



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

AGENDA*

****Actions may be taken on any item listed on the agenda***

IN-PERSON

CITY OF CAMARILLO COUNCIL CHAMBERS

601 CARMEN DRIVE

CAMARILLO, CA 93010

FRIDAY NOVEMBER 6, 2026

9:00 A.M.

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. 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 OCTOBER 9, 2026, MEETING PG.7**
Recommendation:
- *Approve the minutes of October 9, 2026.*
- Responsible Staff: Roxanna Ibarra, Clerk of the Board**
- 9B. **MONTHLY BUDGET REPORT PG.13**
Recommendation:
- *Receive and file the monthly budget report for September 2026.*
- Responsible Staff: Lupe Acero, Finance Director and Martin Erickson, Executive Director**

9C. [APPROVAL OF BIENNIAL CONFLICT OF INTEREST CODE UPDATE 2026 PG.21](#)

Recommendation:

- *Adopt Resolution No. 2026-12 approving and amending the Conflict of Interest Code.*

Responsible Staff: Roxanna Ibarra, Clerk of the Board and Martin Erickson, Executive Director

9D. [2027 VCTC REGULAR MEETING SCHEDULE PG.31](#)

Recommendation:

- *Adopt the proposed 2027 VCTC regular monthly meeting schedule (Attachment A).*

Responsible Staff: Martin Erickson, Executive Director and Roxanna Ibarra, Clerk of the Board

9E. [CONSTRUCTION MANAGEMENT CONSULTANT SERVICES AGREEMENT FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR AMENDMENT NO. 8 PG.33](#)

Recommendation:

- Approve Amendment No. 8 to the Agreement with RailPros for Construction Management Services to increase the not-to-exceed amount by \$64,624.68, for a total not to exceed amount of \$2,343,919.84.
- Approve an Amendment to the Fiscal Year 2026/2027 Santa Paula Branch Line Program Budget as follows: Increase expenditures by \$64,624.68 in the Consultant Services category. Increase the STA revenue appropriation by \$64,624.68 via a transfer into SPBL from STA Fund and a transfer-out from STA to the SPBL Fund

Responsible Staff: Amanda Fagan, Director of Planning & Sustainability

9F. [ACTIVE TRANSPORTATION PROGRAM REGIONAL PRIORITIZATION METHODOLOGY PG.37](#)

Recommendation:

- *Approve a methodology to prioritize local projects for funding under the Cycle 8 Metropolitan Planning Organization Component of the Active Transportation Program.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

9G. [CYCLE 5 SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM GRANT APPLICATION PG.41](#)

Recommendation:

- *That the Commission approve submittal of an application to the California Transportation Commission requesting funding from the Senate Bill 1 Trade Corridor Enhancement Program Cycle 5 for the Hueneme Road Widening Project.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

9H. [SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR OCTOBER 2026 PG.43](#)

Recommendation:

- *Receive and file an update on the Santa Paula Branch Line for the month of October 2026.*

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

9I. [FY 2025/26 LOW CARBON TRANSIT OPERATIONS PROGRAM ALLOCATION CYCLE B PG.47](#)

Recommendation:

- *Approve Fiscal Year 2025/2026 "Cycle B" Low Carbon Transit Operations Program (LCTOP) allocation request of \$893,134 in regional funds and \$42,923 in local shares from the cities of Camarillo, Moorpark, Thousand Oaks, and the Gold Coast Transit District for a total allocation request of \$936,057 for Ventura County's Free Fare program.*
- *Adopt Resolution 2026-13 (Attachment "A") authorizing the Executive Director to execute all required documents including the Certifications and Assurances and Authorized Agent Form to receive VCTC's FY 2025/26 LCTOP "Cycle B" funds.*

Responsible Staff: Heather Miller, Program Manager-Programming

9J. [AUTHORIZATION TO RELEASE A REQUEST FOR PROPOSALS FOR ON-CALL WEED ABATEMENT AND PROPERTY MAINTENANCE SERVICES PG.51](#)

Recommendation:

- *Authorize the Executive Director to release a Request for Proposals for on-call weed abatement, debris removal, and related property maintenance services to establish a bench of multiple qualified contractors.*

Responsible Staff: Dolores Lopez, Regional Transit Planner

DISCUSSION CALENDAR:

10. [APPROVAL OF FISCAL YEAR 2026/2027 PROGRAM OF PROJECTS AND PUBLIC HEARING PG.53](#)

Recommendation:

- *Open public hearing and receive testimony.*
- *Approve the Program of Projects for federal transit operating, planning and capital assistance for Fiscal Year 2026/2027 in Attachment A.*

Responsible Staff: Heather Miller, Program Manager-Programming

11. [TRANSIT FUNDING OVERVIEW PG.59](#)

Recommendation:

- *Receive and file an overview of transit funding in Ventura County.*

Responsible Staff: Vanessa Schoenewald, Director of Programming

12. VENTURA COUNTY TRANSPORTATION MODEL UPDATE PG.73

Recommendation:

- *Receive and file a presentation on the Ventura County Transportation Model (VCTM) update.*

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

13. METROLINK VACANCY FOR ALTERNATE BOARD MEMBER PG.75

Recommendation:

- *Appoint a commissioner to participate as an alternate board member in the Metrolink board.*

Responsible Staff: Martin Erickson, Executive Director and Claire Grasty, Public Transit Director

14. GENERAL COUNSEL REPORTS-

15. AGENCY REPORTS-

Southern California Association of Governments (SCAG)

Primary: Commissioner Mike Judge

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

**16. ADJOURN to 9:00 a.m. Friday, December 4, 2026, at the City of Camarillo Council Chambers
601 Carmen Drive, Camarillo, Ca 93010.**



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Item 9A

November 6, 2026

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

CALL TO ORDER:

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

PLEDGE OF ALLEGIANCE was led by Commissioner Gorell.

ROLL CALL/MEMBERS PRESENT:

Martha McQueen-Legohn, City of Port Hueneme
Janice Parvin, County of Ventura
Jenny Crosswhite, City of Santa Paula
Chris Enegren, City of Moorpark
Bob Engler, City of Thousand Oaks
Mike Judge, City of Simi Valley
Matt LaVere, County of Ventura
Kelly Long, County of Ventura
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:

Dani Anderson, Citizen Rep., Cities
Carrie Broggie, City of Fillmore
Doug Halter, City of Ventura
Rachel Lang, City of Ojai

4. CEREMONIAL CALENDAR: VALLEY EXPRESS DRIVER OF THE YEAR:

The Commission recognized José Iniguez as Valley Express Driver of the Year for exceptional customer service and an accident-free safety record. Staff noted his 4.97 customer rating and approximately 4,250 trips during the preceding year. Mr. Iniguez thanked staff for their support

and dedicated the award to his mother. Commissioners expressed appreciation for Mr. Iniguez and their service.

5. PUBLIC COMMENT:

There were no public comments.

6. CALTRANS REPORT:

Gloria Roberts, District 7 Caltrans District Director, gave the Caltrans update report for the month of October.

7. COMMISSIONER REPORTS:

There were no reports under this item.

8. EXECUTIVE DIRECTOR REPORT:

Acting Executive Director Amanda Fagan reported on delivery of five new over-the-road coaches, bringing the number of new coaches with ADA-accessible vestibules to ten. Accessibility enhancements incorporated feedback from the 2025 Government and Disability Summit.

Ms. Fagan reported the draft environmental impact report/environmental assessment for the U.S. 101 Improvement Project was released September 30 for public review through December 7. She stated there will be five public hearings which are planned for November, beginning November 4 in Thousand Oaks, including a virtual Saturday meeting.

She also reported the Sespe Creek overflow railroad bridge repairs were expected to be completed by the end of October, with work in the creek expected to conclude by October 16. Permit deadlines had been extended in coordination with the permitting agencies.

Ms. Fagan also shared with the commission a Caltrans video that highlighted completion of the Arroyo Simi Bridge suicide prevention barrier. Ms. Fagan thanked Vice-Chair Parvin and Commissioner Enegren for their involvement. Ms. Fagan also stated that updated bicycle maps and bicycle/e-bike safety publications for young riders were available for distribution.

9. ADDITIONS/REVISIONS:

There were additions or revisions to the agenda.

10. CONSENT CALENDAR:

There were no public comments during the consent calendar.

Commissioner Judge moved to approve the consent calendar item 10A through 10J. The motion was seconded by Commissioner Parvin and passed unanimously.

Commissioner Judge and Commissioner Long requested abstention from item 10H. Union Pacific Railroad (UPRR) Supplemental Engineering Services Agreement For the Camarillo Station ADA Improvements Project and stated they would abstain from the item.

10A. APPROVE MINUTES OF SEPTEMBER 11, 2026, MEETING PG.9

Recommended Action:

- Approve the minutes of September 11, 2026.

10B. MONTHLY BUDGET REPORT PG.17

Recommended Action:

- Receive and file.

10C. AUTHORIZATION TO AMEND FISCAL YEAR 2026-2027 REGIONAL TRANSPORTATION PLANNING BUDGET PG.19

Recommended Action:

- Approve a Fiscal Year 2026/2027 Regional Transportation Planning program budget amendment to increase revenue appropriations by \$158,236 in Regional Early Action Planning 2.0 (REAP) CTC Partnership Program Grant funds and increase expenditures in the Consultant Services line item by the same amount.

10D. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR SEPTEMBER 2026 PG.21

Recommended Action:

- Receive and file an update on the Santa Paula Branch Line for the month of September 2026.

10E. RESOLUTION TO ACCEPT STATE HIGHWAY ACCOUNT AND SB1 FUNDING FOR THE FREEWAY SERVICE PATROL (FSP) PROGRAM PG.25

Recommended Action:

- Adopt Resolution No. 2026-10 to Provide Twenty-Five Percent (25%) Local Matching Fund Commitment and Authorize the Executive Director to Execute Funding Agreement No. FSP-27-6155(140) with Caltrans to Accept State Highway Account Funding Allocation for Freeway Service Patrol Operations.
- Adopt Resolution No. 2026-11 to Provide Twenty-Five Percent (25%) Local Matching Fund Commitment and Authorize the Executive Director to Execute Funding Agreement No. FSP-27SB1-6155(141) with Caltrans to Accept Senate Bill 1 Funding Allocation for Freeway Service Patrol Operations.

10F. VENTURA COUNTY GROUP TRANSIT ASSET MANAGEMENT (TAM) PLAN UPDATE PG.29

Recommended Action:

- Approve the 2026 update to the Ventura County Group Transit Asset Management (TAM) Plan.

10G. TITLE VI PROGRAM UPDATE CONTRACT AWARD PG.33

Recommended Action:

- Authorize the Executive Director to execute a consultant services agreement with Transportation Management and Design, Inc. to prepare the 2027 Title VI Program Update in an amount not to exceed \$55,000.

10H. UNION PACIFIC RAILROAD (UPRR) SUPPLEMENTAL ENGINEERING SERVICES AGREEMENT FOR THE CAMARILLO STATION ADA IMPROVEMENTS PROJECT PG.37

Recommended Action:

- Authorize the Executive Director to execute a Supplemental Agreement with Union Pacific Railroad Company for construction review-related services for the Camarillo Station Americans with Disabilities (ADA) Improvements Project in a not-to-exceed amount of \$60,000, subject to General Counsel review.

10I. VCTC INTERCITY TRANSIT REQUEST FOR PROPOSALS PG.39

Recommended Action:

- Authorize the Executive Director to finalize and issue a Request for Proposal (RFP) for VCTC Intercity Transit Services.

10J. CONTRACT AMENDMENT WITH MMO PARTNERS PG.41

Recommended Action:

- Approve Contract Amendment #3 with MMO partners increasing the contract amount by \$49,000 and authorize the Executive Director to execute the contract amendment.

DISCUSSION CALENDAR:

11. EFFORTS TO KEEP VCTC TRANSIT SERVICES SUSTAINABLE PG.45

Recommended Action:

- Receive and file presentation.

Claire Grasty, Public Transit Director, provided a PowerPoint presentation on the Efforts to Keep VCTC Transit Services Sustainable. She gave an overview of financial challenges, actions taken, and future strategies for transit services managed by VCTC or provided through its partner agencies.

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

12. REGIONAL TRANSIT TECHNOLOGY UPDATE PG.57

Recommended Action:

- Receive and file.

Matt Miller, Program Manager, Transit Contracts, presented a PowerPoint and update on regional transit technology.

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

13. GENERAL COUNSEL REPORTS-

General Counsel had no report.

14. AGENCY REPORTS-

Southern California Association of Governments (SCAG)

Primary: Commissioner Mike Judge

Commissioner Judge reported that the Transportation Committee forwarded FY 2029–2030 Surface Transportation Block Grant and Congestion Mitigation and Air Quality program guidelines and a call for projects, representing an estimated \$1.38 billion funding opportunity for eligible applicants in the SCAG region. He stated that eligible uses included transportation infrastructure, transit capital projects, and projects supporting clean air requirements.

He also discussed SCAG’s Smart Cities Strategic Plan and encouraged cities considering automated vehicle services to consult SCAG regarding technology readiness.

Southern California Regional Rail Authority (Metrolink-SCRRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

No report was provided.

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 on a Ventura promotional train wrap, strong ridership and capacity demand on some trains, and he stated September was Rail Safety Month. He cited 91

incidents, including 31 fatalities, during the preceding year along the corridor. He also discussed Orange County rail infrastructure vulnerabilities, an El Niño task force, and coastal rail hazard resiliency study.

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

Commissioner White was unable to attend and thanked Aubrey Smith, VCTC Program Manager, Regional Transit Planning, for attending on his behalf. He stated the next meeting would take place on November 20 in Santa Barbara.

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

Commissioner Crosswhite announced a virtual California Housing Law and Policy Update on October 29, November 12, and November 17, from 10 a.m. to 12:30 p.m. Ms. Crosswhite reported a sophisticated vendor-related cyberattack that redirected an invoice payment and encouraged member agencies to verify electronic payment instructions. She noted a reminder that voting privileges may be suspended after 60 days of unpaid membership dues. She also reported on an “oppose” position on Proposition 43 and reported SB 1087 was signed into law with a signed letter from the Governor.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

Commissioner White reported positive news regarding an anticipated \$2.25 million State allocation associated with electric vans located in Ventura County. He reported a strong summer performance, a reported positive balance of \$27,000, and increased community participation in vanpool service.

15. ADJOURNMENT

There being no further business, the Ventura County Transportation Commission meeting was adjourned at 10:10 a.m.

The next commission meeting will be held on Friday, November 6, 2026, at 9 a.m. at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, CA 93010.



Item 9B

November 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

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

DISCUSSION:

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

The September 30, 2026, budget report indicates that the revenues were approximately 15.8% of the adopted budget while expenditures were approximately 18.3% of the adopted budget. The revenues and expenditures are as expected at this time. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on an even percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

Some revenues are received at the beginning of the year while other revenues are received after grants are approved. In many instances, the Ventura County Transportation Commission (VCTC) incurs expenditures and then submits for reimbursement from federal, state, and local agencies which may also cause a slight lag in reporting revenues. Furthermore, the STA, SGR, LTF and SAFE revenues are received in arrears. The State Board of Equalization collects the taxes and remits them to the Commission after the reporting period for the business. STA and SGR revenues are paid quarterly with a two to three-month additional lag and LTF receipts are paid monthly with a two-month lag. For example, the July through September STA and SGR receipts are often not received until October or November and the July LTF receipts are not received until September. The Department of Motor Vehicle collects the SAFE funds and remits them monthly with a two-month lag.

The Commission's capital assets are presented on the Balance Sheet. Capital assets that are "undepreciated" consist of land and rail lines owned by the Commission. Capital assets that are depreciated consist of buildings, rail stations, transit equipment, and office furniture and equipment. Capital assets and depreciation are adjusted annually at the end of the fiscal year.

The Commission's deferred outflows, deferred inflows and pension liability are presented on the Balance Sheet. These accounts represent the accrual information for pension accruals with the implementation of the Governmental Accounting Standards Board (GASB) Statement 68 (pensions) and Statement 75 (other postemployment benefits). This information is based on actuarial information that is provided once a year. The deferred outflows, deferred inflows and pension liability are adjusted annually at the end of the fiscal year.

The Commission's accrued lease, and subscription-based IT arrangement (SBITA) liability and associated interest are presented on the Balance Sheet. These accounts represent the accrual information for leases that qualify with the implementation of the Government Accounting Standards Board (GASB) Statement 87 and 96. This information is based on an amortization schedule and is adjusted annually at the end of the fiscal year. Currently the only lease that qualifies is the office lease and the only SBITA that qualifies is for the pass card readers.

The Commission's liability for compensated absences under GASB 101 is presented on the Balance Sheet. The compensated absences accrual is adjusted annually at the end of the fiscal year.

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF SEPTEMBER 30, 2026**

Assets and Deferred Outflows

Cash and Investments	\$ 71,410,389
Receivables/Due from other funds	16,285,905
Prepays and Deposits	528,503
Capital Assets, undepreciated	27,404,160
Capital Assets, depreciated, net	28,995,737
Deferred Outflows	1,467,476
Total Assets and Deferred Outflows	<u>\$ 146,092,170.33</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses and Due to Other	\$ 20,487,002
Deferred Revenue	15,121,080
Deposits	67,059
Accrued Vacation	453,887
Accrued Lease-SBITA liability and interest	979,525
Deferred Inflows	669,538
Pension Liability	316,415
OPEB Liability (Asset)	190,057
Total Liabilities and Deferred Inflows:	<u>\$ 38,284,563</u>

Net Position:

Invested in Capital Assets	\$56,399,898
Fund Balance	51,407,710
Total Net Position	<u>\$107,807,608</u>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2026**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues												
Federal Revenues	\$ 2,886,950	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,338,532	\$ 355,821	\$ 4,581,303	\$ 22,648,236	(18,066,933)	20.23
State Revenues	956,705	4,139,956	0	382,447	0	3,683,389	5,886,907	0	15,049,404	113,282,324	(98,232,920)	13.28
Local Revenues	58,219	0	0	0	0	311,145	648,481	1,805,463	2,823,308	4,484,328	(1,661,020)	62.96
Other Revenues	770	0	0	0	0	0	3,407	0	4,177	0	4,177	0.00
Interest	1,971	0	0	469	0	194	274	396	3,304	1,888,981	(1,885,677)	0.17
Total Revenues	3,904,615	4,139,956	0	382,916	0	3,994,728	7,877,601	2,161,680	22,461,496	142,303,869	(119,842,373)	15.78
Expenditures												
Administration												
Personnel Expenditures	1,027,090	0	0	0	0	0	64,592	17,443	1,109,125	5,507,700	(4,398,575)	20.14
Legal Services	14,021	0	0	0	0	0	0	0	14,021	37,900	(23,879)	36.99
Professional Services	26,382	0	0	0	0	0	0	0	26,382	238,000	(211,618)	11.08
Office Leases	48,828	0	0	0	0	0	0	0	48,828	213,800	(164,972)	22.84
Office Expenditures	768,611	0	0	0	0	0	49,025	13,239	830,875	1,157,200	(326,325)	71.80
Total Administration	1,884,932	0	0	0	0	0	113,617	30,682	2,029,231	7,154,600	(5,125,369)	28.36
Programs and Projects												
Transit & Transportation Program												
Regional Transit Technology	713,891	0	0	0	0	0	0	0	713,891	4,624,130	(3,910,239)	15.44
SD-Accessible Mobility Service	75,108	0	0	0	0	0	0	0	75,108	503,100	(427,992)	14.93
VCTC Intercity Bus Services	0	0	0	0	0	0	8,240,027	0	8,240,027	31,654,800	(23,414,773)	26.03
Valley Express Bus Services	0	0	0	0	0	0	0	499,855	499,855	3,464,300	(2,964,445)	14.43
Transit Grant Administration	1,614,322	0	0	0	0	0	0	0	1,614,322	28,159,700	(26,545,378)	5.73
Total Transit & Transportation	2,403,321	0	0	0	0	0	8,240,027	499,855	11,143,203	68,406,030	(57,262,827)	16.29
Highway Program												
Motorist Aid Services	0	0	0	474,874	0	0	0	0	474,874	2,091,500	(1,616,626)	22.70
Highway Program Management	163,027	0	0	0	0	0	0	0	163,027	2,125,400	(1,962,373)	7.67
Total Highway	163,027	0	0	474,874	0	0	0	0	637,901	4,216,900	(3,578,999)	15.13

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2026**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues												
Rail Program												
Metrolink & Commuter Rail	3,765,689	0	0	0	0	0	0	0	3,765,689	24,698,365	(20,932,676)	15.25
LOSSAN & Coastal Rail	6,376	0	0	0	0	0	0	0	6,376	797,300	(790,924)	0.80
Santa Paula Branch Line	0	0	0	0	0	6,143,182	0	0	6,143,182	11,879,595	(5,736,413)	51.71
Total Rail	3,772,065	0	0	0	0	6,143,182	0	0	9,915,247	37,375,260	(27,460,013)	26.53
Commuter Assistance Program												
Reg Transit Information Center	12,416	0	0	0	0	0	0	0	12,416	37,500	(25,084)	33.11
Rideshare Programs	26,000	0	0	0	0	0	0	0	26,000	306,400	(280,400)	8.49
Total Commuter Assistance	38,416	0	0	0	0	0	0	0	38,416	343,900	(305,484)	11.17
Planning & Programming												
TDA Administration	0	5,380,494	0	0	0	0	0	0	5,380,494	42,574,694	(37,194,200)	12.64
Transportation Programming	4,399	0	0	0	0	0	0	0	4,399	91,800	(87,401)	4.79
Regional Transportation Planni	84,830	0	0	0	0	0	0	0	84,830	1,364,200	(1,279,370)	6.22
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	28,000	(28,000)	0.00
Regional Transit Planning	596,608	0	0	0	0	0	0	0	596,608	5,113,400	(4,516,792)	11.67
Total Planning & Programming	685,837	5,380,494	0	0	0	0	0	0	6,066,331	49,172,094	(43,105,763)	12.34
General Government												
Community Outreach	33,137	0	0	0	0	0	0	0	33,137	201,500	(168,363)	16.45
State & Federal Relations	40,388	0	0	0	0	0	0	0	40,388	223,500	(183,112)	18.07
Management & Administration	1,028,559	0	0	0	0	0	0	0	1,028,559	1,895,700	(867,141)	54.26
Total General Government	1,102,084	0	0	0	0	0	0	0	1,102,084	2,320,700	(1,218,616)	47.49
Total Expenditures	10,049,682	5,380,494	0	474,874	0	6,143,182	8,353,644	530,537	30,932,413	168,989,484	(138,057,071)	18.30

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2026**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues over (under) expenditures	(6,145,067)	(1,240,538)	0	(91,958)	0	(2,148,454)	(476,043)	1,631,143	(8,470,917)	(26,685,615)	18,214,698	31.74
Other Financing Sources												
Transfers Into GF From LTF	8,119,453	0	0	0	0	0	0	0	8,119,453	14,198,201	(6,078,748)	57.19
Transfers Into GF From STA	1,355,777	0	0	0	0	0	0	0	1,355,777	5,864,368	(4,508,591)	23.12
Transfers In GF From SGR	131,048	0	0	0	0	0	0	0	131,048	5,043,363	(4,912,315)	2.60
Transfers Into GF From SAFE	12,915	0	0	0	0	0	0	0	12,915	159,620	(146,705)	8.09
Transfers Into GF From SPBL	35,377	0	0	0	0	0	0	0	35,377	289,900	(254,523)	12.20
Transfers Into SPBL From STA	0	0	0	0	0	4,495,171	0	0	4,495,171	7,011,875	(2,516,704)	64.11
Transfers Into VI From STA	0	0	0	0	0	0	2,000,000	0	2,000,000	11,107,588	(9,107,588)	18.01
Transfers Out of LTF Into GF	0	(8,119,453)	0	0	0	0	0	0	(8,119,453)	(14,198,201)	6,078,748	57.19
Transfers Out of STA Into GF	0	0	(1,355,777)	0	0	0	0	0	(1,355,777)	(5,864,368)	4,508,591	23.12
Transfers Out of STA Into SPBL	0	0	(4,495,171)	0	0	0	0	0	(4,495,171)	(7,011,875)	2,516,704	64.11
Transfers Out of STA Into VI	0	0	(2,000,000)	0	0	0	0	0	(2,000,000)	(11,107,588)	9,107,588	18.01
Transfers Out of SAFE Into GF	0	0	0	(12,915)	0	0	0	0	(12,915)	(159,620)	146,705	8.09
Transfers Out of SPBL Into GF	0	0	0	0	0	(35,377)	0	0	(35,377)	(289,900)	254,523	12.20
Transfers Out of SGR Into GF	0	0	0	0	(131,048)	0	0	0	(131,048)	(5,043,363)	4,912,315	2.60
Total Other Financing Sources	9,654,570	(8,119,453)	(7,850,948)	(12,915)	(131,048)	4,459,794	2,000,000	0	0	0	0	0.00
Net Change in Fund Balances	3,509,503	(9,359,991)	(7,850,948)	(104,873)	(131,048)	2,311,340	1,523,957	1,631,143	(8,470,917)	(26,685,615)	18,214,698	31.74
Beginning Fund Balance w/o capital assets *	5,648,051	17,809,605	27,334,695	3,528,175	6,492,653	25,367	144,750	7,892	60,991,188			
Long-term Pension/OPEB/Vacation/Leases/SBITA Net Adjustment*	(1,083,464)	-	-	-	-	-	(29,097)	-	(1,112,561)			
Fund Balance as of September 30, 2026	8,074,090	8,449,614	19,483,747	3,423,302	6,361,605	2,336,707	1,639,610	1,639,035	51,407,710			

** Note Fund Balance is not audited. Adjustments to fund balance, if any, will be included in the November monthly report.

*Government Accounting Standards Board (GASB) Statements 68, GASB 75, GASB 87 and GASB 96 require full accrual of pension, OPEB, Lease, and Subscription-based IT agreements (SBITA) liabilities/interest, deferred inflows, and deferred outflows on financial statements. These calculations are updated annually.

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF SEPTEMBER 30, 2026**

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

Institution	Investment Type	Maturity Date	Interest to Date**	Rate	Balance
Wells Fargo	Government Checking	N/A	\$3,303.63	EAC & 0.48%	\$7,956,173.03
LAIF	State Pool	N/A	0	3.91%	5,437,162.82
County of Ventura	Treasury Pool	N/A	0	3.63%	57,666,209.13
State of California	Deposit on Mediation	N/a	0		0
VCCF Bike Fund	Investment	N/A	Annually	Annually	3,746.24
Total			\$1,094.83		\$71,063,291.22

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

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

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

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

The Commission's funds not needed for immediate use are invested in the California Local Agency Investment Fund (LAIF). Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the account the month following the quarter end. A small portion of interest earned in the LAIF account is for unearned revenues and the interest is not recognized until the corresponding expenses are recognized. The amounts shown above are not adjusted for fair value. Wells Fargo Bank, County of Ventura and LAIF statements are the sources for provided information.

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



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Item 9C

November 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR AND ROXANNA IBARRA, CLERK OF THE BOARD
SUBJECT: ADOPT RESOLUTION APPROVING THE 2026 BIENNIAL NOTICE TO THE VENTURA COUNTY TRANSPORTATION COMMISSION'S CONFLICT OF INTEREST CODE

RECOMMENDATION:

- Adopt Resolution No. 2026-12 approving and amending the Conflict of Interest Code.

DISCUSSION:

Under the Political Reform Act, public entities are required to periodically update their Conflict of Interest Codes. Per this requirement the existing designated positions in the Conflict of Interest Code have been revised to be in sync with the current position allocations. Further, we have added two positions to the list of positions required to file disclosures. In addition, the additional titles has been updated to reflect their current disclosure designation. A redlined version of the proposed amended Code is attached (Attachment A). We have also added an informational appendix to identify filers under Government Code section 87200 that manage public investments.

In general, Conflict of Interest Codes: (1) incorporate by reference the provisions of the Political Reform Act, and its implementing regulations, which constitutes the substantive requirements of an agency's code; (2) designate each position title and number of people holding that position which must file a Statement of Economic Interest (Form 700); (3) designate categories of financial interest which each designated position must disclose; and (4) specify the Filing Officer with whom each designated position holder files his/her Form 700.

VCTC's Conflict of Interest Code identifies all positions within the VCTC Agencies that participate in the making of governmental decisions. These designated individuals are required to disclose certain financial interests under state law. The attached Joint Resolution, if adopted, would amend VCTC's Conflict of Interest Code as required by the Political Reform Act.

ATTACHMENTS

CONFLICT OF INTEREST CODE

EXHIBIT A- DESIGNATED POSITIONS AND FILING OFFICERS

EXHIBIT B- LIST OF CATEGORIES

APPENDIX

ATTACHMENT A- REDLINE VERSION OF DESIGNATED POSITIONS AND FILING OFFICERS

RESOLUTION NO. 2026-12

A JOINT RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION, THE VENTURA COUNTY AIRPORT LAND USE COMMISSION, THE VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES, THE CONSOLIDATED TRANSPORTATION SERVICES AGENCY FOR VENTURA COUNTY, AND THE VENTURA COUNTY CONGESTION MANAGEMENT AGENCY APPROVING AND ADOPTING THE EXECUTION OF THE 2024 LOCAL AGENCY BIENNIAL NOTICE REGARDING THE VENTURA COUNTY TRANSPORTATION COMMISSION'S CONFLICT-OF-INTEREST CODE FOR SAID ORGANIZATIONS

THE VENTURA COUNTY TRANSPORTATION COMMISSION ("VCTC"), THE VENTURA COUNTY AIRPORT LAND USE COMMISSION ("ALUC"), THE VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES ("SAFE"), THE CONSOLIDATED TRANSPORTATION SERVICES AGENCY FOR VENTURA COUNTY ("CTSA"), AND THE VENTURA COUNTY CONGESTION MANAGEMENT AGENCY ("CMP"), (hereafter, collectively referred to as "VCTC Agencies"), do hereby resolve as follows:

WHEREAS, the Fair Political Practices Commission has adopted regulation (Cal. Code Regs., tit.2, § 18730) which contains the terms of a standard Conflict of Interest Code which may be incorporated by reference, and which may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act after public notice and hearing; and

WHEREAS, pursuant to the Political Reform Act, all local government agencies are required to adopt and promulgate conflict of interest codes, and to conduct a review of the codes in each even-numbered year to determine its accuracy or amend as needed; and

WHEREAS, the Ventura County Board of Supervisors is the reviewing body with regard to local conflict of interest codes that must be adopted by various agencies within Ventura County; and

WHEREAS, biennial review is intended to ensure conflict of interest codes remain current and accurate, and include disclosure by those agency officials who make or participate in making governmental decisions; and

NOW THEREFORE, BE IT RESOLVED, the VCTC Agencies do hereby resolve as follows:

- I. The Conflict of Interest Code attached to this Resolution and incorporated herein as Exhibit A is hereby adopted.
- II. The designated positions, filing officers, and disclosure categories definitions in the Conflict of Interest Code are hereby approved and adopted.
- III. The Chair of the VCTC Agencies is hereby authorized to execute this Resolution adopting the Conflict of Interest Code incorporated herein.
- IV. The Executive Director of the VCTC Agencies shall certify the adoption of this Resolution and shall be the designated person to receive and file statements of economic interests for VCTC. Upon receipt of such statements, the Executive Director is directed to retain a copy for a period of not less than 10 years and forward the originals to the County Clerk.
- V. The Secretary of the VCTC Agencies is authorized to forward a copy of the adopted 2026 Local Agency Biennial Notice and Amend Conflict of Interest Code to the Board of Supervisors for its review and approval.

PASSED APPROVED AND ADOPTED this 6th day of November 2026.

MARTHA McQUEEN-LEGOHN, Chair, VCTC

ATTEST:

ROXANNA IBARRA, Clerk of the Board

APPROVED AS TO FORM:

LINDSAY D'ANDREA, General Counsel

**CONFLICT OF INTEREST CODE
VENTURA COUNTY TRANSPORTATION COMMISSION**

The Political Reform Act, Government Code section 81000 et seq., requires local government agencies to adopt and promulgate Conflict of Interest Codes. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs., § 18730) which contains the terms of a standard Conflict of Interest Code, which may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act after public notice and hearings.

The terms of California Code of Regulations, Title 2, Section 18730, and any amendment to it duly adopted by the Fair Political Practices Commission, are hereby incorporated by reference as the Conflict of Interest Code for the **Ventura County Transportation Commission**, and along with the attached Exhibit A, which designates positions requiring disclosure and Exhibit B, which sets forth disclosure categories for each designated position, constitute the Conflict of Interest Code of the **Ventura County Transportation Commission**. Persons holding positions designated in Exhibit A shall file Form 700 Statements of Economic Interests with the Filing Officer specified for that position in Exhibit A.

IN PREPARING THE FORM 700, DESIGNATED FILERS NEED ONLY DISCLOSE THOSE FINANCIAL INTERESTS FALLING WITHIN THE DISCLOSURE CATEGORIES DESIGNATED FOR THAT FILER'S POSITION AS STATED IN EXHIBITS A AND B.

APPROVED AND ADOPTED this ___ day of _____, 2026:

By: _____
Print Name: _____
Title: _____

EXHIBIT A – DESIGNATED POSITIONS AND FILING OFFICERS

# of POSITIONS	POSITION TITLE	DISCLOSURE CATEGORIES (From Exhibit B)	FILING OFFICER (Designate County Clerk of Board [COB] or Local Agency's Clerk [AC])
18	Commissioners	1	COB
1	Clerk of the Board	1	COB
1	Director of Planning & Sustainability	1	COB
1	Director of Programming	1	COB
1	Director Public Transit	1	COB
1	Program Manager, Accounting	1	COB
1	Program Manager, Government & Community Relations	1	COB
2	Program Manager, Programming	1	COB
1	Program Manager, Regional Transit Planning	1	COB
1	Program Manager, Transit Contracts	1	COB
1	Program Manager, Transportation Data & Services	1	COB
1	Program Manager, Transportation Planning	1	COB
1	General Counsel	1	COB
Consultants ¹			

¹ The disclosure, if any, required of a consultant will be determined on a case-by-case basis by the head of the agency or designee. The determination of whether a consultant has disclosure requirements should be made in writing on a Fair Political Practices Commission Form 805. The determination should include a description of the consultant's duties and based upon that description, a statement of the extent, if any, of the disclosure requirements. Each Form 805 is a public record and should be retained for public inspection either in the same manner and location as the Conflict of Interest Code, or with appropriate documentation at the location where the Conflict of Interest Code is maintained, cross-referencing to the Form 805.

EXHIBIT B – DISCLOSURE CATEGORIES

The terms *italicized* below have specific meaning under the Political Reform Act. In addition, the financial interests of a spouse, domestic partner and dependent children of the public official holding the designated position may require reporting. Consult the instructions and reference pamphlet of the Form 700 for explanation.

Category 1 – BROADEST DISCLOSURE

[SEE FORM 700 SCHEDULES A-1, A-2, B, C, D and E]

- (1) All sources of *income, gifts, loans and travel payments*;
- (2) All *interests in real property*; and
- (3) All *investments and business positions in business entities*.

Category 2 – REAL PROPERTY

[SEE FORM 700 SCHEDULE B]

All interests in real property, including interests in real property held by business entities and trusts in which the public official holds a business position or has an investment or other financial interest.

Category 3 – LAND DEVELOPMENT, CONSTRUCTION AND TRANSACTION

[SEE FORM 700 SCHEDULES A-1, A-2, C, D and E]

All investments, business positions and sources of income, gifts, loans and travel payments, from sources which engage in land development, construction, or real property acquisition or sale.

Category 4 – PROCUREMENT

[SEE FORM 700 SCHEDULES A-1, A-2, C, D and E]

All investments, business positions and sources of income, gifts, loans and travel payments, from sources which provide services, supplies, materials, machinery or equipment which the designated position procures or assists in procuring on behalf of their agency or department.

Category 5 – REGULATION AND PERMITTING

[SEE FORM 700 SCHEDULES A-1, A-2, C, D and E]

All investments, business positions and sources of income, gifts, loans and travel payments, from sources which are subject to the regulatory, permitting or licensing authority of, or have an application or license pending before, the designated position's agency or department.

Category 6 – FUNDING

[SEE FORM 700 SCHEDULES A-1, A-2, C, D and E]

All investments, business positions and sources of income, gifts, loans and travel payments, from sources which receive grants or other funding from or through the designated position's agency or department.

APPENDIX - DESIGNATING OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

Pursuant to Government Code section 87200 et seq., certain city and county officials, as well as all “other officials who manage public investments,” are required to disclose their economic interests in accordance with the Political Reform Act. This Appendix provides the relevant definitions for determining which public officials qualify as “other officials who manage public investments,” designates the agency’s positions which qualify as such, and states the Filing Officer for each designated position.

APPLICABLE DEFINITIONS

As set forth in 2 California Code of Regulations section 18700.3, the following definitions apply for the purposes of Government Code section 87200:

(1) “Other public officials who manage public investments” means:

(A) Members of boards and commissions, including pension and retirement boards or commissions, or of committees thereof, who exercise responsibility for the management of public investments;

(B) High-level officers and employees of public agencies who exercise primary responsibility for the management of public investments, such as chief or principal investment officers or chief financial managers. This category shall not include officers and employees who work under the supervision of the chief or principal investment officers or the chief financial managers; and

(C) Individuals who, pursuant to a contract with a state or local government agency, perform the same or substantially all the same functions that would otherwise be performed by the public officials described in subdivision (1)(B) above.

(2) “Public investments” means the investment of public moneys in real estate, securities, or other economic interests for the production of revenue or other financial return.

(3) “Public moneys” means all moneys belonging to, received by, or held by, the state, or any city, county, town, district, or public agency therein, or by an officer thereof acting in his or her official capacity, and includes the proceeds of all bonds and other evidences of indebtedness, trust funds held by public pension and retirement systems, deferred compensation funds held for investment by public agencies, and public moneys held by a financial institution under a trust indenture to which a public agency is a party.

(4) “Management of public investments” means the following non-ministerial functions: directing the investment of public moneys; formulating or approving investment policies; approving or establishing guidelines for asset allocations; or approving investment transactions.

DESIGNATED POSITIONS AND FILING OFFICERS

Based on the foregoing, the following agency positions and/or consultants qualify as “other officials who manage public investments” and shall file Statements of Economic Interests (Form 700) pursuant to Government Code section 87200 et seq. with the below-designated Filing Officers:

# of POSITIONS	POSITION TITLE	DISCLOSURE CATEGORIES (From Exhibit B)	FILING OFFICER (Designate County Clerk of Board [COB] or Local Agency’s Clerk [AC])
18	Commissioners	1	COB
1	Executive Director	1	COB
1	Finance Director	1	COB
Consultants ¹		1	COB

ATTACHMENT ~~EXHIBIT~~ A – DESIGNATED POSITIONS AND FILING OFFICERS

# of POSITIONS	POSITION TITLE	DISCLOSURE CATEGORIES (From Exhibit B)	FILING OFFICER (Designate County Clerk of Board [COB] or Local Agency's Clerk [AC])
184	Commissioners	4	COB
1	Clerk of the Board	1	COB
1	Director of Planning & Sustainability	1	COB
1	Director of Programming	1	COB
1	Director Public Transit Director	1	COB
4	Executive Director	4	COB
4	Finance Director	4	COB
1	Program Manager, Accounting	1	COB
1	Program Manager, Government & Community Relations	1	COB
24	Program Manager, Programming	1	COB
1	Program Manager, Regional Transit Planning	1	COB
1	Program Manager, Transit Contracts	1	COB
1	Program Manager, Transportation & Data Services	1	COB
1	Program Manager, Transportation Planning	1	COB
1	General Counsel	1	COB
Consultants ¹			

¹ The disclosure, if any, required of a consultant will be determined on a case-by-case basis by the head of the agency or designee. The determination of whether a consultant has disclosure requirements should be made in writing on a Fair Political Practices Commission Form 805. The determination should include a description of the consultant's duties and based upon that description, a statement of the extent, if any, of the disclosure requirements. Each Form 805 is a public record and should be retained for public inspection either in the same manner and location as the Conflict of Interest Code, or with appropriate documentation at the location where the Conflict of Interest Code is maintained, cross-referencing to the Form 805.



Item 9D

November 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR AND ROXANNA IBARRA, CLERK OF THE BOARD/EXECUTIVE ASSISTANT

SUBJECT: 2027 VCTC REGULAR MEETING SCHEDULE

RECOMMENDATION:

- Adopt the proposed 2027 VCTC regular monthly meeting schedule (Attachment A).

BACKGROUND:

It is recommended the following VCTC meeting date schedule be adopted for 2027. Staff recommend adopting the proposed 2027 meeting schedule with the following adjustments due to accommodate holidays and conferences:

- **January, July, and September:** Hold meetings on the second Friday because the first Friday falls on or near a holiday weekend.
- **May:** Hold the meeting on the second Friday to avoid a conflict with the Southern California Association of Governments (SCAG) Regional Conference and General Assembly.
- **October:** Hold the meeting on the second Friday to avoid a conflict with the Mobility 21 Annual Summit.

Also, historically the Ventura County Transportation Commission (VCTC) holds its commission meetings at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, CA 93010 at 9:00 a.m.

ATTACHEMENT

Attachment A- VCTC REGULAR MEETING SCHEDULE 2027

Attachment A- VCTC REGULAR MEETING SCHEDULE 2027

VCTC REGULAR MEETING SCHEDULE 2027

<u>MONTH</u>	<u>DATE</u>	<u>DAY</u>	<u>TIME</u>	<u>NOTES</u>
January	8	Friday	9:00 AM	Second Friday (New Year's Holiday)
February	5	Friday	9:00 AM	First Friday
March	5	Friday	9:00 AM	First Friday
April	2	Friday	9:00 AM	First Friday
May	14	Friday	9:00 AM	Second Friday (SCAG Annual Conference)
June	4	Friday	9:00 AM	First Friday
July	9	Friday	9:00 AM	Second Friday
August (DARK)	6	DARK	-----	-----
September	10	Friday	9:00 AM	First Friday
October	8	Friday	9:00 AM	Second Friday (Mobility 21 Summitt)
November	5	Friday	9:00 AM	First Friday
December	3	Friday	9:00 AM	First Friday



Item 9E

Date: November 4, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: CONSTRUCTION MANAGEMENT CONSULTANT SERVICES AGREEMENT FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR AMENDMENT NO. 8

RECOMMENDATION:

- Approve Amendment No. 8 to the Agreement with RailPros for Construction Management Services to increase the not-to-exceed amount by \$64,624.68, for a total not to exceed amount of \$2,343,919.84.
- Approve an Amendment to the Fiscal Year 2026/2027 Santa Paula Branch Line Program Budget as follows: Increase expenditures by \$64,624.68 in the Consultant Services category. Increase the STA revenue appropriation by \$64,624.68 via a transfer into SPBL from STA Fund and a transfer-out from STA to the SPBL Fund.

BACKGROUND:

For the November 2025 and January and March 2026 Commission agendas, VCTC staff provided detailed written staff reports and verbal presentations on the Sespe Creek Overflow railroad bridge repair project. Please refer to the corresponding staff reports for project background.

On February 18, 2026, VCTC submitted to the U.S. Army Corps of Engineers (USACE) a request to extend the performance period for the Regional General Permit #63 beyond the February 28, 2026 deadline. On April 8, USACE issued a reverification letter granting the requested extension through September 30. Subsequent extension requests extended the RG-63 permit deadline through October 28, 2026.

On March 13, 2026, VCTC also submitted to CalOES and FEMA a request to extend the FEMA activity completion deadline beyond the March 13, 2026 deadline, also through September 30, 2026. Consideration of an extension is pending obligation by FEMA, which has been pending Large Project Review since September 2025. FEMA indicated that the timeline for consideration and approval was affected by the Department of Homeland Security's partial shutdown earlier this year.

STRATEGIC PLAN COMMITMENT:

This report aligns with the following VCTC Strategic Plan commitment Objective:

- B21: “Partner with Sierra Northern Railway, corridor cities and the County to operate, maintain, and improve the Santa Paula Branch Line railroad and right-of-way corridor as a countywide community asset, ensuring outreach to stakeholders in the process.”

DISCUSSION:

VCTC approved Amendment No. 6 on July 10, 2026 to increase the not-to-exceed amount, as further detailed in the July Commission Agenda Staff Report for Item 10F. VCTC then administratively approved Amendment No. 7, a no-net-cost amendment on October 8, 2026 to reallocate funds from subconsultant GHD to RailPros for extended CM coverage.

In-water substantial completion and CDFW acceptance of the Habitat Restoration Plan were achieved in September and October 2026. Substantial completion is anticipated for the full project on or about November 6, 2026. However, continued CM, biological, and labor-compliance support is required to complete remaining track work, punch-list and corrective work, implementation of the habitat-restoration plan, project documentation, and regulatory closeout. The CM team must also complete the remaining documentation and disposition of CIDH-derived materials, including applicable testing, mapping, disposal records, and restoration of affected areas before contractor demobilization.

This requested Amendment No. 8 provides for the final level of effort necessary to maintain RailPros’ construction management and closeout support, continue biological monitoring and reporting through the transition into restoration, and provide an additional month of labor-compliance services. Approval of this amendment will allow the team to preserve the progress already achieved, complete the remaining contractual and environmental obligations, and transition the project from active construction into final closeout and long-term habitat-restoration monitoring as required by regulatory permits.

The work is within the scope of the original Request for Proposals and contract with RailPros but exceeds the anticipated level of effort. As such, staff recommends approval of Amendment No. 8 to the agreement with RailPros for Construction Management services.

VCTC will continue to work with FEMA and CalOES to pursue obligation and reimbursement of eligible project costs. As of the Agenda publication deadline, funding for permanent repairs to the bridge are pending “Large Project Review” and subsequent obligation by FEMA as a Category C (“CAT C”) project (Project # 754588). Upon obligation by FEMA, it is anticipated that costs associated with biological monitoring will be eligible for reimbursement at rates of 75% FEMA and 18.75% CalOES, with a 6.25% local match contribution.

FISCAL IMPACT:

Approval of this item will increase expenditures by \$64,624.68 in the Consultant Services category, and increase the STA revenue appropriation by \$64,624.68 via a transfer into SPBL from STA Fund and a transfer-out from STA to the SPBL Fund.



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Item 9F

November 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING

**SUBJECT: ACTIVE TRANSPORTATION PROGRAM REGIONAL PRIORITIZATION
METHODOLOGY**

RECOMMENDATION:

- Approve a methodology to prioritize local projects for funding under the Cycle 8 Metropolitan Planning Organization Component of the Active Transportation Program.

BACKGROUND:

The Active Transportation Program (ATP) was created by Senate Bill (SB) 99 to encourage increased use of active modes of transportation, such as walking and biking. The ATP consolidated various transportation programs into a single program and was originally funded at about \$123 million a year from a combination of state and federal funds. The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished by walking and biking; increasing the safety and mobility of non-motorized users; advancing efforts of regional agencies to achieve greenhouse gas reduction goals; enhancing public health; and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities.

In 2017, the Legislature passed and the Governor signed SB 1, also known as the Road Repair and Accountability Act. SB 1 directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP, significantly augmenting the available funding for the program.

ATP funding is distributed through three competitive components: Statewide (50%), Small Urban and Rural (10%), and Metropolitan Planning Organization (MPO) (40%), with funding distributed to MPOs by population. The California Transportation Commission (CTC) administers the Statewide and Small Urban/Rural components, while MPOs across the state administer their respective MPO components. Southern California Association of Governments (SCAG) administers the MPO component, also known as the Regional ATP, for the SCAG region.

Projects selected for funding in the MPO Component must abide by all policies and reporting requirements outlined in the statewide ATP guidelines. Additionally, each component must dedicate at least 25% of funding to disadvantaged communities, limit planning projects to 2% of available funding, and generally does not require a local match, although MPOs may require one for MPO-funded projects.

For Cycle 8, the SCAG region's share is almost \$129 million. In accordance with the Cycle 8 Regional ATP Guidelines developed by SCAG, population-based funding targets have been established for the six counties in the SCAG region; the Ventura County target totals approximately \$5.7 million. Of that amount, \$115,000 may be available for planning projects and \$5.6 million available for implementation and capacity building projects.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

B1. Encourage city and county partners to plan and prioritize building new bike lanes and continue seeking funds for this purpose.

DISCUSSION:

In accordance with the Cycle 8 Regional ATP Guidelines, funds will be awarded to projects in two categories: implementation and capacity building projects and planning projects. Implementation and capacity building projects include infrastructure, infrastructure projects with non-infrastructure components, and non-infrastructure projects as defined by the statewide ATP guidelines. Planning projects include plans as defined by the statewide guidelines.

SCAG recommends projects for funding for the Regional ATP using the CTC statewide applications, scoring, and ranking process. Projects that do not score high enough to be considered for an award under the Statewide Component are reconsidered for funding through the Regional ATP project selection process.

The SCAG guidelines allow the Ventura County Transportation Commission (VCTC) to develop a methodology to prioritize projects proposed by Ventura County jurisdictions for the Regional ATP. As a means of prioritizing projects, VCTC may assign up to twenty (20) points to supplement the CTC scores for regional consideration.

VCTC is required to adopt the final recommended list of Ventura County projects for Cycle 8 of the Regional ATP. VCTC may also adopt a prioritized contingency list of projects in the event additional Cycle 8 funding becomes available due to project cancellations or cost savings, subject to CTC approval. Accordingly, it is recommended that the CTC's Cycle 8 project scores be supplemented by up to 20 points, using the methodology outlined below. The Cycle 8 project prioritization methodology is unchanged from the methodology adopted for Cycle 7.

1. For Construction Projects: Up to twelve (12) points will be awarded for project readiness:

- a. Four (4) Points will be awarded if a Project is identified in an adopted Local Community Active Transportation Plan such as a city-wide bicycle and pedestrian plan, OR
- b. Eight (8) Points will be awarded if a project is identified in a plan and the conceptual design has been completed, OR
- c. Twelve (12) Points will be awarded if the project is identified in a plan and the conceptual design has been completed and the ATP Cycle 8 application shows the preconstruction phases fully funded by the Local Agency

AND

Up to three (3) points will be awarded for a project demonstrating enhanced access to transit stops.

2. For Planning Projects: Fifteen (15) points will be awarded if the project is to prepare a Citywide, Areawide or Corridor Specific Active Transportation Plan,

AND

3. For Any Project with a Safe Routes to Schools Component: Projects will be awarded five (5) points if the Safe Routes to Schools box is checked in the Cycle 8 Application.

Applicants should be aware that funding available for planning projects is limited and represents a relatively small share of total Regional ATP funding. As a result, competitive planning projects may not receive full funding, or may remain unfunded, if requests exceed the funding available within this category. Partial funding may be considered where appropriate.

This was approved by the VCTC Transportation Technical Advisory Committee (TTAC) at the October 21, 2026, meeting.

FISCAL IMPACT:

There is no fiscal impact associated with this item.



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Item 9G

November 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
SUBJECT: CYCLE 5 SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM GRANT APPLICATION

RECOMMENDATION:

- That the Commission approve submittal of an application to the California Transportation Commission requesting funding from the Senate Bill 1 Trade Corridor Enhancement Program Cycle 5 for the Hueneme Road Widening Project.

BACKGROUND:

The Road Repair and Accountability Act of 2017, or Senate Bill (SB) 1, established the Trade Corridor Enhancement Program (TCEP), a competitive program that funds corridor-based freight projects nominated by local agencies and the state. Cycle 5 of the TCEP is expected to make nearly \$1.3 billion available for programming in fiscal years 2027/28 and 2028/29. Projects eligible for TCEP funding include, but are not limited to, highway, freight rail system, truck corridor, and border improvements, port enhancements, and surface transportation, local road, and connector road improvements that facilitate the efficient movement of goods. Projects funded by the Trade Corridor Enhancement Program require a 30 percent match of private, local, federal, or state funds. The TCEP is administered by the California Transportation Commission (CTC).

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.

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

DISCUSSION:

The purpose of this item is to seek authorization from the Ventura County Transportation Commission to partner with the County of Ventura in submitting a competitive application for funding under Cycle 5 of the TCEP. The proposed application would request funding for the construction phase of the Hueneme Road Widening Project, led by the County of Ventura. The Project was previously awarded TCEP funds in Cycle 4 for the design and right-of-way phases. Grant applications are due to the CTC on November 20, 2026.

FISCAL IMPACT:

There is no fiscal impact associated with this item.



Item 9H

November 4, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

SUBJECT: SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR OCTOBER 2026

RECOMMENDATION:

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

BACKGROUND:

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

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

STRATEGIC PLAN COMMITMENT:

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

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

DISCUSSION:

Updates and activities for the subject month include:

- *Leasing, Licensing, and Rights-of-Entry*
 - During September, staff coordinated with a team of engineers supporting Alta Mutual Water regarding a utility license agreement for upgrades to its underground water pipeline which crosses the SPBL right-of-way in Saticoy.
- *SPBL Trail Planning*
 - *Ventura Segment:* Staff continued to support the City of Ventura's efforts 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:*
 - The SPBL Trail Master Plan Technical Advisory Committee (TAC) and the Citizen's Advisory Committee (CAC) did not meet during October. Staff sent a brief survey to members of the TAC, CAC, and Project Development Team (PDT) to gather feedback from Committee members on trail alignment alternatives. Staff anticipate returning to the Commission for selection of a preferred trail alignment at the December meeting.
 - VCTC established and convened the first meeting of the Agricultural Working Group (AWG) in-person in September. Staff followed up with AWG members to thank them for their attendance and provide a brief summary of topics discussed, including pesticide, spray, and land management, food safety, contamination risks, and mitigation, trail safety measures, and economic benefits and opportunities.
 - A web page dedicated to the Master Plan Update is available at <https://www.goventura.org/spbl-trail-master-plan>.
 - The project email address is spbl.trail@goventura.org.
- *Storm Damage and Response – 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 engaged with FEMA leadership in August 2026 with support from the Office of Congresswoman Brownley to facilitate obligation, award, and reimbursement of eligible project expenses. In September 2026, staff met virtually with CalOES leadership to discuss the status of FEMA obligations statewide. Staff will continue to provide financial, environmental, and other project information and documentation to FEMA and CalOES upon request.
 - On September 28, VCTC requested a 14-day extension to the September 30 RGP-63 permit deadline from the U.S. Army Corps of Engineers (USACE). The extension was granted on September 30 through October 14. VCTC requested

and was granted a subsequent 14-day extension through October 28. The Incidental Take Permit (ITP) issued by the California Department of Fish and Wildlife (CDFW) on May 20, 2026 was also set to expire on September 30, but was extended through the end of October. Daily on-site biological monitoring ensures compliance with regulatory permits and provides daily reports to CDFW in compliance with the ITP. The purpose of the extensions is to facilitate completion of channel and upland laydown area restoration activities.

- As of this report writing, in-channel work is largely completed, with creek flow restored on October 15. During the month of October, the creek bank was restored and reinforced. Remaining work includes completing restoration of the upland laydown area, application of anti-graffiti coating, and track work. Substantial completion is anticipated by November 6, 2026. An event to recognize project completion will be scheduled for November on a date still to be determined. Figure 1 includes an aerial image of the site conditions on October 23, 2026.



Figure 1. Image of Sespe Overflow Railroad Bridge West Abutment on Oct. 23, 2026

- *Coordination with Sierra Northern Railway*
 - SNR selected a new insurance broker in late 2024 to better meet its contractual obligations to VCTC. A request is pending from SNR 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, which will direct investments in bridge infrastructure on the SPBL, including Ferris Drive. Bridge replacement is on the SNR workplan for the second quarter of 2027.

- The SPBL Roadmaster left the company in June 2026. SNR recruited and selected a replacement who is expected to start work in October. In the interim, an SNR track inspector is on site 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 September, Staff met with Sierra Northern's Chief Engineer to discuss ongoing preparations for the predicted El Niño winter storm season. SNR crews completed installation of ties and other track structure improvements from Saticoy to Sespe Creek. SNR crews shifted from track structure improvements to focus on culvert and drainage clean-outs beginning October 1 to prepare for the winter storm season. SNR will prioritize work to ensure safe movement of trains and public safety, starting in more densely populated areas. Debris will be cleared from tracks and drainages as quickly as possible after storms.

FISCAL IMPACT

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



Item 9I

November 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: HEATHER MILLER, PROGRAM MANAGER

**SUBJECT: FY 2025/26 LOW CARBON TRANSIT OPERATIONS PROGRAM
ALLOCATION CYCLE B**

RECOMMENDATION:

- Approve Fiscal Year 2025/2026 “Cycle B” Low Carbon Transit Operations Program (LCTOP) allocation request of \$893,134 in regional funds and \$42,923 in local shares from the cities of Camarillo, Moorpark, Thousand Oaks, and the Gold Coast Transit District for a total allocation request of \$936,057 for Ventura County’s Free Fare program.
- Adopt Resolution 2026-13 (Attachment “A”) authorizing the Executive Director to execute all required documents including the Certifications and Assurances and Authorized Agent Form to receive VCTC’s FY 2025/26 LCTOP “Cycle B” funds.

BACKGROUND:

The LCTOP was established in 2014 with Senate Bill (SB) 862 with funding provided by a five percent allocation of the annual proceeds from the Greenhouse Gas Reduction Fund (GGRF) which receives revenue from California’s Cap-and-Trade auctions to fund climate-related programs. The program provides funds to public transportation agencies for investments in capital projects and services that reduce greenhouse gas (GHG) emissions and improve mobility with priority on benefiting disadvantaged communities.

The State Controller’s Office (SCO) released a FY 2025/2026 LCTOP Eligibility List with allocation amounts per regional entity on February 27, 2026, thus opening this year’s LCTOP Call for Projects, with allocation requests due to Caltrans by April 28, 2026. On August 31, 2026, the SCO release a second “Cycle B” allocation for the final two quarters of the FY 2025-26 LCTOP with allocation requests due October 30, 2026.

The following table provides a breakdown for Ventura County, including Section 99313 (VCTC/regional funding based on county population) and Section 99314 (funding to transit operators based on service levels/fare revenue, i.e., “local shares”) of FY 2025/26 “Cycle B” LCTOP funds:

VENTURA COUNTY LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	FY 2025/26 "CYCLE B" ALLOCATION
Ventura County Transportation Commission (99313)	\$ 893,134
VCTC corresponding to SCRRA - Metrolink Service (99314)	\$ 94,820
City of Camarillo (99314)	\$ 5,609
Gold Coast Transit District (99314)	\$ 31,909
City of Moorpark (99314)	\$ 2,240
City of Simi Valley (99314)	\$ 8,719
City of Thousand Oaks (99314)	\$ 3,165
TOTAL	\$ 1,039,596

DISCUSSION:

Over the years, VCTC has sponsored various projects with regional LCTOP funds (99313) aimed at benefiting transit users across the county. These efforts have included countywide free fare programs, new transit service and capital investments in zero-emission infrastructure. Among the most successful and inclusive programs sponsored by VCTC has been the regional free fare programs. Free fare programs have included the College Ride program, the Youth Ride Free program, and Free Fare Days for the general public. Free fare initiatives have proven to be a successful incentive in attracting young people to use public transit. These programs can largely be credited for the post-pandemic recovery of ridership for local transit operators in Ventura County

LCTOP “Cycle A” funding for Ventura’s Free Fare program was approved by the Commission on March 11, 2026. Staff recommends requesting the FY 2025/2026 “Cycle B” allocation of regional (99313) LCTOP funds in the amount of \$893,134 for the Free Fare program. The Free Fare program is a combined effort that includes the College Ride and Youth Ride Free programs as well as three (3) selected Free Fare Days. The cities of Camarillo, Moorpark and Thousand Oaks, and the Gold Coast Transit District (GCTD) will also contribute their local (99314) shares totaling \$42,923 to the program, for a total allocation request of \$936,057. The City of Simi Valley will use local shares to fund the gap between the Free Fare reimbursement and city fares since the current reimbursement rate is 75% of fare.

Ventura County Free Fare Program

Youth Ride Free program allows 18 and under individuals and those over 18 enrolled in high school to ride any public transit bus in Ventura County for free, anytime, anywhere. The College Ride program allows students enrolled at California State University Channel Islands, Moorpark College, Oxnard College, Ventura College, Santa Barbara City College, Westmont College, and Ventura County Adult Education Consortium to ride any public transit bus in Ventura County for free. The Free Fare Days program will allow anyone to ride any bus

service for free within Ventura County on three days: Clean Air Day, Transit Equity Day and Earth Day. LCTOP funds serve as fare buy-down for participating Ventura County service operators including GCTD, VCTC Intercity, Valley Express, Camarillo Area Transit (CAT), Thousand Oaks Transit (TOT), Moorpark City Transit (MCT), Ojai Trolley, and Simi Valley Transit (SVT). Participating transit operators also co-sponsor the program with their local LCTOP shares (excluding Simi Valley). The fare buy-down will continue to be 75% of the base one-way fare calculated for each transit operator.

The Transit Operators Advisory Committee (TRANSCOM) approved staff recommendation on November 4, 2026.

STRATEGIC PLAN COMMITMENT

This recommendation aligns with the VCTC Strategic Plan's Tier 1 "B1" priority to "evaluate and consider continuation of the free transit pass programs (college ride, youth pass) to maximize ridership and ensure efficient use of resources."

FISCAL IMPACT

Approval of this item will increase the LCTOP revenue appropriation by \$893,134 and the expenditures in the Regional Transit Planning budget for Free Fare Program disbursements to participating operators.



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Item 9J

November 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: DOLORES LOPEZ - REGIONAL TRANSIT PLANNER
SUBJECT: AUTHORIZATION TO RELEASE A REQUEST FOR PROPOSALS FOR ON-CALL WEED ABATEMENT AND PROPERTY MAINTENANCE SERVICES

RECOMMENDATION:

- Authorize the Executive Director to release a Request for Proposals for on-call weed abatement, debris removal, and related property maintenance services to establish a bench of multiple qualified contractors.

BACKGROUND:

VCTC owns railroad right-of-way along the Metrolink and Santa Paula Branch Line corridors and is responsible for maintaining designated portions of these properties, including addressing vegetation, fire hazards, trash, debris, and other conditions affecting neighboring properties or public safety.

On July 12, 2019, the Commission authorized the Executive Director to expend up to \$150,000 annually for weed abatement and trash removal services and to establish a list of qualified contractors available on an as-needed basis. VCTC subsequently established a contractor bench.

The number of available contractors has since decreased as firms have not maintained the insurance required to work on VCTC property. The current agreement with Charles Van Nortwick Weed Abatement, Inc. expires April 30, 2027. Staff needs to procure a new bench of qualified contractors to maintain property maintenance service continuity.

STRATEGIC PLAN ALIGNMENT:

This report aligns with VCTC Strategic Plan Goal B21: Partner with Sierra Northern Railway, corridor cities and the County to operate, maintain, and improve the Santa Paula Branch Line railroad and right-of-way corridor as a countywide community asset, ensuring outreach to stakeholders in the process.

DISCUSSION:

VCTC requires flexible, on-call services to address changing property maintenance needs along its railroad corridors. The amount and timing of work vary with rainfall, vegetation growth, seasonal fire requirements, illegal dumping, resident concerns, and agency notices. The proposed RFP covers weed abatement, debris collection and disposal, and separately authorized minor property maintenance, including fence and gate repairs, signs, barriers, and graffiti removal. Contractors assigned work under this contract must comply with all applicable local notice requirements and deadlines.

VCTC may select multiple qualified firms issue contract task orders for services on an as-needed basis. The number of firms selected for the bench contract will depend on proposer qualifications, acceptable pricing, capacity, and VCTC's anticipated service needs.

Work will be assigned based on-site requirements, railroad approvals, availability, deadlines, performance, and estimated cost at each contractor's agreement rates. VCTC may request estimates and schedules for planned work or contact an available contractor for urgent assignments. Selection for the bench does not guarantee work or a specific share of assignments; however, VCTC will seek to distribute work opportunities equitably among bench contractors.

The base contract would be a three-year period, starting from May 1, 2027 through June 30, 2030, with two one-year options through June 30, 2032. Staff anticipates receiving proposals in January 2027 and returning to the Commission with recommended contract awards in March 2027.

FISCAL IMPACT:

No fiscal impact. This amount for this contract has been included in the adopted VCTC Fiscal Year 2026-27 Regional Transit Planning budget.

ATTACHMENT:

Draft Request for Proposals for On-Call Weed Abatement, Debris Removal, and Related Property Maintenance Services



Item 10

November 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: HEATHER MILLER, PROGRAM MANAGER

**SUBJECT: APPROVAL OF FISCAL YEAR 2026/2027 PROGRAM OF
PROJECTS AND PUBLIC HEARING**

RECOMMENDATION:

- Open public hearing and receive testimony.
- Approve the Program of Projects for federal transit operating, planning and capital assistance for Fiscal Year 2026/27 in Attachment A.

BACKGROUND:

The Federal Transit Administration (FTA) requires that the public be provided an opportunity to review transit projects proposed to be funded with federal dollars. As the designated recipient of federal transit funds, the Ventura County Transportation Commission (VCTC) is required to hold a public hearing and adopt a yearly Program of Projects (POP) which lists projects to be funded with federal funds in each of the four urban areas in Ventura County. VCTC prepares the POP using separate programs for the Oxnard/Ventura, Thousand Oaks/Moorpark, Simi Valley, and Camarillo urbanized areas as defined by the U.S. Census Bureau. The POP public notice was published in the Ventura County Star on November 2-4 and Vida, a bilingual publication, on October 29, inviting public comment.

DISCUSSION:

The attached Fiscal Year (FY) 2026/27 Program of Projects table includes the recommended projects for each of the urbanized areas in Ventura County based on anticipated FY 2026/27 funds, prior year carry-over funds, and federal discretionary (competitive grant) funds with an expected obligation of funds in the 2027 fiscal year.

In order to prepare the POP, VCTC staff provides Ventura County transit operators (Gold Coast Transit District (GCTD) and cities of Camarillo, Moorpark, Simi Valley and Thousand Oaks) with estimated FTA revenues for the year in the four urbanized areas. Revenue estimates incorporate 2020 Census population data and bus service data as reported annually to the National Transit Database (NTD) by transit operators. Under VCTC's adopted policy, the estimated revenue generated under the FTA formula by each transit operator's service provides the target amount for that operator's program. The programming target also includes the amount generated under the formula for the jurisdiction's population after subtracting out a share of costs for VCTC's countywide planning activities. VCTC's countywide planning activities include Intercity Bus Planning, Regional Transit Planning and Programming, the operation of the Transit Information Center, and Regional Transit Technology capital equipment acquisition and data management projects. Transit operators provide proposed programs/projects based on the remaining estimated revenue apportioned to each operator for inclusion in the POP.

The POP includes FTA Section 5307 formula funds used for transit capital projects, operating assistance, and transportation-related planning and FTA Section 5339 capital funds to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. FTA Section 5337 State of Good Repair (SGR) generated revenue funds are generated by Metrolink service and used for Metrolink Preventive Maintenance and Capital Rehabilitation projects. Discretionary (competitive grant) funds are also identified in the POP including GCTD's Fleet Modernization project, awarded funds through the FTA's Low or No Emission Grant Program.

As a reminder, the POP is based on estimates for FY 2026/27 federal transit funding, which for the past five years was based on the Infrastructure Investment and Jobs Act (IIJA). The IIJA, however, expired on September 30, 2026, with no federal reauthorization bill to take its place. To avert immediate expiration, Congress passed a Continuing Resolution (CR) as a temporary bridge through December 11, 2026. Without a reauthorization, this year's estimates were based on actual FTA apportionments received last year. Should the adopted FY 2026/27 federal transportation budget be lower than these estimates, it will be necessary to make changes to the Program of Project.

The Transit Operators Committee (TRANSCOM) approved recommendation of the FY 2027 POP on October 14, 2026.

STRATEGIC PLAN COMMITMENT

This recommendation aligns with the VCTC Strategic Plan's Organizational Sustainability "D1" priority to "ensure the continued operational excellence of VCTC's financial operations and grants administration."

FISCAL IMPACT

This recommendation has no impact on the current budget. Funds will be included in the appropriate VCTC budgets for FY 2027/2028.

Program of Projects

The Ventura County Transportation Commission (VCTC) will hold a public hearing on the Program of Projects (POP) for the Oxnard, Thousand Oaks, Camarillo and Simi Valley Urbanized Areas (UAs) for projects to be funded with Federal Transit Administration funds in the 2026/27 Fiscal Year (FY 2027). The funds available in FY 2027 are estimated to be \$25,670,000 in federal funds (including Section 5307, 5339 and 5337) for the Oxnard/Ventura Urbanized Area (UA); \$9,700,000 in federal funds for the Thousand Oaks Urbanized Area (UA); \$3,240,000 for the Camarillo UA; and \$3,980,000 for the Simi Valley UA, based on anticipated FY 2027 funds, prior year carry-over funds, and federal discretionary funds. The public hearing will be held at 9:00 a.m. on Friday, November 6, 2026 at the Camarillo City Council Chamber, 601 Carmen Drive, in Camarillo. The POP is available for public inspection at 751 E. Daily Drive, Suite 420, Camarillo CA 93010, and online at <https://www.goventura.org/work-with-vctc/grant-opportunities/>. Unless a subsequent list is published, this list will become the final Program of Projects for inclusion in the Federal Transportation Improvement Program.

FY 2026/27 Federal Transit Program of Projects**OXNARD/VENTURA URBANIZED AREA**

	Total Cost	Federal Share	Local Share & Other
Gold Coast Transit			
<u>Operating Assistance</u>			
Operating Assistance (FY27/28)(5307)	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000
Total Operating	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000
<u>Capital Assistance</u>			
GCTD Fleet Modernization Project	\$ 4,252,948	\$ 3,615,006	\$ 637,942
Low or No Emissions Program			
Preventive Maintenance (FY27/28)(5307)	\$ 3,695,792	\$ 2,956,633	\$ 739,159
Operations and Maintenance Facility	\$ 591,191	\$ 472,953	\$ 118,238
Debt Service (5307)			
Operations and Maintenance Facility	\$ 803,471	\$ 642,777	\$ 160,694
Debt Service (5339)			
ADA Paratransit Service (FY27/28)(5307)	\$ 1,637,396	\$ 1,309,917	\$ 327,479
Total Capital	\$10,980,799	\$ 8,997,286	\$ 1,983,513
Total Gold Coast	\$12,980,799	\$ 9,997,286	\$ 2,983,513
Ventura County Transportation Commission			
<u>Operating Assistance</u>			
VCTC Intercity Operating Assistance (FY27/28)(5307)	\$ 3,210,354	\$ 1,605,177	\$ 1,605,177
Total Operating	\$ 3,210,354	\$ 1,605,177	\$ 1,605,177
<u>Planning Assistance</u>			
VCTC Bus Service Planning (FY27/28)(5307)	\$ 650,000	\$ 520,000	\$ 130,000
Regional Transit Information Center (FY27/28)(5307)	\$ 587,500	\$ 470,000	\$ 117,500
Fare Collection/APC/AVL Data Mgmt (FY27/28)(5307)	\$ 1,031,250	\$ 825,000	\$ 206,250
Transit Planning and Programming (FY27/28)(5307)	\$ 233,638	\$ 186,910	\$ 46,728
Total Planning	\$ 2,502,388	\$ 2,001,910	\$ 500,478
<u>Capital Assistance</u>			
VCTC Intercity Rehab / Facility Lease (FY27/28)(5339)	\$ 246,393	\$ 197,114	\$ 49,279
Metrolink Capital Rehab (FY27/28)(5307)	\$ 2,893,111	\$ 2,893,111	\$ -
Metrolink Capital Rehab (FY27/28)(5337)	\$ 1,509,022	\$ 1,509,022	\$ -
Metrolink Preventive Maintenance (FY27/28)(5337)	\$ 6,500,000	\$ 6,500,000	\$ -
Total Capital	\$11,148,526	\$ 11,099,247	\$ 49,279
Total VCTC	\$16,861,267	\$ 14,706,334	\$ 2,154,933
Valley Express			
<u>Operating Assistance</u>			
Operating Assistance (FY27/28)(5307)	\$ 1,157,398	\$ 578,699	\$ 578,699
Total Operating	\$ 1,157,398	\$ 578,699	\$ 578,699
<u>Capital Assistance</u>			
Preventive Maintenance (FY27/28)(5307)	\$ 482,249	\$ 385,799	\$ 96,450
Total Capital	\$ 482,249	\$ 385,799	\$ 96,450
Total Valley Express	\$ 1,639,647	\$ 964,498	\$ 675,149
TOTAL Oxnard/Ventura UZA	\$31,481,713	\$ 25,668,118	\$ 5,813,595

FY 2026/27 Federal Transit Program of Projects

THOUSAND OAKS/MOORPARK URBANIZED AREA

	Total Cost	Federal Share	Local Share & Other
Ventura County Transportation Commission			
<u>Planning Assistance</u>			
Transit Planning and Programming (FY27/28)(5307)	\$ 892,788	\$ 714,230	\$ 178,558
Total Planning	\$ 892,788	\$ 714,230	\$ 178,558
<u>Capital Assistance</u>			
VCTC Intercity Preventive Maintenance (FY27/28)(5307)	\$ 635,586	\$ 508,469	\$ 127,117
VCTC Intercity Rehab / Facility Lease (5339)	\$ 105,456	\$ 84,365	\$ 21,091
Metrolink Capital Rehab (FY27/28)(5307)	\$ 1,054,485	\$ 1,054,485	\$ -
Metrolink Capital Rehab (FY27/28)(5337)	\$ 5,582,541	\$ 5,582,541	\$ -
Total Capital	\$ 7,378,069	\$ 7,229,860	\$ 148,209
Total VCTC	\$ 8,270,856	\$ 7,944,090	\$ 326,766
City of Thousand Oaks			
<u>Operating Assistance</u>			
Operating Assistance (FY27/28)(5307)	\$ 2,376,502	\$ 1,188,251	\$ 1,188,251
Total Operating	\$ 2,376,502	\$ 1,188,251	\$ 1,188,251
<u>Capital Assistance</u>			
DAR Vehicle Expansion (5339)	\$ 197,183	\$ 174,566	\$ 22,617
Total Capital	\$ 197,183	\$ 174,566	\$ 22,617
Total Thousand Oaks	\$ 2,573,685	\$ 1,362,817	\$ 1,210,868
City of Moorpark			
<u>Operating Assistance</u>			
Fixed Route Operating Assistance (FY27/28)(5307)	\$ 150,002	\$ 75,001	\$ 75,001
DAR Operating Assistance (FY27/28)(5307)	\$ 150,000	\$ 75,000	\$ 75,000
MCT On-Demand Rideshare Ops (FY27/28)(5307)	\$ 159,678	\$ 79,839	\$ 79,839
Total Operating	\$ 459,680	\$ 229,840	\$ 229,840
<u>Capital Assistance</u>			
MCT On-Demand Rideshare Capital (FY27/28)(5307)	\$ 99,799	\$ 79,839	\$ 19,960
DAR Capital Contract Cost (FY27/28)(5339)	\$ 122,920	\$ 49,168	\$ 73,752
Bus Preventive Maintenance (FY27/28)(5307)	\$ 31,250	\$ 25,000	\$ 6,250
Total Capital	\$ 253,969	\$ 154,007	\$ 99,962
Total Moorpark	\$ 713,649	\$ 383,847	\$ 329,802
TOTAL Thousand Oaks/Moorpark UZA	\$ 11,558,190	\$ 9,690,754	\$ 1,867,436

FY 2026/27 Federal Transit Program of Projects

CAMARILLO URBANIZED AREA

	Total Cost	Federal Share	Local Share & Other
Ventura County Transportation Commission			
<u>Planning Assistance</u>			
Transit Planning and Programming (FY27/28)(5307)	\$ 390,683	\$ 312,546	\$ 78,137
Total VCTC	\$ 390,683	\$ 312,546	\$ 78,137
City of Camarillo			
<u>Operating Assistance</u>			
Operating Assistance (FY27/28)(5307)	\$ 1,653,402	\$ 826,701	\$ 826,701
Metrolink Station Maintenance Ops (FY27/28)(5307)	\$ 74,800	\$ 37,400	\$ 37,400
Total Operating	\$ 1,728,202	\$ 864,101	\$ 864,101
<u>Capital Assistance</u>			
3.8/Four (4) Replacement Transit Vehicles - ICE (5339)	\$ 412,681	\$ 330,145	\$ 82,536
.2/Four (4) Replacement Transit Vehicles - ICE (5307)	\$ 72,319	\$ 57,855	\$ 14,464
Four (4) Replacement Transit Vehicles - EV (5307)	\$ 640,000	\$ 512,000	\$ 128,000
ADA Paratransit Service (FY27/28)(5307)	\$ 252,163	\$ 201,730	\$ 50,433
Bus Preventive Maintenance (FY27/28)(5307)	\$ 1,196,935	\$ 957,548	\$ 239,387
Total Capital	\$ 2,574,098	\$ 2,059,278	\$ 514,820
Total Camarillo	\$ 4,302,300	\$ 2,923,379	\$ 1,378,921
TOTAL Camarillo UZA	\$ 4,692,982	\$ 3,235,925	\$ 1,457,057

SIMI VALLEY URBANIZED AREA

	Total Cost	Federal Share	Local Share & Other
Ventura County Transportation Commission			
<u>Planning Assistance</u>			
Transit Planning and Programming (FY27/28)(5307)	\$ 701,643	\$ 561,314	\$ 140,329
Total VCTC	\$ 701,643	\$ 561,314	\$ 140,329
City of Simi Valley			
<u>Operating Assistance</u>			
Operating Assistance (FY26/27)(5307)	\$ 5,104,418	\$ 2,552,209	\$ 2,552,209
Total Operating	\$ 5,104,418	\$ 2,552,209	\$ 2,552,209
<u>Capital Assistance</u>			
Maint Facility Admin Office Renov (FFY2026 5339)	\$ 78,930	\$ 63,144	\$ 15,786
Maint Facility Building Repaint (FFY2026 5339)	\$ 13,200	\$ 10,560	\$ 2,640
Purchase Two Microtransit Vans (FFY2026 5339)	\$ 190,000	\$ 152,000	\$ 38,000
MaintFacility Restroom Renovation (FFY2026 5339)	\$ 25,000	\$ 20,000	\$ 5,000
Simi Bus Preventive Maintenance (FY27/28)(5307)	\$ 300,000	\$ 240,000	\$ 60,000
Non Fixed-Route ADA Paratransit Capital (FY26/27)(5307)	\$ 465,768	\$ 372,614	\$ 93,154
Total Capital	\$ 1,072,898	\$ 858,318	\$ 214,580
Total Simi Valley	\$ 6,177,316	\$ 3,410,527	\$ 2,766,789
TOTAL Simi Valley UZA	\$ 6,878,958	\$ 3,971,841	\$ 2,907,117

TOTAL Ventura County

\$ 54,611,842 \$ 42,566,638 \$ 12,045,204



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Item 11

Date: November 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING
SUBJECT: TRANSIT FUNDING OVERVIEW

RECOMMENDATION:

- Receive and file an overview of transit funding in Ventura County.

BACKGROUND:

The Ventura County Transportation Commission (Commission) is the designated County Transportation Commission for Ventura County under California law and the designated recipient of funding from various federal funding programs. The Commission serves as the Regional Transportation Planning Agency (RTPA) for Ventura County and is responsible for regional transportation planning, as well as the administration and allocation of local, state, and federal funding to transit operators in Ventura County in accordance with applicable state and federal requirements.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B, Transportation Services: 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:

A breakdown of the fund sources administered or allocated by the Commission is provided below, followed by an overview of the Commission's allocation methodologies and practices.

Fund Source Overview

Transportation Development Act Funds

The Transportation Development Act (TDA) provides two funding sources: Local Transportation Fund (LTF) and State Transit Assistance (STA). The LTF is derived from a quarter-cent of the general sales tax collected statewide, while the STA is derived from the statewide sales tax on diesel fuel. The State Department of Tax and Fee Administration, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. The STA funds are appropriated by the Legislature to the State Controller's Office (SCO). The SCO then allocates the tax revenue, by formula, to planning agencies and other eligible agencies.

Fifty percent of the statewide STA fund is allocated to RTPAs based on a population formula (Regional Share), while the remaining 50 percent is allocated based on operator revenues from the prior fiscal year (Operator Share) in accordance with Public Utilities Code (PUC) 99313 and PUC 99314, respectively. As the RTPA, the Commission is responsible for authorizing funding amounts to local transportation agencies.

The TDA funds a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit services, public transportation, and bus and rail projects. Providing certain conditions are met, counties with a population under 500,000 according to the 1970 federal census may also use the LTF for local streets and roads, construction, and maintenance; Ventura County meets this provision.

The STA fund can only be used for transportation planning and mass transportation purposes.

Federal Transit Administration Funds

The Federal Transit Administration (FTA) provides funding for public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. The funding provided by the FTA includes annual formula apportionments as well as discretionary funding awarded through competitive processes. FTA formula funds are distributed through multiple funding programs for various purposes and are received and administered by the Commission, as the designated recipient. Information on the various FTA funding programs, including their respective apportionment formulas and eligible activities, is summarized in Table 1.

Table 1. FTA Formula Programs

FTA Program	Eligible Activities	Apportionment Formula
5307 Urbanized Area Formula Funding	Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; Capital investments in bus and bus-related activities, and fixed guideway systems	Population, low-income population, and population density (small urbanized areas); transit service, ridership, fixed-guideway infrastructure, operating expenses, population, low-income population, and population density (large urbanized areas)
5339(a) Grants for Buses and Bus Facilities Formula Program	Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities	Population, transit service levels, and performance data (e.g., vehicle revenue miles, vehicle revenue hours, etc.)
5310 Enhanced Mobility of Seniors and Individuals with Disabilities	Capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit services	The number of older adults and people with disabilities in each state according to the latest U.S. Census data
5311 Formula Grants for Rural Areas ¹	Planning, capital, operating, job access and reverse commute projects, non-emergency medical transportation, etc.	Land area, vehicle revenue miles, and low-income individuals
5337 State of Good Repair Grants	Capital projects that maintain a fixed guideway or a high-intensity motorbus system in a state of good repair	Fixed-guideway vehicle revenue miles and directional route miles

¹The 5311 Program is administered by the California Department of Transportation.

COVID-19 Relief Funds

In response to the COVID-19 pandemic, Congress enacted several emergency relief programs, including the Coronavirus Aid, Relief, and Economic Security (CARES) Act in March 2020, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) in December 2020, and the American Rescue Plan Act (ARPA) in March 2021. Although federal COVID-19 relief funding is no longer being apportioned, VCTC administered and allocated these funds to Ventura County transit operators. These funds supported transit operations and helped offset the financial impacts of the COVID-19 pandemic.

Congestion Mitigation and Air Quality Improvement Program

Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides flexible federal funding for transportation projects and programs that reduce traffic congestion and improve air quality. CMAQ funds are available for projects in areas that do not meet, or have previously not met, federal air quality standards for pollutants such as ozone, carbon monoxide, and particulate matter, supporting efforts to achieve and maintain compliance with the Clean Air Act.

Carbon Reduction Program

Carbon Reduction Program (CRP) provides federal funding for transportation projects that reduce carbon dioxide emissions from on-road transportation sources. Established under the Infrastructure Investment and Jobs Act (IIJA), CRP supports investments in transit and passenger rail, active transportation, and zero-emission vehicle infrastructure.

Low Carbon Transit Operations Program

The Low Carbon Transit Operations Program (LCTOP) is part of California's comprehensive Transit, Affordable Housing, and Sustainable Communities Program established in 2014 by Senate Bill (SB) 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with priority on serving disadvantaged communities.

SB 862 continuously appropriates five percent of annual California Air Resources Board auction proceeds deposited into the Greenhouse Gas Reduction Fund for the LCTOP. LCTOP funds are apportioned by the SCO using the STA allocation formula mentioned above, with 50% of the funds distributed by a population formula and the remaining 50% in accordance with transit operator revenues.

Senate Bill 1 State of Good Repair Funds

The Road Repair and Accountability Act of 2017, known as SB 1, was signed by the governor on April 28, 2017, and includes the State of Good Repair (SGR) Program, an investment in public transit providing additional revenues for capital projects that maintain the public transit system in a state of good repair. The SGR Program is funded from the Transportation Improvement Fee portion of the revenues received under SB 1. Pursuant to PUC Section 99312.1, these funds are also distributed to eligible agencies using the STA formula.

Senate Bill 125 Transit Program

The SB 125 Transit Program provided a one-time apportionment through the Transit and Intercity Rail Capital Program (TIRCP) for distribution to RTPAs using a population-based formula and the Zero-Emission Transit Capital Program (ZETCP) for distribution using the STA formula. TIRCP funds may be used for transit operations and capital improvements, while ZETCP funds may be used for zero-emission transit vehicles,

equipment, infrastructure, and related operations. Up to 1% of total SB 125 funding, not to exceed \$5 million, may be used by the RTPA for program administration and planning activities related to ridership recovery strategies and development of the required short- and long-term financial plans.

Transportation Development Credits

Transportation Development Credits (TDC), also known as Toll Credits, can be applied towards the non-Federal share requirement, or match requirement, on most programs or projects funded with FTA and Federal Highway Administration funds. A state may earn toll credits when a public, quasi-public, or private agency uses toll revenues to build, improve, or maintain highways, bridges, or tunnels that serve the public purpose of interstate commerce. Toll Credits are administered by the California Department of Transportation (Caltrans) and generally not considered a distinct funding source; rather, they are a mechanism for satisfying federal match requirements.

VCTC Allocation Processes

The Commission follows multiple allocation processes and funding practices based on operator need, equity considerations, historical practice, availability of local matching funds, and funding deadlines. The various allocation methodologies are described below. A summary of allocations from Fiscal Year (FY) 2016/2017 through FY 2025/2026 is provided in Attachment A.

Transportation Development Act Funds

In accordance with PUC 99233, the LTF is allocated by the Commission in a specific priority order. Allocations for administration, planning and programming, pedestrian and bicycle projects, passenger rail, and community transit services are prioritized for funding before public transportation claims and local streets and roads claims. A table provided by Caltrans illustrating the required priority order for LTF allocations is included as Attachment B.

The TDA limits the amount available for various LTF allocations; planning and programming activities and allocations for pedestrian and bicycle facilities are both limited to 2%. In accordance with PUC 99231, transit operator allocations for public transportation purposes are based primarily on the population of the corporate areas of their respective cities and, for a transit district, the entire area stated in its enabling legislation. There is no limit to allocations for rail passenger service operations, rail capital improvements, and TDA administration.

Pursuant to the Joint Powers Agreement with the Southern California Regional Rail Authority (Metrolink), the Commission continues to contribute the funds needed for Metrolink service. Since 1996, the Commission has allocated \$400,000 of LTF revenue annually for passenger rail service. As Metrolink service expanded and the cost of providing service increased over time, additional funding was needed to support ongoing operations. To fund these increased costs, the Commission, in collaboration

with Metrolink and the Los Angeles Metropolitan Transportation Authority (LA Metro), was able to exchange a portion of federal capital funding for LA Metro local funds to assist with providing funds for Metrolink operations. Subsequently, LA Metro advised the Commission that the availability of these local funds was being increasingly constrained and that it would no longer be able to assist with this funding approach.

Given this situation, at the February 7, 2013, Commission meeting, staff presented an updated methodology to begin funding a larger portion of Metrolink passenger rail service with LTF revenues. The methodology included allocating one-third (1/3) of LTF revenue growth to Metrolink and adding that amount to the existing annual \$400,000 allocation; the remaining two-thirds (2/3) of LTF revenue growth would be apportioned to the local bus transit operators, further distributed by population as required by the TDA. In FY 2013/2014, Metrolink received \$666,000 of the \$2.0 million revenue growth for a total Article 3 commuter rail allocation of \$1,066,000 (\$400,000 plus \$666,000). The proposed methodology of 1/3 rail and 2/3 transit ratio is consistent with the allocation methodology used for Proposition 1B public transit capital funds.

Additionally, in March 2013, the Commission adopted various refinements to the Countywide Transit Plan that included the direction to continue its role as the intercity and intercounty regional transit provider using primarily STA funds and FTA funds to fund operations, as well as fund contributions from area colleges and universities, and the Santa Barbara County Association of Governments. The Commission continues this allocation practice to fund transit services with STA-Regional Share. For STA-Operator Share, the Commission allocates funds to the operators in accordance with the distribution identified by the SCO.

Federal Transit Administration Funds

FTA does not prescribe a methodology to distribute funds among transit operators within the County. As the designated recipient, the Commission generally uses a “return to source” formula, with exceptions summarized below, for FTA Programs 5307, 5339(a), and 5337 with the Commission and transit operators receiving funding based on the estimated amounts generated through their service or other applicable metrics mentioned in Table 1. As the designated recipient of federal funds, the Commission may also set aside a portion of FTA funds for administration, planning, and regional needs before distributing the remaining funds. The factors considered in determining these set-aside amounts are described later in this item.

To offset Metrolink’s increased LTF allocation described above, the Commission continues to use a portion of the FTA funds generated by Metrolink’s service. Prior to FY 2021/2022, this amount varied from approximately \$221,000 to \$690,000; since FY 2021/2022, the Commission has consistently used \$640,000 of the 5307 funds generated by Metrolink, applying it to VCTC service costs. In addition, the Commission continues to use the amount generated by CalVans, consistent with past practice. Over

the past several years, CalVans has generated an average of several hundred thousand dollars annually.

For FTA Program 5310, the Commission conducts a competitive Call for Projects, typically held every two years. For FTA Program 5311, the Commission's long-standing practice has been to use these funds for Ojai Trolley services. Recently, Commission staff was notified by Caltrans that the Ojai Trolley service is no longer an eligible use as the current Ojai service area does not include a rural urbanized area. Staff is evaluating options to address this issue.

COVID-19 Relief Funds

In accordance with the methodology adopted in July 2021, the Commission allocated federal COVID-19 transit relief funds by considering the combined funding provided through the CARES, CRRSAA, and ARPA programs, accounting for prior allocation amounts, and distributing funds primarily based on operating costs to achieve an equitable distribution among Ventura County transit operators.

Congestion Mitigation and Air Quality Improvement Program

Prior to the Southern California Association of Governments (SCAG) assuming responsibility for CMAQ project selection in 2023, the Commission conducted the regional Call for Projects process to distribute funds throughout the region. While the Commission continues to participate in project evaluation and recommendation under SCAG policies, SCAG retains final authority over project selection and funding allocations.

Carbon Reduction Program

While the Commission has participated in project evaluation and recommendation under SCAG policies, SCAG has final authority over project selection and programming. Funding levels and program continuation beyond the current authorization period are subject to future federal action.

Low Carbon Transit Operations Program

In accordance with the state LCTOP guidelines, the Commission allocates the Regional Share to projects in the region based on need; the transit operators in the County have the authority to request their Operator Share allocation, in accordance with the SCO estimates, directly from Caltrans. Over the years, the LTCOP-Regional Share has served as the primary source of funding for the Commission's successful countywide free fare programs. Starting with FY 2017/2018 apportionments, most of the transit operators in the County elected to contribute their LCTOP-Operator Share apportionments to the free fare programs as well. Other programs and projects that have received LCTOP-Regional Share funds include the East/West Connector, Oxnard/Camarillo Employment Connector Service, Metrolink Weekend Service, and the

Battery Electric Charging Infrastructure Project, which provided support to various operators to install electric charging infrastructure.

At times, program expenditure deadlines may guide staff recommendations to transfer funds from one active project to another. LCTOP allocations, in addition to fund transfers, require Commission approval.

Senate Bill 1 State of Good Repair Funds

In accordance with the SB1 SGR guidelines, the Commission allocates the Regional Share to projects in the region based on need and the Operator Share in accordance with the amounts published by the SCO. Outside of a one-time Call for Projects process to distribute FY 2024 and FY 2025 funding, the Commission has historically allocated the Regional Share of the SGR Program to Metrolink projects such as the Arroyo Simi Four Rural Bridges Rehabilitation Project.

Senate Bill 125 Transit Program

In December 2023, the Commission allocated SB 125 funds based on program objectives, regional priorities, project need, equity of funding amongst the operators in comparison to population served, and the availability of other funding sources. Priority was given to transit operations, bus replacements, zero-emission transit investments, and regional transit projects.

Following subsequent State delays and changes to the timing of future allocations, the Commission revised the program in 2024 and 2025 to redistribute funding among allocation years and better balance funding risk among agencies. These revisions generally focused on reallocating funding between years while maintaining the overall program of projects.

In May 2026, the Commission approved using interest earnings generated from SB 125 funds to support the countywide Free Fare Program, which did not affect operator project allocations.

Set-aside Allocations

Consistent with federal and state guidelines, the Commission may set aside a portion of available funds for Commission or regional needs prior to distribution to other eligible recipients. These set-aside allocations support fund administration, planning activities, and regional or countywide plans, programs, and projects.

Set-aside allocations are based on needs identified during the annual processes to develop fiscal year budgets and the Program of Projects (POP), which is the list of transit projects proposed by a designated recipient for funding with FTA apportionments. To project these needs, staff considers the goals and priorities identified in the Commission's adopted strategic plan and other efforts and projects previously approved by the Commission for advancement. The POP is reviewed and recommended for approval by the Transit Operators Advisory Committee (Transcom),

with final adoption by the Commission. Set-aside allocations using LTF funds are included in the LTF apportionment amounts approved by the Commission and subsequently included in the annual budget.

FTA funds support the Regional Transit Planning, Regional Transit Technology, Regional Transit Information Center, Programming, and Transit Grant Administration budgets. In addition to staff time, these funds provide for activities such as the Title VI Program Update, Coordinated Public Transit-Human Services Transportation Plan, and Short-Range Transit Plan. Other regional projects and efforts include: Umo/Vcubuspass and RideCo demand response software implementation, Syncromatics management for Automatic Vehicle Location(AVL)/Automatic Vehicle Announcement (AVA) management, and technical assistance with General Transit Feed Specification (GTFS) support for transit operators who do not manage their own systems. Coordination with FTA subrecipients and associated monitoring required by the FTA is also supported with FTA funds.

The FTA funds described in Table 1 are distributed through four urbanized areas within the County: Oxnard/Ventura, Thousand Oaks/Moorpark, Camarillo, and Simi Valley. Through the appropriate FTA funding programs, the Commission, Gold Coast Transit District, and Metrolink receive funds from the Oxnard/Ventura UZA; Thousand Oaks Transit and Moorpark Transit receive funds through the Thousand Oaks/Moorpark UZA; Camarillo Area Transit receives funds through the Camarillo UZA; and the Simi Valley Transit receives funds from the Simi Valley UZA. The Commission's set-aside allocations are funded from all four UZAs, with each operator contributing a share based on a prescribed formula. Gold Coast Transit District's share of the cost is based on its proportionate share of FTA apportionments, while the remaining operators' shares are divided based on population.

In the Oxnard/Ventura UZA, the set-aside allocation is taken from the population-generated apportionment rather than the amount generated by service.

Transportation Development Credits

While Toll Credits are administered by Caltrans, the Commission has historically been able to use them for projects based on regional and operator need and availability of matching fund sources. Projects that have received Toll Credits include the regional rideshare program, the US 101 High Occupancy Vehicle/Express Bus Lane Project, Metrolink preventative maintenance and capital costs, and Gold Coast Transit District's certificates of participation payments.

While Caltrans is currently undergoing the process to request additional Toll Credits for statewide usage, the availability of Toll Credits is currently very limited, causing Caltrans to adopt an Interim Toll Credit Use Policy establishing statewide controls on usage, including proportional allocation methodologies and annual usage limits.

Financial Projections

As a requirement of receiving SB 125 funds, the Commission was required to develop and submit to the California State Transportation Agency a financial plan addressing ridership retention and recovery strategies and providing a five-year operating forecast. Developed in coordination with the transit operators, the plan projected revenues and expenditures through FY 2030/2031 and was submitted in June 2026, as required.

While transit operators across Ventura County have implemented strategies to support ridership retention and recovery and to decrease costs, transit operators are expected to face rising operating and capital costs due to inflation, labor and contractor expenses, fuel price volatility, and ongoing investments in service, technology, and fleet replacement. Funding growth is not expected to keep pace with these increases.

Future Actions

Given the volatility of the fiscal environment, staff is reviewing current allocation practices and funding approaches, including methodologies utilized by other RTPAs, to help ensure available funds are distributed in a manner that reflects current funding conditions, program requirements, and regional priorities. Any recommended changes will be presented to the Commission for consideration.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

ATTACHMENT A

10-YEAR TRANSIT FUNDS ALLOCATION SUMMARY FISCAL YEAR 2016/2017 - FISCAL YEAR 2025/2026															
Fund Source	VCTC Administration and Outreach	VCTC Planning, Programming, and Regional Projects ¹	VCTC Operations and Capital Assistance	VCTC Valley Express	Metrolink	Camarillo	Fillmore ²	Moorpark	Santa Paula ²	Simi Valley	Thousand Oaks	GCTD	Ojai	Other ³	Total
LTF	15,440,458	16,105,883			52,623,468	27,316,335	6,406,079	14,106,520	12,195,901	48,698,555	49,635,738	171,740,457			414,269,394
STA			72,950,622		7,911,167	427,155		183,566		578,012	289,233	2,754,509			85,094,264
FTA 5307		20,606,203	19,986,077	7,857,011	31,456,896	16,975,220		3,641,407		28,898,183	11,176,402	51,830,454		325,456	192,753,309
FTA 5339(a)		446,145	4,287,708			1,515,667		61,745		2,754,155	1,583,428	6,592,417			17,241,265
FTA 5310	393,795							10,200			292,685	1,230,070		3,092,990	5,019,740
FTA 5311				1,400,235									5,506,998		6,907,233
FTA 5337			1,384,000		110,184,552										111,568,552
COVID Relief			8,038,117	1,882,370	32,053,845	3,765,723		1,528,584		7,669,494	5,350,729	23,573,411	1,303,379		85,165,652
CMAQ	6,158,000	3,772,000	2,378,437	1,854,689				1,327,950		7,615,312	11,517,796	32,797,403	199,193		67,620,780
CRP										168,000	1,022,000	2,500,000			3,690,000
LCTOP ²		12,854,107	2,117,745		3,002,418	96,891		37,620		132,931	64,652	894,062			19,200,426
SB1 SGR				1,379,915	9,817,002	60,891		15,704		95,208	1,491,451	432,538			13,292,709
SB 125		12,974,085	21,455,000	2,450,000		4,376,000		1,100,000		6,150,000	10,650,000	33,574,299	1,973,415	3,857,530	98,560,329
Total	21,992,253	66,758,423	132,597,706	16,824,220	247,049,348	54,533,882	6,406,079	22,013,296	12,195,901	102,759,850	93,074,114	327,919,620	8,982,985	7,275,976	1,120,383,653
% of Total Allocations	1.96%	5.96%	11.84%	1.50%	22.05%	4.87%	0.57%	1.96%	1.09%	9.17%	8.31%	29.27%	0.80%	0.65%	

¹Includes LTF apportionment available to the region for bicycle and pedestrian projects. LTCOP allocation reflects 99313 Regional Share amount used for countywide free fare programs. The cities of Camarillo, Thousand Oaks, Moorpark, and Simi Valley have contributed all of their 99314 Operator Share allocations to the free fare programs (with the exception of FY 2025 and FY 2026 allocations for Simi Valley). Gold Coast Transit District contributed its LCTOP-Operator Share to the free fare programs in FY 2026.

²Fillmore and Santa Paula LTF apportionments are used for Valley Express service.

³SB125 Allocations for Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency and Kanan Shuttle.

The Local Transportation Fund Allocations

Priority	PURPOSE	PUC SECTION	Eligible Claimants	Amount Available
1	TDA administration	99233.1	County Auditor & the TPA	As necessary
2	Planning & Programming	99233.2	El Dorado County TPA Monterey County TPA Metropolitan Transportation Com. Nevada County TPA Orange CTC Placer County TPA Riverside CTC San Bernardino CTC Santa Cruz County RTC Tahoe Regional Planning Agency	≤ 3% of revenues
			Ventura CTC	≤ 2% of revenues
			Los Angeles County Metropolitan Transportation Authority	≤ 1% of revenues
			Southern California Association of Governments	≤ ¾ of 1% & ≤ \$1 million of revenues
3	Pedestrian & bicycle facilities	99233.3 99234	Cities & Counties	Countywide, 2% of remaining money
4	Rail passenger service operations & capital improvements	99233.4 99234.9	Cities, Counties, CTC's or Operators	≤ apportionment
5	Long-term planning	99233.5 (a)	San Diego Association of Governments	
	San Diego MTDB administrative & planning functions; construction & acquisition programs	99233.5 (b)	San Diego Metropolitan Transit Development Board	≤ 10% of remaining money for area of MTDB
6	Community Transit Services	Article 4.5, 99233.7	Cities, Counties, Operators & CTSA's	Countywide, ≤ 5% of remaining money

(Cont. on next page)

PRIORITY	PURPOSE	PUC SECTION	Eligible Claimants	Amount Available
7	Article 4-Public Transportation,	99233.8	Operators	≤ Area Apportionment
	Support of public transportation systems	99260(a) 99262	Operators	≤ Area Apportionment
	Aid to research & development projects	99260(b)	Operators	≤ Area Apportionment
	Grade separation projects	99260(c)	Operators	≤ Area Apportionment
	Peak hour service contract	99260.2(a)	Operators	≤ Area Apportionment
	Rail passenger ticket purchases	99260.2(b)	Transit Districts	≤ Area Apportionment
	Payments to railroad corporation	99260.5	Transit Districts, Cities, Counties	≤ Area Apportionment
	Rail passenger service	99260.6, 99234.9	Cities & Counties, CTC, Operators	≤ Area Apportionment
	Claims for separate service to elderly & elderly	99260.7	Cities & Counties with a Joint Power Agency agreement	≤ Area Apportionment
8	Article 8-Other Allocation	99233.9	Cities & Counties where not restricted	≤ Area Apportionment
	Local streets & roads; pedestrian & bicycle projects	99400(a), 99402, 99407	Cities & Counties where not restricted	≤ Area Apportionment
	Commuter ferry services		Cities within the County of San Diego	≤ Area Apportionment
	Rail Passenger service operations & capital improvements	99400(b)	Cities & Counties	≤ Area Apportionment
	Public or special group transportation service contract	99400 (c,d,e)	Transit Districts, Cities & Counties	≤ Area Apportionment
	Multimodal transportation terminal	99400.5	Cities & Counties	≤ Area Apportionment
	Express bus & van pool services	99400.6	County of San Diego	≤ Area Apportionment



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Item 12

November 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: ANDREW KENT, PROGRAM MANAGER – TRANSPORTATION
DATA & SERVICES
SUBJECT: VENTURA COUNTY TRANSPORTATION MODEL UPDATE

RECOMMENDATION:

- *Receive and file a presentation on the Ventura County Transportation Model (VCTM) update.*

BACKGROUND:

The major update to the Ventura County Transportation Model (VCTM) has been completed, and the new model has been installed on the VCTC dedicated model server. Staff is now able to distribute the updated VCTM to model stakeholders and share data from the updated 2025 base year and 2050 baseline forecast scenarios.

The model development work included updates to socio-demographic data, land use and model parameters, and forecast assumptions. The model development consultant validated the 2025 base year using local vehicle counts and volumes from probe data. VCTM's code was also updated and streamlined to improve performance. Significant improvements to the current VCTM over the previous version include a post COVID-19 base-year which captures important changes to travel behavior and the extension of the model network into Santa Barbara County.

It is anticipated that the current VCTM version will be capable of serving countywide travel demand modelling needs into the early 2030s with minor updates. VCTC has budgeted for on-going model technical support by the development consultant to accommodate ad hoc revisions as needed and support in-house scenario analysis.

STRATEGIC PLAN COMMITMENT:

This staff report aligns with Strategic Plan Goal A5: “Leverage Data to Better Inform Transportation-Land Use Decision Making and Grant Seeking.”

DISCUSSION:

The VCTC transportation model program supports partner agencies and stakeholders in two primary ways:

1. Makes available a current Countywide travel demand model for land use and transportation project scenario analysis. VCTM can also be refined by local jurisdictions and locally validated to serve as an in-house City model; and,
2. Provides a source of comprehensive and granular transportation data and estimated performance metrics.

The VCTM page ([VCTC | Ventura County Transportation Model](#)) on the VCTC website has been revised to reflect the 2025-2050 model update and re-designed with the VCTC Board's adopted Strategic Plan Goal A5 in mind: "Leverage Data to Better Inform Transportation-Land Use Decision Making and Grant Seeking."

The staff's goal for updating the VCTM webpage was to make accessible and present model data in a format useful to stakeholders. The model's SB743 Vehicle Miles Traveled (VMT) automated spreadsheet reports have been transformed into a dashboard format intended to be more user-friendly. The model output maps tab on the page provides interactive web-maps to explore summary model outputs for Vehicle Miles Traveled, trip distribution, and network assignment. The page also provides instructions for model stakeholders on how to obtain a copy of VCTM.

A review of the model outputs accessible through the VCTM webpage indicates moderate travel demand growth countywide compared to the prior forecasts. This is likely explained by downward revisions of regional demographic forecasts and the lasting effects of the COVID-19 pandemic on travel behavior. While the countywide picture appears relatively optimistic for mitigation of long-run VMT growth, the model also presents a varied picture of VMT and expected congestion impacts across local jurisdictions. Comparing the VCTM outputs across jurisdictions suggests that baseline forecast VMT and delays will be largely influenced by planning for expected residential development (quantity & location) and buildout of planned transportation projects (i.e. US101 HOV Lane Project).

Looking forward into the 2030s, staff will evaluate two alternatives for development of the next iteration of VCTM beyond the useful life of the 2025 baseline model:

1. Continue with major updates to the legacy SCAG sub-regional Travel Demand Model (TDM), a traditional 4-step model framework, which is no longer supported by SCAG.
2. Develop a countywide Activity-Based Model (ABM) based on the current SCAG regional model code base or an open-source alternative such as the "Activity Sim" ABM.

The Activity-Based Model design is a better approximation of traveler behavior and dynamics; however, is more expensive to develop and maintain. The value of upgrading to an ABM will largely depend on assessing the needs of model stakeholders.

FISCAL IMPACT:

No Fiscal Impact.



Item 13

November 6, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**

SUBJECT: METROLINK VACANCY FOR ALTERNATE BOARD MEMBER

RECOMMENDATION:

- Appoint a commissioner to participate as an alternate board member in the Metrolink board.

BACKGROUND:

There will be an upcoming vacancy for the alternate member of the Southern California Regional Rail Authority (SCRRA), which operates Metrolink rail service in the counties Ventura, Los Angeles, Orange, San Bernardino and Riverside.

SCRRA/Metrolink Board meetings are held the third Friday of the month with August being dark. The Budget, Administration and Finance Committee meetings are held on the second Friday of the month. All meetings are held at the Metro Boardroom at One Gateway Plaza Wilshire Blvd. in Los Angeles.

VCTC Commissioner Tony Trembley is the primary SCRRA/Metrolink Board member representing Ventura County. Alternates are not required to attend if the primary Board member is there, but their participation is always welcome.

All committee meetings can be attended in person or via zoom and the monthly board meetings are in-person.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment to improve access to reliable and affordable transportation services throughout Ventura County.

Goal B: Transportation Services

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:

Appointment of an alternate will ensure continuity of Ventura County representation when the primary member is unavailable and will provide the appointee with ongoing familiarity with SCRRA/Metrolink matters. The alternate may attend SCRRA Board and committee meetings, remain informed about regional rail policy and operations, and participate as permitted when the primary member is absent. This arrangement supports coordination among SCRRA's member agencies and helps ensure that Ventura County's interests are represented in decisions affecting Metrolink service, funding, capital projects, safety, and regional connectivity.

Staff recommends that the Commission appoint a commissioner to serve as the alternate SCRRA/Metrolink Board member.



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