



**VENTURA COUNTY TRANSPORTATION COMMISSION
Transit Operators Advisory Committee (TRANSCOM)
VCTC Large Conference Room
751 East Daily Drive, Suite 420, Camarillo, CA
Wednesday, October 14, 2026
1:30 p.m.**

AGENDA

(Action may be taken on any item listed on the agenda)

- ITEM 1 CALL TO ORDER**
- ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS**
- ITEM 3 PUBLIC COMMENT**
Under the Brown Act, the committee should not act on or discuss matters raised during the Public Comment portion of the agenda which are not listed on the agenda. Committee members may refer such matters to staff for facts or to be placed on the subsequent agenda for consideration.
- ITEM 4 AGENDA ADJUSTMENTS**
- ITEM 5 MEETING MINUTES**
Recommended Action:
• Receive and file.
Responsible Staff: Cecilia Perez, Administrative Assistant
- ITEM 6 FINANCIAL OVERVIEW OF VENTURA COUNTY TRANSIT AGENCIES**
Recommended Action:
• Receive and file.
Responsible Staff: Claire Grasty, Director of Public Transit
- ITEM 7 SCAG'S REGIONAL TRANSIT TARGET SETTING UPDATES**
Recommended Action:
• Receive presentation.
Responsible Staff: Priscilla Freduah-Agyemang, Senior Regional Planner, SCAG

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a committee meeting, please contact the Administrative Assistant at (805) 642-1591 ext. 111. Notification of at least 48 hours (about 2 days) prior to meeting time will assist staff in assuring reasonable arrangements can be made to provide accessibility at the meeting.

ITEM 8 EL NINO UPDATE***Recommended Action:***

- Verbal update.

Responsible Staff: Claire Grasty, Director of Public Transit

ITEM 9 APPROVE FISCAL YEAR 2026/27 PROGRAM OF PROJECTS***Recommended Action:***

- Approve the Program of Projects for Federal Transit Operating, Planning and Capital Assistance for Fiscal Year 2026/2027 (Attachment A).

Responsible Staff: Heather Miller, Program Manager

ITEM 10 ADA CERTIFICATION UPDATE***Recommended Action:***

- Receive and file.

Responsible Staff: Dolores Lopez, Regional Transit Planner

ITEM 11 FUTURE AGENDA ITEMS

- Overview of formula funding
- Fare Agreements

Responsible Staff: Claire Grasty, Director of Public Transit

ITEM 12 ADJOURN TO WEDNESDAY, NOVEMBER 4, 2026, AT 1:30 P.M. in the VCTC Large Conference Room at 751 East Daily Drive #420 in Camarillo.

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VENTURA COUNTY TRANSPORTATION COMMISSION
Transit Operators Advisory Committee (TRANSCOM)
VCTC Large Conference Room
751 East Daily Drive, Suite 420, Camarillo, CA
Wednesday, August 19, 2026
10:00 a.m.

SPECIAL MEETING MINUTES

MEMBERS PRESENT Austin Novstrup, GCTD (Vice Chair)
Lydia Salas, City of Camarillo
Michelle Woomer, City of Moorpark
Ben Gonzales, City of Simi Valley
Tyler Nestved, City of Thousand Oaks
Susanna Arroyo, County of Ventura
Matt Miller, VCTC Intercity

MEMBERS ABSENT City of Fillmore
City of Ojai
City of Oxnard
City of Port Hueneme
City of Santa Paula
City of Ventura

EX OFFICIO ABSENT CSU Channel Islands
VC Air Pollution Control District

VCTC STAFF PRESENT Claire Grasty, Director of Public Transit
Darrin Pescka, Program Manager
Aubrey Smith, Program Manager
Dolores Lopez, Transit Planner
Hayden Balsys, VCTC Intern

1. CALL TO ORDER

Vice Chair, Austin Novstrup, called the meeting to order at 10:02 a.m.

2. INTRODUCTIONS & ANNOUNCEMENTS

Claire Grasty announced that updated bike maps are available for operators.

Ben Gonzales announced that Simi Valley is beginning construction soon on their EV infrastructure project.

Aubrey Smith announced that MOU's for the College Ride Program are close to completion and the VC College Pass replaces the previous student pass. The goal is to

ultimately see contributions from each college to help fund the program, more information will be shared on this.

Darrin Peschka announced that VCTC is applying for a Federal LoNo grant seeking funding to purchase diesel hybrid buses and will circulate letters of support. VCTC is happy to support if other agencies are also applying.

3. PUBLIC COMMENT - None

4. AGENDA ADJUSTMENTS - None

5. MEETING MINUTES -

Austin Novstrup commented that the previous Minutes listed a motion as failed but he believed it should have been passed as a majority of voting members voted in favor of rejecting the item. VCTC staff confirmed with legal counsel and based on the TRANSCOM bylaws, "all actions on items before the TRANSCOM shall be determined by a vote of a simple majority of the members present" and since less than a majority of the members present (3 of 6) voted in favor to reject the item, the motion failed and as such, the minutes were not amended. The Minutes were received and filed.

6. FINAL DEMAND-RESPONSE INTEGRATION PLAN (DRIP)

Aubrey Smith thanked operators for their input on the Demand Response Integration Plan (DRIP) and summarized key revisions including the mobile app section, cost-benefit analysis of proposed transitions, updates to the branding section, and revised cost information. He also reviewed the updated recommendation language for the agenda item with the operators.

Operators thanked VCTC for the revisions made but some expressed ongoing concerns about the Integration Concept Plan (ICP) and Customer Experience Plan (CEP) and requested continued Committee involvement in developing the scope of work. They also raised concerns about future budget constraints and the possibility that new initiatives would require additional resources. Aubrey acknowledged these concerns and stated that he can incorporate them into the Commission report.

ACTION

Motion by Austin Novstrup, seconded by Ben Gonzales, to approve the Draft Demand-Response Integration Plan (DRIP), with direction to VCTC staff to address and incorporate TRANSCOM feedback, as appropriate, in the version submitted to the Commission for consideration and final approval.

Motion approved unanimously.

ACTION

Motion by Tyler Nestved, seconded by Lydia Salas, to approve the following Commission action recommendation language:

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

Motion approved unanimously.

7. FUTURE AGENDA ITEMS

- Future funding
- Fare Agreements

8. ADJOURNED AT 10:38 A.M.



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Item #6

October 14, 2026

TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)
FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: FINANCIAL OVERVIEW OF VENTURA COUNTY TRANSIT AGENCIES

RECOMMENDATION/S:

- Receive and file

BACKGROUND

The transit funding and operating environment has changed significantly over the past decade, creating an opportunity to review the funding formulas or policies over which VCTC has discretion. This includes Local Transportation Fund (LTF) revenues, Federal Transit Administration (FTA) formula funds, and other applicable funding programs. Many of these policies have remained largely unchanged for more than 13 years, making it appropriate to evaluate whether they continue to reflect current transit needs, funding conditions, and regional priorities.

Additionally, transit operators in Ventura County are increasingly struggling with sustainability and financial peril as COVID relief funding and Senate Bill (SB) 125 funds have been or are nearing depletion. These challenges mirror national and statewide trends and are becoming increasingly evident across Ventura County's transit system.

DISCUSSION

The review of formula funding and funding in general in Ventura County will be provided in various agenda items and meetings given the substantial amount of information that will be provided. This agenda item primarily provides an overview of the current situation of all transit operators and the general financial outlook, derived from

information received earlier this year to develop the SB 125 Long Term Financial Plan. It should be noted that the SB 125 guidelines did not prescribe a standardized methodology for developing long-term financial projections, resulting in varying approaches among transit operators. Individual operator assumptions, project scopes, and reporting methodologies varied based on respective operator priorities and available funding.

The November Commission and TRANSCOM meetings will outline the funding practices and distribution of funds over the years, including LTF, State Transportation Assistance (STA), FTA funds, State of Good Repair (SGR) and grant funding, such as Coronavirus Aid, Relief, and Economic Security Act (CARES), American Rescue Plan Act (ARPA), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Carbon Reduction Program (CRP) and SB 125 funds. It will also go over operating costs by operator over the last 10 years in further detail.

During this process, Programming staff will review the current funding policies, compare them to other Regional Transportation Planning Agencies (RTPA) and evaluate whether changes to the current practice are warranted. Any recommended changes will be presented to TRANSCOM and the Commission for review and ultimate approval.

A review of formula funding policies and comparable practices at peer agencies is a nuanced and data-driven process that requires adequate time to ensure a thoughtful, transparent, and equitable evaluation.

Current Financial Situation for Ventura County Operators

In Ventura County, most operators are faced with financial challenges in some capacity to varying degrees. VCTC's goal is to support overall transit sustainability throughout the county and support individual operators where possible. As a requirement of receiving SB 125 funding, VCTC was required to develop a five-year financial plan to demonstrate sustainability of service. The Plan, which included high-level projections of available funding and operating costs, was submitted to California State Transportation Agency (CalSTA) on June 30, as required.

Based on information received from the transit operators to support development of the SB 125 financial plan, a deficit is forecasted for all transit operators in the County except for the Camarillo Area Transit (CAT), Ojai Trolley, and the County of Ventura (Kanan Shuttle). Simi Valley Transit (SVT), Thousand Oaks Transit (TOT), and Moorpark City Transit (MCT) are projected to experience operating deficits beginning in FY 2028, and Gold Coast Transit District (GCTD) is projected to experience an operating deficit beginning in FY 2029. VCTC is also currently facing an operating deficit. The total deficit over the course of the SB 125 5-year financial plan is \$95 million with TOT's deficit projected to be \$9.5 million, SVT's \$7.8 million and MCT \$1.4 million.

Since the SB 125 Long-Term Financial Plans were completed, additional developments have affected the financial outlook for Ventura County transit operators. TOT and the services they manage are facing increased operating costs associated with the expiration of their operating contract. MCT is considering eliminating fixed-route transit, and the Ojai Trolley is anticipated to lose Section 5311 funding due to eligibility concerns.

GCTD indicated a deficit of \$33.8 million from FY 2029 through FY 2031 in the projections received for the SB 125 Long Term Financial plan. However, GCTD recently presented updated figures to their Board of Directors, showing a \$58 million deficit over the upcoming five years, or 1.4x their FY 2027 operating budget. GCTD is taking a multipronged approach to maintain sustainability, expecting to make service cuts, increase revenues through a variety of options, and increase efficiency while reducing costs internally.

The VCTC Intercity and Valley Express combined deficit over the course of the 5-year period in the Financial Plan totaled \$21 million. VCTC is reviewing VCTC Intercity service levels and productivity and expects to decrease service levels. VCTC Intercity and Valley Express services and VCTC administration and planning activities are funded by LTF and STA, fund sources derived from the Transportation Development Act. STA revenues are tied primarily to statewide diesel sales, which can fluctuate based on fuel prices, fuel consumption, and economic conditions. There are also limitations on the amount of LTF VCTC can use for planning and programming functions. While most RTPAs are limited to 3%, VCTC's limit is maintained at 2%.

Metrolink, the Los Angeles–San Diego–San Luis Obispo rail corridor agency (LOSSAN) and CalVans did not receive SB 125 funds and, therefore, were not included in the Long Term Financial Plan. CalVans is not a transit operator, although, they generate 5307 funds due to their service. An update on the financial status of these agencies, as well as VCTC Intercity and Valley Express, was brought to the Commission on October 9 that provides more detail.

The effects of increased operating costs and fare revenue below pandemic levels has been difficult for all Metrolink member agencies, including VCTC. After considerable efforts amongst Metrolink and the member agencies, an FY 2027 Metrolink budget was developed that is agreeable to all agencies; the budget required a \$16 million reduction over proposed FY 2027 levels and a \$6.1 million decrease in costs in FY 2026. This resulted in a 29% reduction in weekday service and a 40% reduction in weekend service. The member agencies have begun coordinating the budget process for FY 2028 to ensure the budget is within member agency targets.

CalVans has experienced several years of operating loss due to challenges in program administration and lower levels of ridership, due to slow recovery from the pandemic and increased immigration enforcement activity. Despite improved cash flow in recent

months due to significant steps the agency has taken, CalVans continues to experience an operating deficit.

LOSSAN is in a better position than most agencies with record ridership and revenue. VCTC does not provide financial support to LOSSAN except for the new morning rail service to Santa Barbara that is funded in conjunction with the Santa Barbara County Association of Governments (SBCAG). The expectation has been for the State to fund this service long term but this will be determined after the State evaluates performance. State funding levels are somewhat uncertain and advocacy on behalf of LOSSAN may be needed in the future.

Financial Outlook

Federal

In November 2021, Congress passed and President Biden signed the Infrastructure Investment and Jobs Act (IIJA), a five-year bill that authorized \$89.9 billion in guaranteed funding for public transit programs. This year, lawmakers have been working on a reauthorization bill to continue surface transportation funding past the IIJA expiration date of Sept. 30, 2026. With no new reauthorization bill in place, Congress in September approved the Continuing Resolution and Surface Transportation Authorization Act, which extends the IIJA to Dec. 11, 2026.

While the extension of the IIJA prevented federal transportation programs from shutting down at the end of the federal fiscal year on Sept. 30, the surface transportation continuing resolution does not include advance appropriations authorized by the IIJA, meaning significant cuts to public transit and rail programs from current spending levels. Without advance appropriations, public transit programs face cuts of about 20 percent, while rail programs face cuts of 80 percent. In addition, the bill includes no guaranteed funding for passenger rail.

A lack of advance appropriations in Fiscal Year 2027 would mean cuts to core formula programs such as the Urbanized Area Formula Program (Section 5307), which provides most FTA funds received by VCTC; Rural Area Formula Grants (Section 5311), which have provided funds for the City of Ojai Trolley and VCTC Intercity; Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), which provides funds for transportation capital and operating expenditures for paratransit services, including vehicle purchases on behalf of social services organizations; and the State of Good Repair Program (Section 5337) generated and used by Metrolink, the only eligible recipient in Ventura County. The cuts would also affect Bus and Bus Facilities Program (Section 5339) funds, which are apportioned to urban areas by formula and can be used for bus-related capital projects.

State Funding

Greenhouse Gas Reduction Fund

California's Cap-and-Invest Program, formerly known as the Cap-and-Trade Program, provides revenue for two critical transit programs through the Greenhouse Gas Reduction Fund (GGRF): the Low-Carbon Transit Operations Program (LCTOP) and the Transit and Intercity Rail Capital Program (TIRCP). Locally, LCTOP supports the Free Fare Programs, including Youth Ride Free, College Ride and Free Fare Days. In addition, Ventura County transit operators have used TIRCP funds for the Simi Valley Double Track project and zero-emission vehicles and infrastructure.

Historically, average revenues for TIRCP and LCTOP have been about \$400 million and \$145 million, respectively. However, recent changes to the Cap-and-Invest Program and GGRF Expenditure Plan are expected to significantly reduce annual revenues for those two programs beginning this fiscal year. The adopted state budget package assumes funding levels of \$95 million for TIRCP and \$47 million for LCTOP. According to the state Legislative Analyst's Office, however, the actual amount these programs will receive will depend on how much revenue is raised through Cap-and-Invest Program auctions and will not be known until the end of the fiscal year.

In September, the Legislature passed Senate Bill (SB) 193, which amends some provisions of the GGRF Expenditure Plan. Notably, the bill directs interest earned on GGRF revenue to the GGRF Expenditure Plan beginning in Fiscal Year 2027/2028. Previous analyses have estimated GGRF interest at \$500 million, which could help bolster funding for programs in the lower-priority GGRF Tier 3, including TIRCP and LCTOP. SB 193 also allows the use of GGRF for state operating funds.

Zero-Emission Transit Capital Program

A budget trailer bill recently signed by the governor provides the remaining \$690 million for the Zero-Emission Transit Capital Program (ZETCP) that was scheduled for appropriation in Fiscal Year 2027 and FY 2028. The ZETCP is part of Senate Bill 125 and provides formula funding to regional transportation planning agencies, including VCTC, to use and distribute to local operators for purchases of zero-emission transit equipment and for operating expenses. VCTC is scheduled to receive \$8.5 million in Fiscal Year 2027 and FY 2028. The remaining ZETCP funding is scheduled to support projects such as zero-emission vehicles and infrastructure as well as support vehicles for Gold Coast Transit District, Camarillo, VCTC Intercity, Valley Express and Thousand Oaks.

CONCLUSION

VCTC recognizes that virtually all transit agencies are struggling financially or will be in the near future and revenues are not expected to keep pace with cost increases. To further inform future funding policy discussions, VCTC will bring forth an overview of formula and grant funding as well as operating expense trends. Additionally, VCTC is

pursuing the completion of a more in-depth analysis of revenue and expense projections, to further assist with the maintenance of long-term sustainability of transit service in Ventura County.

VCTC also endeavors to increase transit revenues in Ventura County and has been exploring such avenues as a revenue measure and supporting a potential Medium Transit Intensive Communities (MTIC) formula funding option. A more immediate measure that could help support transit agencies in the interim is reallocating remaining SB 125 funds to operating costs. Additionally, CAT and SVT are eligible for Small Transit Intensive Communities (STIC) funding that could also support operations.



Item #9

October 14, 2025

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

FROM: HEATHER MILLER, PROGRAM MANAGER

SUBJECT: APPROVE FISCAL YEAR 2026/27 PROGRAM OF PROJECTS

RECOMMENDATION:

Approve the Program of Projects for federal transit operating, planning, and capital assistance for Fiscal Year 2026/2027 (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. Therefore, every year, VCTC, as the designated recipient of federal transit funds, holds a public hearing and adopts a 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.

To prepare the Fiscal Year (FY) 2027 POP, VCTC staff provided Ventura County transit operators with tables showing the calculation of estimated FY 2027 FTA revenues and funds available from Ventura County's four urbanized areas for eligible expenditures (Attachment B).

Under VCTC's adopted policy, the estimated amount generated under the FTA formula by each transit operator's service establishes the target amount for that operator's program. For agencies providing local bus service, the programming target includes the amount generated under the formula for the jurisdiction's population less a share of costs for VCTC Countywide Planning activities (Attachment C). The revenue estimates are based on data from the 2020 Census for the population metrics and the most recently approved National Transit Database (NTD) data for service metrics. Based on their respective target

amounts, transit operators submitted proposed programs and projects to VCTC for inclusion in the POP. The 2027 POP (Attachment A) itemizes the projects identified by the transit operators in their programs and the associated federal shares and local contributions.

The Infrastructure Investment and Jobs Act (IIJA), which authorized federal surface transportation programs for FY 2022 through FY 2026, provided the basis for estimates for the past five years. The IIJA expired on September 30, 2026, with no surface transportation authorization bill enacted to replace it. Instead, Congress passed a Continuing Resolution (CR) through December 11, 2026. Without estimates provided for future years, FY 2027 POP funding levels are estimated based on actual FTA apportionments received in FY 2025/26.

Should actual FY 2026/27 FTA apportionments be lower than these estimates, it may be necessary to amend the Program of Projects. The FTA Section 5310 funding estimate has been deferred until a surface transportation authorization bill is enacted or additional federal funding information becomes available, allowing for a more reliable estimate of funding available for a future call for projects.

The FY 2026/2027 POP will be presented to the VCTC for a Public Hearing and approval at the November 6, 2026 meeting.

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 UA; \$9,700,000 in federal funds (including Section 5307, 5339, and 5337) for the Thousand Oaks 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 (5339)	\$ 246,393	\$ 197,114	\$ 49,279
Metrolink Preventive Maintenance (FY27/28)(5307)	\$ 2,893,111	\$ 2,893,111	\$ -
Metrolink Capital Rehab (FY27/28)(5337)	\$ 8,009,022	\$ 8,009,022	\$ -
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)	\$ 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)	\$ 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 Preventive Maintenance (FY27/28)(5307)	\$ 1,054,485	\$ 1,054,485	\$ -
Metrolink Prev Maintenance (FY27/28)(5337)	\$ 2,552,404	\$ 2,552,404	\$ -
Metrolink Capital Rehab (FY27/28)(5337)	\$ 3,030,137	\$ 3,030,137	\$ -
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)	\$ 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 (FY27/28)(FFY2026 5339)	\$ 78,930	\$ 63,144	\$ 15,786
Maint Facility Building Repaint (FY27/28)(FFY2026 5339)	\$ 13,200	\$ 10,560	\$ 2,640
Purchase Two Microtransit Vans (FY27/28)(FFY2026 5339)	\$ 190,000	\$ 152,000	\$ 38,000
Maint Facility Restroom Renovation (FY27/28)(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 (FY27/28)(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

2026/27 ESTIMATED APPORTIONMENTS

	Metrolink 5337 Funds ¹	Metrolink 5307 Funds ¹	VCTC/VE 5307 Funds ²	Bus	Population	Bus/Pop 5339 Funds	Jobs Access Reverse Commute	TOTAL
Oxnard/Ventura UZA	\$ 8,009,022	\$ 3,533,111	\$ 1,929,674	\$ 2,948,569	\$ 4,792,844	\$ 839,891	\$ 294,967	\$ 22,348,078
Gold Coast	\$ -	\$ -	\$ -	\$ 2,948,569	\$ 4,792,844	\$ 642,777		\$ 8,384,190
SCRRA/VCTC Intercity	\$ 2,461,302	\$ 1,069,121	\$ 1,493,780	\$ -	\$ -	\$ 152,589		\$ 5,176,791
Simi Valley	\$ 3,084,400	\$ 1,369,787	\$ 99,455	\$ -	\$ -	\$ 10,159		\$ 4,563,802
Camarillo	\$ 2,463,320	\$ 1,094,203	\$ 115,240	\$ -	\$ -	\$ 11,771		\$ 3,684,534
Thousand Oaks/Moorpark	\$ -	\$ -	\$ 221,200	\$ -	\$ -	\$ 22,595		\$ 243,795
Thousand Oaks/Moorpark UZA	\$ 5,582,541	\$ 1,054,485	\$ -	\$ 876,145	\$ 1,869,485	\$ 223,734	\$ 79,649	\$ 9,686,040
Thousand Oaks/Moorpark	\$ 5,582,541	\$ 1,054,485	\$ -	\$ 838,022	\$ 1,399,138	\$ 139,369		\$ 9,013,557
County Unincorporated	\$ -	\$ -	\$ -	\$ 38,123	\$ 470,347	\$ 84,365		\$ 592,834
Simi Valley UZA	\$ -	\$ -	\$ -	\$ -	\$ 3,726,137	\$ 480,392	\$ -	\$ 4,206,529
Camarillo UZA³	\$ -	\$ -	\$ -	\$ -	\$ 3,517,295	\$ 330,145	\$ -	\$ 3,847,440
TOTAL FTA Funds	<u>\$ 13,591,563</u>	<u>\$ 4,587,596</u>	<u>\$ 1,929,674</u>	<u>\$ 3,824,714</u>	<u>\$ 13,905,761</u>	<u>\$ 1,874,162</u>	<u>\$ 374,616</u>	<u>\$ 40,088,087</u>

¹Metrolink FTA revenue for Simi Valley and Camarillo Areas is reported to Oxnard/Ventura Area.

²VCTC Intercity FTA Revenue for TO/Moorpark, Camarillo, and Simi Valley Areas is reported to Oxnard/Ventura Area.

³ Includes carryover

2026/27 POP ESTIMATED EXPENSES

	Metrolink 5337 Funds ⁶	Metrolink 5307 Funds ⁶	VCTC/VE 5307 Funds	Countywide Planning ⁷	ADA ⁸	Local Bus/Capital	Bus/Pop 5339 Funds	Jobs Access Reverse Commute	TOTAL
Oxnard/Ventura UZA⁵	\$ 8,009,022	\$ 2,893,111	\$ 2,569,674	\$ 2,001,911	\$ 1,309,917	\$ 4,429,586	\$ 839,891	\$ 294,967	\$ 22,348,078
Gold Coast	\$ -	\$ -	\$ -	\$ 2,001,911	\$ 1,309,917	\$ 4,429,586	\$ 642,777		\$ 8,384,190
SCRRA/VISTA	\$ 2,461,302	\$ 429,121	\$ 2,133,780	\$ -	\$ -	\$ -	\$ 152,589		\$ 5,176,791
Simi Valley	\$ 3,084,400	\$ 1,369,787	\$ 99,455	\$ -	\$ -	\$ -	\$ 10,159		\$ 4,563,802
Camarillo	\$ 2,463,320	\$ 1,094,203	\$ 115,240	\$ -	\$ -	\$ -	\$ 11,771		\$ 3,684,534
Thousand Oaks/Moorpark JARC	\$ -	\$ -	\$ 221,200	\$ -	\$ -	\$ -	\$ 22,595	\$ 294,967	\$ 294,967
Thousand Oaks/Moorpark UZA	\$ 5,582,541	\$ 1,054,485	\$ 508,469	\$ 714,230	\$ 374,976	\$ 1,147,954	\$ 223,734	\$ 79,649	\$ 9,686,040
Thousand Oaks/Moorpark	\$ 5,582,541	\$ 1,054,485	\$ -	\$ 714,230	\$ 374,976	\$ 1,147,954	\$ 139,369		\$ 9,013,557
County Unincorporated ⁹ JARC	\$ -	\$ -	\$ 508,469	\$ -	\$ -	\$ -	\$ 84,365	\$ 79,649	\$ 592,834
Simi Valley UZA	\$ -	\$ -	\$ -	\$ 561,314	\$ 372,614	\$ 2,792,209	\$ 480,392	\$ -	\$ 4,206,529
Camarillo UZA	\$ -	\$ -	\$ -	\$ 312,546	\$ 201,730	\$ 3,003,020	\$ 330,145	\$ -	\$ 3,847,440
TOTAL FTA Costs	<u>\$ 13,591,563</u>	<u>\$ 3,947,596</u>	<u>\$ 3,078,144</u>	<u>\$ 3,590,000</u>	<u>\$ 2,259,236</u>	<u>\$ 11,372,770</u>	<u>\$ 1,874,162</u>	<u>\$ 374,616</u>	<u>\$ 40,088,087</u>
Available Revenue									\$ 40,088,087
Surplus (Shortfall)									<u>\$ -</u>

⁶Section 5337 and 5307 monies are combined to fund Metrolink services. Some Metrolink -generated 5307 funds swapped with VCTC.

STA funds to reduce Metrolink swap requirement.

⁷Countywide Planning cost is distributed to Gold Coast based on apportionment share, then to remaining areas based on population.

⁸10% of 5307 apportionment.

⁹County Unincorporated includes revenue for portion of TO/Moorpark area outside of the two cities. These funds are used for VCTC Intercity.

ATTACHMENT C

FY 2026/27 POP Countywide Planning

(FTA Section 5307 funds only)

Section 5307 Distribution for VCTC Planning

	24/25 POP			25/26 POP			26/27 POP		
	Additional 24/25	Pre Prog 25/26	Total 24/25 Grant	Additional 25/26	Pre Prog 26/27	Total 25/26 Grant	Additional 26/27	Pre Prog 27/28	Total 26/27 Grant
VCTC Bus Planning		550,000	550,000		480,000	480,000		520,000	520,000
Fare Collection / APC Data Management		365,000	365,000		530,000	530,000		825,000	825,000
Fare/APC/AVL Equip Combined		350,000	350,000		830,000	830,000		-	-
Transit Planning & Programming		1,565,000	1,565,000		795,000	795,000		1,775,000	1,775,000
Transit Information Center		425,000	425,000		455,000	455,000		470,000	470,000
Transit Outreach*									
Total VCTC planning	\$ -	\$ 3,255,000	\$ 3,255,000	\$ -	\$ 3,090,000	\$ 3,090,000	\$ -	\$ 3,590,000	\$ 3,590,000
*Transit Outreach funded from CMAQ.									



Item #10

October 14, 2026

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

FROM: DOLORES LOPEZ, REGIONAL TRANSIT PLANNER

SUBJECT: ADA CERTIFICATION SERVICES PROGRAM QUARTERLY REPORT

RECOMMENDATION:

- Receive and file the Countywide Americans with Disabilities Act (ADA) Certification Services report and program update.

DISCUSSION:

Mobility Management Partners (MMP) provides countywide ADA paratransit eligibility certification services on behalf of participating transit operators. MMP receives and reviews applications, conducts applicant interviews and functional assessments as needed, determines eligibility in accordance with ADA requirements, and communicates certification decisions to applicants and operators.

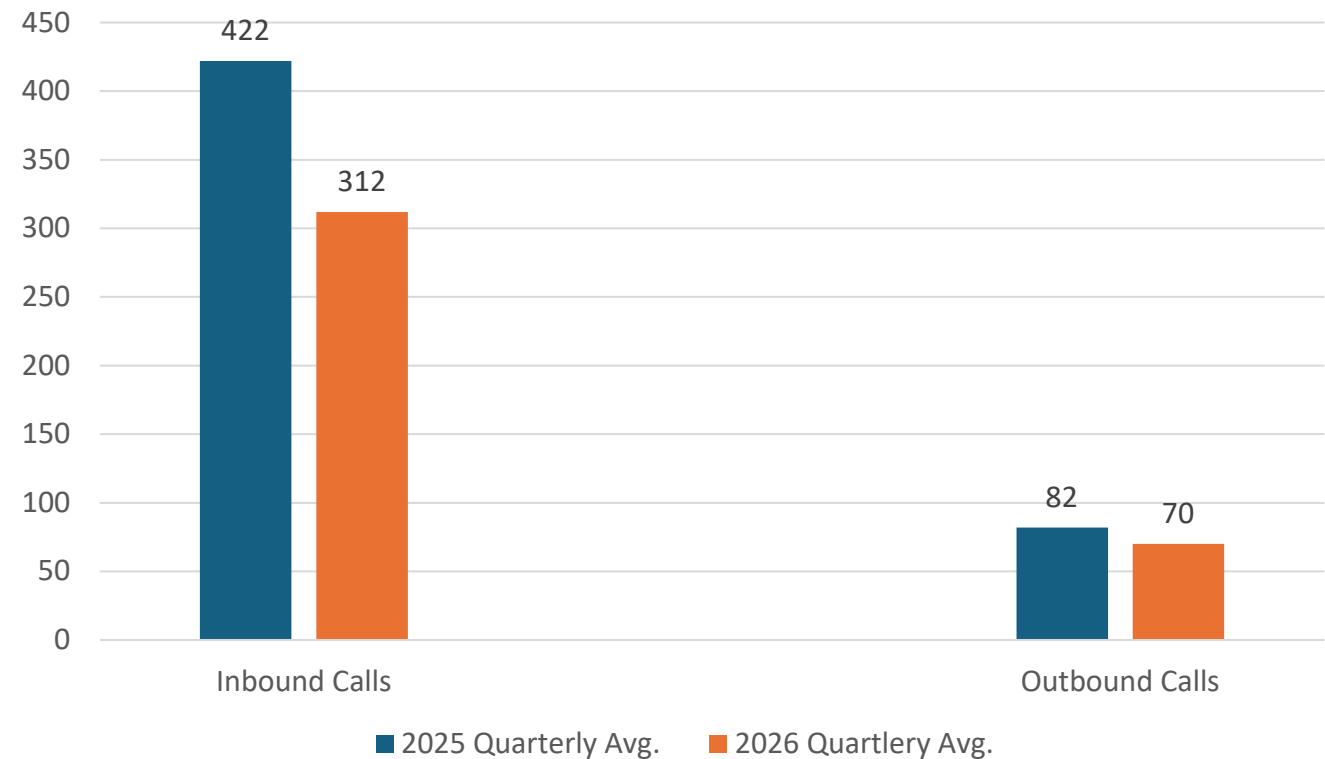
With the transition to the RideCo Eligibility Portal, staff are updating how program activity and performance information are compiled and presented. Staff will continue to provide the Committee with monthly reports showing the most recent activity. Beginning with FY 2025-26 Q1, staff is also providing a separate quarterly comparison report, which will be provided quarterly and an annually. The reports will summarize certification activity, updates on key program developments, operational issues, and items requiring operator awareness.

This quarterly comparison report consolidates monthly application and eligibility counts into a more focused program summary and provides comparisons that help identify changes in demand, processing activity, eligibility outcomes, and other trends over time. Presenting these comparisons on a quarterly basis is intended to give operators a clearer view of overall program performance while reducing the emphasis on short-term fluctuations that may occur from month to month.

As use of the RideCo Eligibility Portal continues, staff may further refine the report to include additional measures that support planning, coordination, and oversight. Staff welcomes operator input on the data, comparisons, or performance indicators that would be most useful in future reports and monthly updates.

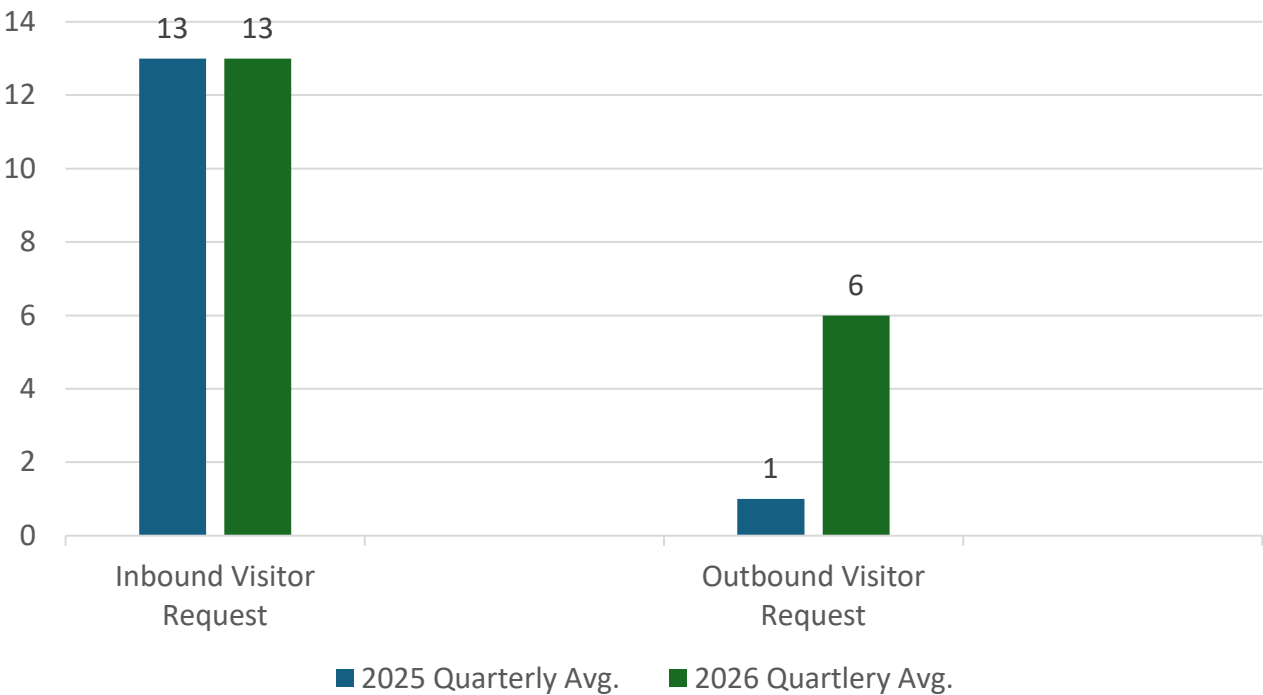
2026-2027 FY Q1 ADA Certification Report					
Call Volume	2025 Quarterly Avg	2026 Quarterly Avg.	July	August	Sept.
Inbound ADA Calls	422	312	368	288	280
Outbound ADA calls	82	70	83	59	68
Average hold time (in seconds)	0.24	0.06	0.19	0.00	0.00
Inbound and Outbound Visitors Request	2025 Quarterly Avg	2026 Quarterly Avg.	July	August	Sept.
Outbound Area Visitors Request	1	6	6	5	6
Inbound Area Visitors Request	13	13	13	10	17
Application Received	2025 Quarterly Avg	2026 Quarterly Avg.	July	August	Sept.
New Applications	53	43	52	31	45
Recertification	41	46	49	36	53
Total Number of Applications	N/A	N/A	101	67	98
Application Submission Methods	2025 Quarterly Avg	2026 Quarterly Avg.	July	August	Sept.
Email	40	42	45	33	48
Fax	14	9	12	3	13
Mail	25	25	30	19	25
Phone	12	12	14	11	12
In-Person	2	0	0	1	0
Applications Received by Service Area	2025 Quarterly Avg	2026 Quarterly Avg.	July	August	Sept.
Camarillo Area	9	8	7	11	7
Gold Coast Area	40	46	50	32	57
Moorpark Area	3	3	3	6	1
Simi Valley Area	18	12	14	7	16
Thousand Oaks	17	15	19	10	15
Valley Express Area	5	3	7	1	2
Out of County	0	0	1	0	0
Completed Determination by Evaluation Type	2025 Quarterly Avg	2026 Quarterly Avg.	July	August	Sept.
In-Person Interviews with Cognitive	3	0	0	0	0
In-Person Interviews with Physical Assessment	4	0	0	0	0
In-Person Interviews w/ Physical & Cognitive Assessment	0	0	0	0	0
In-Person with no assessment	2	1	1	1	0
Phone Interview	18	20	27	21	13
Recertifications	29	36	41	28	38
Over 85+ (no interview)	6	4	4	2	5
Special Circumstance (no Interview)	25	23	22	24	22
Completed Determinations by Eligibility Type	2025 Quarterly Avg	2026 Quarterly Avg.	July	August	Sept.
Permanent (Effective 9.2025)	82	62	64	58	64
Unconditional	49	13	16	13	10
Conditional	8	3	3	5	0
Temporary	3	5	11	0	4
Denial	0	0	1	0	0
Interview and Application Metrics	2025 Quarterly Avg	2026 Quarterly Avg.	July	August	Sept.
Completed In-Person Interviews	9	1	1	1	0
No Shows for Interview (In-Person)	5	0	0	0	0
Total In-Person Interviews that were Cancelled	1	0	0	0	0
Applications that failed to meet 21 day rule	0	0	0	0	0
Cost Associated with Completed Determinations	2025 Quarterly Avg	2026 Quarterly Avg.	July	August	Sept.
Completed Determinations	87	83	95	76	78
Cost per Determination	\$273.67	\$293.39	\$253.80	\$317.25	\$309.11

Call Volume: 2025 & 2026 Quarterly Average (July-Sept.)



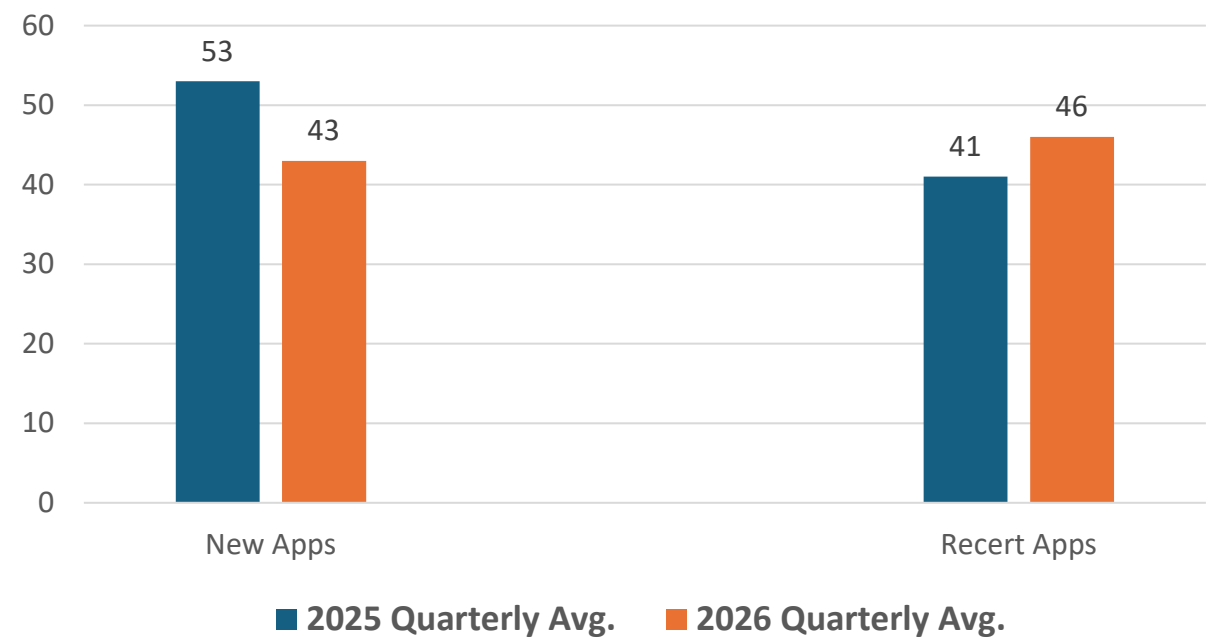
Overall Trend: Comparing July–September 2025 to the same quarter in 2026, average ADA call volumes declined across both inbound and outbound calls. Inbound calls decreased by 26%, while outbound calls decreased by 15%. Overall, the trend reflects a reduction in ADA call activity, with the most significant decrease occurring in inbound calls.

Inbound & Outbound Visitor Requests



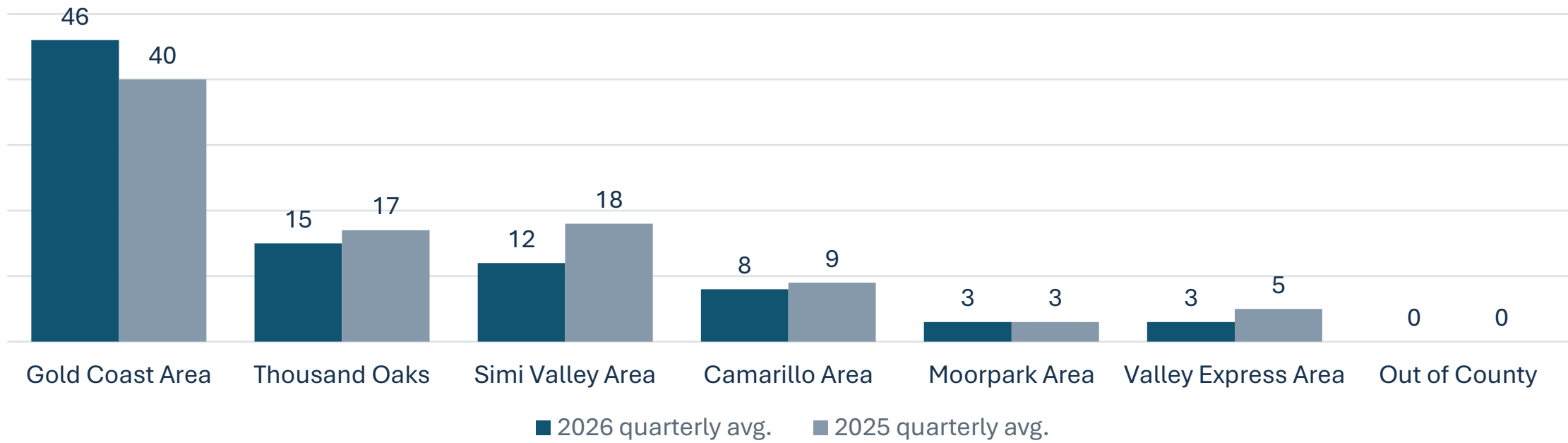
Overall Trend: From July–September 2025 to the same period in 2026, average inbound visitor requests remained steady at 13, while outbound requests increased from 1 to 6. Overall, inbound activity remained consistent, while outbound activity increased.

Application Received: 2025 & 2026 Quarterly Average (New & Recerts)



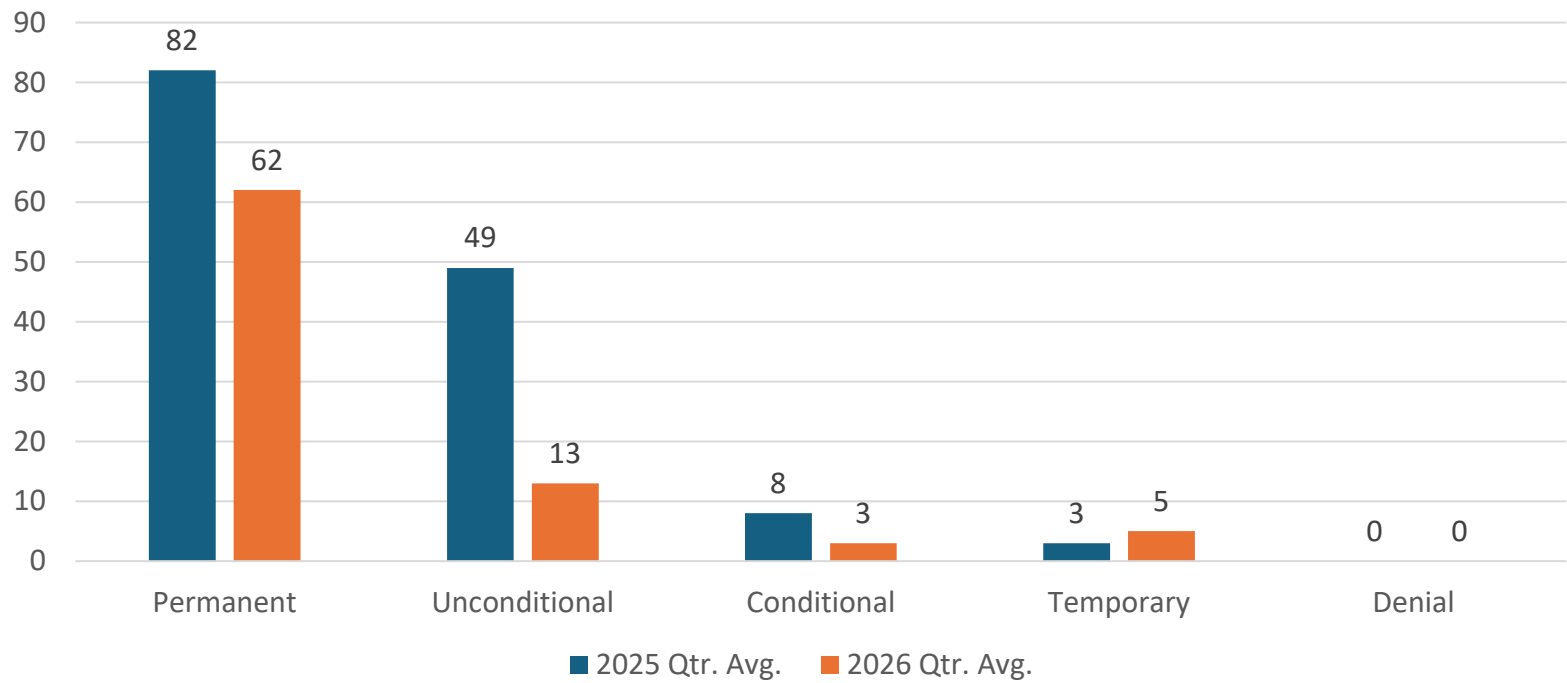
Overall Trend: From July–September 2025 to the same period in 2026, new applications decreased by 19%, while recertifications increased by 12%, showing fewer new applicants and more returning applicants seeking recertification.

Applications Received by Service Area – Quarterly Avg.



Comparing the average number of applications received during July–September of 2025 and 2026, the overall application volume remained relatively stable. Gold Coast experienced the largest increase, rising from an average of 40 to 46 applications, while Simi Valley declined from 18 to 12. Thousand Oaks decreased slightly from 17 to 15, and Camarillo from 9 to 8. Valley Express increased from 3 to 5 applications, while Moorpark remained unchanged at 3 and Out-of-County applications remained at zero. Overall, the data shows a shift in application volume across service areas, with growth in Gold Coast and Valley Express offset by declines in other areas.

Determination by Eligibility Type



From July–September 2025 to July–September 2026, Permanent eligibility continued to represent the largest share of completed determinations, despite a decrease in its quarterly average. The most significant shift was the reduction in Unconditional determinations, from 49 to 13, along with a smaller decline in Conditional determinations. Temporary determinations remained relatively low but increased slightly, while Denials remained at zero. Overall, 2026 determinations were more concentrated in the Permanent eligibility category compared with 2025.