or condition in which a capital asset can operate at a full level of performance. Eligible SGR Projects include:

- transit capital projects or services to maintain or repair existing vehicles, transit or transit maintenance facilities;
- the design, acquisition and construction of new vehicles, transit facilities, maintenance facilities or equipment that improve existing transit services; and
- transit services that complement local efforts for repair and improvement of local transportation infrastructure.

Table 2 lists the proposed FY 2026/27 projects for Ventura County submitted by local transit operators in accordance with program guidelines.

Table 2. State of Good Repair Ventura County Project List for FY 2026/2027 SGR Funds.

Agency	Project Title	Project Description	Proposed SGR Funding
Gold Coast Transit District	GCTD Replacement Fixed Route Buses (CNG - GILLIGS - 8)	SGR funds to match CMAQ funds for Replacement CNG Bus purchase per TAM Plan.	\$ 42,735
City of Camarillo	Camarillo Rolling Stock Replacement	Purchase of replacement transit van.	\$ 1,792
City of Simi Valley	Simi Bus Stop Improvements	Purchase and installation of bus stop signage and amenities, and renovation of existing bus stops; approved in the City's 5 Year Capital Improvement Plan (CIP).	\$ 4,529
City of Thousand Oaks	Thousand Oak's Purchase Six DAR Vans	Thousand Oak's purchase of six (6) replacement dial-a-ride vans.	\$ 2,763
VCTC (99313); City of Moorpark (99314); SCRRRA (Metrolink (99314)	SCRRRA Arroyo Simi Bridges Rehabilitation	The SCRRRA/Metrolink project will provide environmental clearance, design and construction for the rehabilitation of four (4) bridges that cross the Arroyo Simi River.	\$ 1,666,726
TOTAL			\$ 1,718,545

The City of Moorpark's local share, VCTC's regional funds, and SCRRRA/Metrolink's local share, based upon the portion of Metrolink's service within Ventura County, will collectively contribute to the Metrolink Arroyo Simi Bridge Rehabilitation project. This project provides design, environmental clearance, and construction for the rehabilitation of four (4) bridges that cross the Arroyo Simi River.

Staff has reviewed the projects submitted by local transit operators for their local shares of SGR funding and determined the projects are consistent with the requirements of the SGR program. Therefore, staff recommends the Commission adopt Resolution 2026-09 (Attachment A) approving the FY 2026/2027 SGR Project List and authorizing the Executive Director to submit all required documents to receive the funds.

FISCAL IMPACT:

Funding for this item is included in the Fiscal Year 2026/2027 Budget.

Attachment A

RESOLUTION #2026-09

**A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION
COMMISSION
APPROVING THE PROJECT LIST TO RECEIVE
FY 2026/2027 CALIFORNIA STATE OF GOOD REPAIR PROGRAM FUNDS**

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital projects to maintain the public transit system in a state of good repair; and

WHEREAS, to be eligible for State of Good Repair funding, each year all potential recipient agencies are required to provide the Regional Transportation Planning Agency a list of projects proposed to be funded with their State of Good Repair apportionment, and

WHEREAS, the Ventura County Transportation Commission, as the Regional Transportation Planning Agency, is required to compile and submit the list of eligible projects for the region to Caltrans for their approval allowing the State Controller's Office to release the funds, and

WHEREAS, the Ventura County Transportation Commission receives and distributes State of Good Repair funds to project sponsors for eligible transit capital projects; and

WHEREAS, local transit operators have submitted their proposed project lists to the Ventura County Transportation Commission; and

WHEREAS, VCTC has determined the projects listed in Exhibit A are consistent with the adopted 2026 SGR Program Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the Ventura County Transportation Commission approves the region's State of Good Repair project list in Exhibit A for Fiscal Year 2026/2027 State of Good Repair Program Funds.

NOW, THEREFORE, BE IT RESOLVED the Ventura County Transportation Commission agrees to comply with the requirements of the SGR Program.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Executive Director of the Ventura County Transportation Commission is authorized to execute all required documents to receive the funds.

PASSED AND ADOPTED on this 11th day of September 2026 by VCTC action.

Martha R. McQueen-Legohn, Chair

ATTEST:

Roxanna Ibarra, Clerk of the Board

APPROVED AS TO FORM:

Lindsay D'Andrea, General Counsel

Exhibit A

Table 2. State of Good Repair Ventura County Project List for FY 2026/2027 SGR Funds.

Agency	Project Title	Project Description	Proposed SGR Funding
Gold Coast Transit District	GCTD Replacement Fixed Route Buses (CNG - GILLIGS - 8)	SGR funds to match CMAQ funds for Replacement CNG Bus purchase per TAM Plan.	\$ 42,735
City of Camarillo	Camarillo Rolling Stock Replacement	Purchase of replacement transit van.	\$ 1,792
City of Simi Valley	Simi Bus Stop Improvements	Purchase and installation of bus stop signage and amenities, and renovation of existing bus stops; approved in the City's 5 Year Capital Improvement Plan (CIP).	\$ 4,529
City of Thousand Oaks	Thousand Oak's Purchase Six DAR Vans	Thousand Oak's purchase of six (6) replacement dial-a-ride vans.	\$ 2,763
VCTC (99313); City of Moorpark (99314); SCRRRA (Metrolink (99314)	SCRRRA Arroyo Simi Bridges Rehabilitation	The SCRRRA/Metrolink project will provide environmental clearance, design and construction for the rehabilitation of four (4) bridges that cross the Arroyo Simi River.	\$ 1,666,726
TOTAL			\$ 1,718,545



Item 9Y

September 11, 2026

**MEETING MINUTES OF FEBRUARY 6, 2026, REGULAR VCTC COMMISSION MEETING
AT 9:00 A.M.**

CALL TO ORDER:

Chair Judge called the regular meeting of the Ventura County Transportation Commission to order at 9:00 a.m. at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.

PLEDGE OF ALLEGIANCE was led by Commissioner Parvin.

ROLL CALL/MEMBERS PRESENT:

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

ABSENT:

Carrie Broggie, City of Fillmore
Kelly Long, County of Ventura

4. ELECTION OF CHAIR AND VICE-CHAIR-

Chair Judge thanked the Commission for the opportunity to serve as Chair during the past year and highlighted the Commission's accomplishments.

A nomination was made by Commissioner LaVere to elect Vice-Chair Martha McQueen-Legohn as Chair and Commissioner Janice Parvin as Vice-Chair for 2026. The nomination was seconded by Commissioner Judge. There being no further discussion, the motion was approved by roll call vote, with all Commissioners voting yes.

Chair McQueen-Legohn assumed as Chair and thanked the Commission for the opportunity to serve. Vice-Chair Parvin also expressed appreciation for the opportunity to serve as Vice-Chair and thanked the outgoing Chair for his leadership.

5. CEREMONIAL CALENDAR- RATP EMPLOYEE OF THE YEAR-

Mr. Erickson presented the RATP Dev/VCTC Intercity Driver of the Year recognition to Jerry Anderson, Lead Road Supervisor for RATP Dev. Mr. Anderson was recognized for his extensive career in public transportation, commitment to safety and customer service, and contributions as a mentor and instructor. He has trained more than 175 employees and has participated in emergency response efforts, including those associated with the Thomas Fire and Montecito mudslides. Mr. Anderson was also recognized for achieving the two-million-mile award and being named RATP Dev USA Employee of the Year.

Mr. Anderson thanked the Commission and expressed his enthusiasm for the upcoming year and the continued focus on safety and customer service.

Commissioners congratulated Mr. Anderson and expressed appreciation for his years of service to VCTC and the community.

6. PUBLIC COMMENTS – There were none.

7. CALTRANS REPORT – Gloria Roberts, District 7 Caltrans District Director, gave the Caltrans update report for the month of February.

8. COMMISSIONER REPORTS -

Commissioner Anderson announced the upcoming launch of the 2026 Government and Disability Summit. The year's theme, "Access That Moves Us," will focus on health care, transportation, and emergency preparedness.

9. EXECUTIVE DIRECTOR REPORT-

Executive Director Martin Erickson welcomed the new Chair and Vice Chair and thanked Commissioner Judge for his service as Chair.

Mr. Erickson provided updates on VCTC's outreach activities, including an e-bike safety rodeo and other community events. He highlighted VCTC's continued efforts to promote bicycle safety and public transportation throughout Ventura County.

Mr. Erickson also highlighted the VCTC/Boys & Girls Clubs arts contest, which is in its seventh year. Artwork created by youth from Ventura County Boys & Girls Clubs is displayed on VCTC Intercity buses. This year's theme was "Riding Into a Greener Future: Buses, Bikes, and Beyond."

Mr. Erickson noted the importance of the annual Unmet Transit Needs process and highlighted the success of the Valley Express service between Fillmore and Moorpark, which resulted from community input and has continued to perform well.

10. ADDITIONS/REVISIONS –

There were no additions or revisions to the agenda.

A motion was made by Commissioner Lang to approve the agenda with no additions or revisions. The motion was seconded by Commissioner Engler; and approved by roll call vote, with all Commissioners voting yes.

11. CONSENT CALENDAR –

There was a public comment received via email from Louis Lampara, Executive Director of Ventura County CoLAB regarding item 11F. Santa Paula Branch Line Monthly Updates for January 2026. The electronic public comment was received by the commission and available to the public.

Additionally, there were two public comments regarding support for consent calendar item 11E. Support For Carb Capacity Building and Planning Grant Application. The following constituents spoke in support of item 11E; Pedro Chavez, Executive Director of OneStep A La Vez, and Haley Ayers, Executive Director of CFROG.

At the request of Vice-Chair Parvin Item 11F. Santa Paula Branch Line Monthly Updates for January was pulled from the consent calendar to allow discussion regarding public engagement and concerns raised by the agricultural community.

A motion was made by Commissioner Judge to approve consent calendar 11A through 11E and 11G. The motion was seconded by Commissioner Engler and passed unanimously.

11A. APPROVE MINUTES OF JANUARY 9, 2026, MEETING PG.7

Recommended Action:

- Approve the summary minutes of January 9, 2026.

11B. MONTHLY BUDGET REPORT PG.13

Recommended Action:

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

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

Recommendation:

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

11D. LEGISLATIVE UPDATE-PG.27

Recommended Action:

- Receive and file.

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

Recommended Action:

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

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

Recommended Action:

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

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

Recommended Action:

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

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

Recommended Action:

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

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

Recommended Action:

- That the Commission approve submittal of an application to the US Department of Transportation requesting funding from the Fiscal Year 2026 Better Utilizing Investments to Leverage Development Grant Program for the US 101 High

Occupancy Vehicle/Express Bus Lane Project, and authorize the Executive Director, or designee, to execute and submit all required application materials.

DISCUSSION CALENDAR:

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

Recommended Action:

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

Claire Grasty, Director of Public Transit, presented the annual Unmet Transit Needs process and presentation.

Chair McQueen-Legohn opened the public hearing at 9:42 a.m. There were no public comments. The public hearing was closed at 9:42 a.m.

The Commission received and filed the report.

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

Recommended Action:

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

Aubrey Smith, Program Manager, Regional Transit Planning, presented the PowerPoint presentation Draft 2025–2034 Ventura County Short Range Transit Plan (SRTP). Jeremiah LaRose, senior consultant for Fehr & Peers, was also available to assist with questions.

Mr. Smith explained that the draft plan was developed through extensive outreach and engagement with riders, operators, stakeholders, and the public. The plan is intended to provide a coordinated vision for local and regional transit improvements, including improved reliability, stronger connections, streamlined routes, and more consistent service.

Mr. Smith stated staff reviewed proposed countywide and local strategies, including regional connectivity, consistent fares and eligibility, co-branding, improved partnerships, more consistent headways, extended service hours, route streamlining, and appropriate use of microtransit.

Mr. Smith emphasized that adoption of the SRTP would not require individual transit operators to implement the recommendations. Each operator would retain authority over its services and would determine whether to pursue recommendations based on local priorities, community feedback, available resources, and governing body approval.

Commissioners discussed the need to improve public understanding and navigation of the various transit services available throughout the county. Mr. Smith reported that a marketing subcommittee was being considered to address regional marketing, branding, community outreach, and coordination among transit providers.

Commissioner Trembley expressed concerns regarding the proposed elimination of fixed-route service in the southeastern portion of Camarillo, particularly service to the Leisure Village community. He noted the community's reliance on fixed-route service and requested that the proposed recommendation to discontinue the service be reconsidered.

Commissioner Trembley provided proposed language changes to the draft SRTP that would maintain fixed-route service to Leisure Village.

Commissioner Engler raised concerns regarding proposed changes to service in Moorpark, including transportation access for students traveling to local schools and Moorpark College.

Mr. Smith clarified that the recommendations in the SRTP represent service concepts and do not automatically change existing transit service. Any changes would require further analysis, local outreach, and approval by the respective transit operator and governing body.

Executive Director Erickson thanked staff, consultants, local operators, and participating agencies for their work on the SRTP and noted the value of the plan as a tool for identifying opportunities to improve transit throughout the county.

The Commission received and filed the draft SRTP.

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

Recommended Action:

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

Claire Grasty, Director of Public Transit, and Jason Jewell, Managing Director of the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor Agency, presented a joint PowerPoint presentation and update on efforts to expand intercity passenger rail service between Ventura County and Santa Barbara County.

Commissioners expressed strong support for the proposed service, citing benefits to commuters, students, workers, and residents traveling between Ventura and Santa Barbara counties. Commissioners also noted the potential benefits of expanded rail service in preparation for the 2026 FIFA World Cup and the 2028 Olympic Games.

A motion was made by Commissioner Halter to approve item 14. Expand Peak Hour Intercity Rail Service to Santa Barbara Update and Cooperative Agreement. The motion was seconded by Vice-Chair Parvin and approved by roll call vote, with all Commissioners voting yes.

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

Recommended Action:

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

Andrew Kent, Program Manager, presented PowerPoint presentation on Item 15. Freeway Service Patrol Tow Contractor Service Agreement. Along with a recommendation to award contracts for Freeway Service Patrol (FSP) tow contractor services.

A motion was made by Commissioner Gorell to approve Item 15. Freeway Service Patrol Tow Contractor Service Agreement. The motion was seconded by Commissioner Judge and approved by roll call vote, with all Commissioners voting yes.

16. GENERAL COUNSEL REPORTS- There were none.

17. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Chair Mike Judge

Commissioner Judge reported that the SCAG Transportation Committee approved and forwarded Federal Highway Administration programming procedures for federally administered funding.

He noted that the recently approved CMAQ and STBG programs had awarded more than \$1.25 billion for 132 projects throughout the SCAG region.

Commissioner Judge also reported on a presentation by Metrolink CEO Darren Kettle regarding Metrolink services and funding needs. He noted the importance of additional state funding to support and improve Metrolink service.

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

Commissioner Trembley reported that there was no additional report for the month.

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 that a special meeting of the LOSSAN working group was scheduled for February 19 to discuss the future of the LOSSAN Corridor.

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

Commissioner White reported that the Coastal Rail Coordinating Council would meet on February 20 in San Luis Obispo. He noted that he would attend in person and serves as Vice Chair of the Policy Committee.

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

Commissioner Crosswhite reported that the SCAG scholarship application period would open the following Monday. The scholarship provides \$4,000 to students, with preference given to students pursuing fields including regional or urban planning, civil engineering, political science, public administration, and sustainable communities. Commissioner Crosswhite stated applications are due March 20.

Commissioner Crosswhite also reported that CalCOG was expected to consider moving forward with formation of a nonprofit organization at its March meeting.

She provided updates on potential legislation concerning the Regional Housing Needs Assessment (RHNA), including a proposal to codify the REAP 1 planning funding program into state law.

Commissioner Crosswhite also reported on proposed cleanup legislation related to SB 79 and noted concerns regarding potential unintended consequences and lack of clarity surrounding mandatory upzoning requirements near transit areas.

Regarding SB 375, Commissioner Crosswhite reported that legislation was being considered that could modify the planning cycle from four years to eight years, allowing sustainable communities planning and the Regional Housing Needs Allocation (RHNA) process to occur on separate cycles and potentially reducing administrative costs.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

Commissioner White reported that he would attend California Vanpool Lobby Days in Sacramento on February 10–12 and planned to meet with state legislators and decision-makers regarding concerns related to California Vanpool. He also reported that CalVans would meet on February 12 and would consider appointing a new Executive Director following the retirement of the previous Executive Director.

18. ADJOURNMENT-

There being no further business, the meeting was adjourned at **10:53 a.m.**

The next regular meeting of the Ventura County Transportation Commission will be held on **March 6, 2026, at 9:00 a.m.**, at the Camarillo City Council Chambers located at 601 Carmen Drive, Camarillo, CA 93010.



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Item 10

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

**SUBJECT: LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO (LOSSAN)
RAIL CORRIDOR AGENCY UPDATE**

RECOMMENDATION:

- Receive and file

BACKGROUND:

The LOSSAN Rail Corridor Agency (Agency) is a Joint Powers Authority comprised of regional transportation and planning agencies along the Los Angeles – San Diego – San Luis Obispo rail corridor. The Agency was established in 1989 to foster cooperation among corridor agencies and to coordinate and advocate for intercity passenger rail service.

Senate Bill 1225 (2012), the Intercity Passenger Rail Act, expanded LOSSAN's authority and enabled regional governance of the state-funded Amtrak Pacific Surfliner service. Under this authority, the LOSSAN Agency executed an Interagency Transfer Agreement with the State of California and assumed management of the Pacific Surfliner service in July 2015. Day-to-day operations continue to be delivered through an annual operating agreement between the LOSSAN Agency and Amtrak.

The LOSSAN Agency is governed by an 11-member Board of Directors, consisting of nine member agencies and four ex-officio members. Ventura County Transportation Commission (VCTC) has been a member agency since 2002. The Orange County Transportation Authority (OCTA) serves as the LOSSAN Agency's managing agency.

DISCUSSION:

Corridor Overview

The LOSSAN Rail Corridor spans 351 miles through six counties, from San Diego to San Luis Obispo. The corridor includes 41 stations (29 served by Pacific Surfliner, 12 served only by the regional railroads), with seven right-of-way owners (55% freight-owned). Three passenger rail operators and two freight operators share the corridor. The corridor hosts the Pacific Surfliner, the busiest state-supported Amtrak route in the United States.

In pre-pandemic Federal Fiscal Year 2018-19, the corridor carried more than 8.15 million passengers annually (2.78 million on Pacific Surfliner; 5.37 million combined on Metrolink and COASTER), with roughly 26 Pacific Surfliner trains, 137 commuter trains, and 70+ freight trains operating daily.

The U.S. Department of Defense has designated the corridor part of the Strategic Rail Corridor Network (STRACNET) due to its access to Marine Corps Base Camp Pendleton and the Port of San Diego, underscoring its role in goods movement and national defense readiness.

Ridership and Service Overview

Pacific Surfliner currently operates 13 daily roundtrips between San Diego and Los Angeles in Fiscal Year 2026-27, supported by the Federal Railroad Administration's Restoration and Enhancement Grant, along with an expanded service pilot consisting of a sixth roundtrip to Goleta and a third roundtrip to San Luis Obispo, with continuation of the pilot contingent on identification of ongoing funding in coordinating with the State.

Expanded Service Pilot

LOSSAN, the Santa Barbara County Association of Governments (SBCAG), and VCTC partnered to implement a pilot service on the Pacific Surfliner corridor, adding a daily roundtrip between Los Angeles and San Luis Obispo and increasing frequencies to six daily trips to Goleta and three daily trips to San Luis Obispo.

SBCAG, together with LOSSAN and VCTC, hosted an employer outreach forum in Goleta on April 22, 2026. The Expanded Service Pilot launched on May 4, 2026, and is currently operating as a 12-month pilot through April 2027.

The California State Transportation Agency (CalSTA) Annual Business Plan did not approve funding for pilot operations, administration, marketing, or minor capital needs, and Federal Restoration and Enhancement grant revenues may not currently be used for this purpose. The State intends to evaluate pilot performance before determining whether funding may be made available to continue the service.

Rail 2 Rail/Codeshare Program Update

Metrolink, North County Transit District's (NCTD) COASTER, and Pacific Surfliner riders can choose from more departure options through the Rail 2 Rail Program. Metrolink and NCTD Monthly Pass holders can travel on Pacific Surfliner trains, within the station pairs of their pass, at no additional charge.

Similarly, Pacific Surfliner Monthly Pass holders may also ride any Metrolink or COASTER train, within the station pairs on their pass, at no additional charge.

The program was started to complement Metrolink's and the North County Transit District's (NCTD's) schedule options using Pacific Surfliner trains that had additional capacity. Because there are certain known periods when travel demand increases, the program is suspended around major holidays and special events.

On the Ventura County Line (VCL), codeshare is a program that allows Metrolink customers to ride all Amtrak Pacific Surfliner trains and vice versa between L.A. Union Station and Ventura throughout the week. Codeshare provides customers with a valid ticket for either Metrolink or Amtrak Pacific Surfliner service more train options between L.A. Union Station and Ventura County.

In November 2023, the Codeshare pilot was expanded from two Pacific Surfliner trains in each direction between Los Angeles and Ventura to all five trains in each direction, with a reciprocal benefit for Pacific Surfliner riders on Metrolink. In July 2023, the VCL weekend service increased from one round trip to two and in doing so, the trains were scheduled in such a way to reduce gaps in the Pacific Surfliner service in an effort to increase overall frequency in the corridor and relieve crowding on the Pacific Surfliner.

The current codeshare program is in effect through December 31, 2026. As ridership recovers and specific trips approach capacity, VCTC, Metrolink, and LOSSAN are analyzing operational policies and procedures to reduce crowding and maintain a reliable passenger experience.

FISCAL IMPACT

There is no fiscal impact.



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Item 11

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND SUSTAINABILITY
SUBJECT: NAVAL BASE VENTURA COUNTY UPDATE

RECOMMENDATION:

- Receive and file an update on Naval Base Ventura County.

BACKGROUND:

Naval Base Ventura County (NBVC) consists of three primary operating areas – Point Mugu, Port Hueneme, and San Nicolas Island, with direct access to the 36,000 square miles Point Mugu Sea Range. With more than 16,000 military, civilian, and contractor personnel (direct jobs), plus nearly 7,000 indirect jobs, NBVC creates more than 23,000 direct and indirect jobs in Ventura County and generates \$3.16 billion of economic activity in the region. Of the military, civilian, and contractor employees, 83% live in Ventura County. Home to three warfare centers (Naval Air Warfare Center Point Mugu, Naval Surface Warfare Center Port Hueneme, and Naval Facilities Engineering and Expeditionary Warfare Center), the Pacific Seabees and the E-2 Hawkeyes, NBVC supports 110 tenant commands. NBVC is a major aviation shore command, a weapons test and evaluation center of excellence and an expeditionary construction force training and mobilization base. NBVC provides airfield, seaport, and base support services to fleet operating forces and shore activities, offering a unique combination of mission capabilities.

VCTC serves as the designated Airport Land Use Commission (ALUC) for the four public, private, and military airports located within Ventura County. As the ALUC, VCTC's role is to ensure that new development surrounding the County's airports is consistent with the adopted Ventura County Airport Comprehensive Land Use Plan (ACLUP). Naval Base Ventura County, then known as Point Mugu Naval Air Station, is

incorporated into the ACLUP, last updated in 2000. The ALUC reviews development projects within defined ACLUP boundaries.

Completed in 2015 with VCTC as the local sponsoring agency, the [Naval Base Ventura County Joint Land Use Study \(JLUS\)](#) was a cooperative planning effort to develop land use policies that preserve the ability of a military installation to perform its mission by preventing the encroachment of incompatible land uses and to protect the public health, safety and welfare of the surrounding community. The JLUS identified compatibility challenges and presented recommendations to foster compatibility. Many JLUS strategies and recommendations have since been implemented by local agencies.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

- C7. Partner with Naval Base Ventura County and Channel Islands Air National Guard Station to explore Federal, State and other funding sources to provide transit service to the Naval Base and Air National Guard Station.
- A7. Update the Ventura County Airport Comprehensive Land Use Plan (ACLUP) to ensure the safety and welfare of airport users and nearby residents.

DISCUSSION:

VCTC supports NBVC in a number of ways, including but not limited to, its role as the ALUC, sponsorship of the JLUS, participation in the Gold Coast Transit District First Mile-Last Mile Connectivity Study for NBVC, and partnering with the County of Ventura on improvements to Hueneme Road, which serves as the primary roadway connection between Port Hueneme and Point Mugu.

In the ALUC role, VCTC staff continue to work with the County Department of Airports and local jurisdictions to ensure appropriate development around the County's airports. The ALUC Program Budget for Fiscal Year 2026/2027 includes funds to prepare a scope of work and request proposals to identify potential funding to update the ACLUP. Should Caltrans or other funding sources become available to update the ACLUP and the associated Environmental Impact Report (EIR), staff will work with Caltrans, the County Department of Airports, and NBVC to apply for project funding and move the update forward.

Naval Base Ventura County Executive Director Jonathon Gathman will provide an update on recent and projected growth at the Naval Base, its evolving missions, and economic impact to Ventura County.

FISCAL IMPACT:

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



Item 12

September 11, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND SUSTAINABILITY

**SUBJECT: US 101 IMPROVEMENT PROJECT UPDATE AND DRAFT
ENVIRONMENTAL DOCUMENT PUBLIC CIRCULATION**

RECOMMENDATION:

- Receive and file an update on the U.S. 101 Improvement Project Environmental Documents public circulation.

BACKGROUND:

In 2013, the Ventura County Transportation Commission (VCTC) completed the first Ventura County Comprehensive Transportation Plan (CTP), which identified US 101 as a priority for improvement. The CTP included the need for capacity enhancements and/or operational improvements to US 101, and its importance to local commerce and freight movement. Efforts then began on the US 101 Improvement Project, leading to completion by Caltrans staff of the Project Study Report – Project Development Support (PSR-PDS) in December 2013. The PSR-PDS determined the initial purpose and need for the project, including identifying corridor deficiencies, corridor and system coordination, conceptual cost estimates and the initial four alternatives that would meet the established purpose and need. In December 2015, the Commission approved a Cooperative Agreement with Caltrans whereby VCTC would manage a consultant to perform the engineering and environmental work associated with the US 101 High Occupancy Vehicle (HOV) Lane project, PA&ED phase, with Caltrans providing oversight.

The Commission entered into an agreement with WSP USA Inc. in 2018 to conduct the PA&ED project phase. The project has experienced an extended timeline due to the mid-project adoption by Caltrans of implementation guidelines for SB 743, which requires use of vehicle miles traveled (VMT) as the metric for assessing a project's

traffic-related impact. Compliance with these guidelines entailed significant additional consultant and Caltrans review effort. Environmental analysis also identified historic and cultural resources affected by the project, including the Camarillo Heritage Grove and several other locations that required extensive additional processes to document the impact for reviewing agencies.

Potential alternatives ranged from no build to several HOV lane configurations, reversible lane, elevated transit way, general purpose lane, and combination of lane configurations. Three alternatives were ultimately approved by the Project Development Team (PDT) for further study: the No Build Alternative, one HOV/Express Bus Lane with Auxiliary Lanes, and one HOV/Express Bus Lane with Auxiliary Lanes and Design Variations.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

- A4. Reach consensus about the future of the US 101 corridor (congestion, wildlife connectivity, managed lanes, environmental review); and,
- B7. Develop grant applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) or Solutions for Congested Corridors Program (SCCP) funds or other programs for making improvements to US 101 based on US 101 environmental document results and 101 Communities Connected.

DISCUSSION:

The Draft Environmental Document (DED) incorporates an evaluation of VMT based on model runs from the Ventura County Transportation Model conducted for the project. Results are presented and summarized in the Traffic Operations and Analysis Report completed in November 2021. Caltrans approved the VMT analysis and mitigation methodology in February 2023. The project is estimated to generate 36 million annual VMT more than the no-build scenario, which is an increase of 0.7% compared to the no-build scenario.

Although the US 101 improvement project began in 2018, before agencies were required to analyze transportation impacts according to the VMT metric, VCTC developed a program of mitigation strategies to address the increase in VMT. This program has been developed in a holistic way to improve the corridor and meet community needs. It includes a suite of multimodal projects incorporated in the successful Solutions for Congested Corridors Program Cycle 3 application; development of affordable workforce housing in high transit areas; and multimodal transportation improvements, including mobility hubs, mobility as a service, transit/vanpool programs, bike/pedestrian projects, bicycle programs, and such as bike share and bike training. The mitigation program will commit a total of \$243M toward multimodal projects in the corridor, or around 20% of the total project cost.

Potential mitigation measures are sourced from VCTC's Solutions for Congested Corridors Program, 101 Communities Connected MMCS, the 2023 VCTC Comprehensive Transportation Plan, and City and County CIPs. Included multimodal projects are planned but not yet funded. Mitigation measures are evaluated based on the methodology developed for the Ventura County VMT Adaptive Mitigation Program, which was developed to provide clear and consistent application of VMT assessment and reduction strategies in Ventura County.

Public circulation of the Draft Environmental Document is anticipated to occur beginning in September 2026. Tentative circulation dates are September 30, 2026 – December 7, 2026. The Draft Environmental Document will be available for review electronically via the project website at www.ourfuture101.org. Public comments are tentatively due by 11:59 p.m. on Monday, December 7, 2026.

In anticipation of public circulation, VCTC will present an update to each of the US 101 corridor cities, as well as the City of Port Hueneme and Oxnard Harbor District, throughout the month of September. During the public review period, in-person public hearings in each of the four corridor cities and one virtual hearing will be held in November at the following locations:

- Thousand Oaks Performing Arts Center – Wednesday, November 4 at 5:30 p.m.
- Oxnard Performing Arts Center – Thursday, November 12 at 5:30 p.m.
- Camarillo Library - Wednesday, November 18 at 5:30 p.m.
- Ventura City Hall Community Room – Thursday, November 19 at 5:30 p.m.
- Virtual Public Hearing – Saturday, November 14 at 10:30 a.m.

FISCAL IMPACT:

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



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