VENTURA COUNTY TRANSPORTATION COMMISSION
Transit Operators Advisory Committee (TRANSCOM)
VCTC Large Conference Room
751 East Daily Drive, Suite 420, Camarillo, CA
Wednesday, November 4, 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 COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN OVERVIEW

Recommended Action:

- Receive and file.

Responsible Staff: Dolores Lopez, Transit Planner

ITEM 7 TRANSIT FUNDING OVERVIEW

Recommended Action:

- Receive and file.

Responsible Staff: Vanessa Schoenewald, Director of Programming

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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 REVISION TO JOBS ACCESS REVERSE COMMUTE PROGRAM

Recommended Action:

- Approve transfer of $110,976 in Job Access and Reverse Commute funds from the County of Ventura River-dwellers Aid Intercity Network Program to the Thousand Oaks Employee Vanpool Service.

Responsible Staff: Geiska Velasquez, Program Manager

ITEM 9 FY 2025/26 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION CYCLE B

Recommended Action:

- Approve recommendation to the Ventura County Transportation Commission (VCTC) for 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.

Responsible Staff: Heather Miller, Program Manager

ITEM 10 ADA CERTIFICATION UDPATE

Recommended Action:

- Receive and file.

Responsible Staff: Dolores Lopez, Regional Transit Planner

ITEM 11 FUTURE AGENDA ITEMS

- Fare Agreements

Responsible Staff: Claire Grasty, Director of Public Transit

ITEM 12 ADJOURN TO WEDNESDAY, DECEMBER 8, 2026, AT 1:30 P.M. in the VCTC Large Conference Room at 751 East Daily Drive #420 in Camarillo.

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.

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.

MEETING MINUTES

MEMBERS PRESENT
Sergio Albarran, City of Ventura (Chair)
Austin Novstrup, GCTD (Vice Chair)
Shaun Kroes, City of Camarillo
Michelle Woomer, City of Moorpark
Ben Gonzales, City of Simi Valley
Tyler Nestved, City of Thousand Oaks
Matt Miller, VCTC Intercity

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

EX OFFICIO PRESENT : Holly Galbreath, VC Air Pollution Control District

EX OFFICIO ABSENT CSU Channel Islands

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

Chair, Sergio Albarran, called the meeting to order at 1:31 p.m.

2. INTRODUCTIONS & ANNOUNCEMENTS

Cynthia Duque announced that Gold Coast Transit District held a strategic workshop to discuss future funding and the PowerPoint is available on their website. They are working with a consultant who will provide recommendations.

Aubrey Smith announced that the VC College Pass codes have been distributed and will officially go live on Monday.

Heather Miller gave information regarding the LCTOP application for regional funds for the Free Fare program and discussed the new timing schedule of Cycle A and Cycle B which is due October 30th. An email will be sent with more information.

3. PUBLIC COMMENT - None

4. AGENDA ADJUSTMENTS
Item 7 was moved after Item 5, followed by Item 9. The remaining agenda items were taken in order.

5. MEETING MINUTES
The Special Meeting Minutes from August 19, 2026, were received and filed.

6. SCAG'S REGIONAL TRANSIT TARGET SETTING UPDATES
Priscilla Freduah-Agyeman, Senior Regional Planner with Southern California Association of Governments (SCAG) gave a presentation on Transit Performance Monitoring and Target Setting which included a background, project scope and timeline, previous target setting efforts, data request and next steps.

7. APPROVE FISCAL YEAR 2026/27 PROGRAM OF PROJECTS
Heather Miller reviewed the staff report on the Program of Projects (POP) which is a list of new projects or existing projects that are to receive funds from the 2027 apportionment . Heather reviewed the information and tables provided in the staff report and answered questions that were received from operators prior to and during the meeting. This will go to the Commission in November for approval and public hearing and then will go into the FTIP.

ACTION:
Motion by Tyler Nestved, seconded by Shaun Kroes, to approve Fiscal Year 2026/27 Program of Projects.
Motion approved unanimously.

8. FINANCIAL OVERVIEW OF VENTURA COUNTY TRANSIT AGENCIES
Claire Grasty presented an overview of the financial condition of Ventura County transit agencies, including current funding challenges and the outlook for future funding. She emphasized VCTC's awareness of the financial pressures facing transit operators and its commitment to supporting the agencies. Additional information on funding practices, historical distributions, grant funding, and operating costs will be presented at the November Commission and TRANSCOM meetings.

9. EL NINO UPDATE
Claire Grasty reported that the County of Ventura is coordinating several teams in preparation for El Niño. VCTC is participating in the sheltering task force, coordinating with the Office of Emergency Services, and updating agency contact and vehicle

inventory information to support emergency response efforts. She asked transit agencies to provide information about their ability to assist during upcoming storms, including bus availability, spare capacity, retiring vehicles, and other planned preparedness activities.

10. ADA CERTIFICATION UDPATE

Dolores Lopez provided the Countywide Americans with Disabilities Act (ADA) Certification Services report and program update noting a new chart, quarterly average comparison and a dashboard.

11. FUTURE AGENDA ITEMS

- Fare Agreements

12. ADJOURNED AT 2:47 P.M.

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Item #6

November 4, 2026

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

FROM: DOLORES LOPEZ, REGIONAL TRANSIT PLANNER

SUBJECT: COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN OVERVIEW

RECOMMENDATION:

- Receive and file the Ventura County Coordinated Public Transit-Human Services Transportation Plan Overview.

BACKGROUND:

The Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) is VCTC'S blueprint for planning, funding and coordinating transportation for older adults, people with disabilities and low-income populations. The Coordinated Plan is a requirement of the Federal Transit Administration (FTA) and identifies transportation gaps, identifies solutions to address those gaps, and provides recommendations to improve mobility and coordination.

Federal law requires projects selected to receive funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program are "included in a locally developed, coordinated public-transit human services transportation plan", and that the plan be "developed and approved through a process that includes participation by seniors, individuals with disabilities, representations of the public, private, and non-profit transportation and human service providers and other members of the public"

utilizing transportation services. VCTC's prior Coordinated Plan Update was completed in 2022 and is embarking on an updated anticipated to be completed by November 2027.

DISCUSSION:

In September 2026, VCTC awarded a contract to TransLink Consulting to prepare the next update to its' Coordinated Plan. The plan will document existing transportation services, identify needs and gaps for older adults and people with disabilities, and develop priorities for improving mobility and coordination among transit operators and human service providers. It will also identify strategies and projects that may be eligible for Federal Transit Administration Section 5310 funding.

The Coordinated Plan Update will include:

- An updated demographic profile of the region;
- An inventory of types of transportation resources available in the County;
- A summary of transportation gaps for low-income, older adults and people with disabilities; and
- Recommendations to improve mobility for transportation-disadvantaged populations

Stakeholder feedback on barriers faced by transportation-disadvantaged populations will be solicited from around the County during outreach and engagement. Outreach will include public and agency surveys, stakeholder interviews, listening sessions, eleven (11) community pop-ups, and virtual office hours. The surveys will seek input about transportation challenges, service gaps, and potential improvements. Transportation agencies and human service providers will also be asked about their services, ridership, vehicles, and budgets. Outreach and interviews are planned from November 2026 through March 2027, and the findings will help shape the plan's recommended strategies and priority projects.

Anticipated next steps as it relates to TRANSCOM include the following:

- November 2026 to March 2027: Survey and stakeholder interviews
- February 2027 Meeting: Update and initial feedback
- April 2027 Meeting: Present gaps and needs findings
- June 2027 Meeting: Present strategies and priority projects
- August 2027 Meeting: Feedback on Draft Report
- November 2027 Meeting: Present Final Coordinated Plan

Item #7

Date: November 4, 2026

MEMO TO: **TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)**

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

[1]The 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 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/VCbuspass 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.

Item #8

November 4, 2026

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

FROM: GEISKA VELASQUEZ, PROGRAM MANAGER

SUBJECT: REVISION TO JOBS ACCESS REVERSE COMMUTE PROGRAM

RECOMMENDATION:

- Approve transfer of $110,976 in Job Access and Reverse Commute funds from the County of Ventura River-dwellers Aid Intercity Network Program to the Thousand Oaks Employee Vanpool Service

BACKGROUND:

Job Access and Reverse Commute (JARC) funds are administered by the Federal Transit Administration (FTA) through the Section 5307 Program. VCTC awards these funds through a public call for projects conducted alongside the Section 5310 funding process. Once the Ventura County Transportation Commission (VCTC) approves the project list, the JARC projects are included in a Section 5307 grant application to FTA. Although JARC funds are part of Section 5307, VCTC awards them on a discretionary basis, and they may not be transferred to non-JARC projects after grant approval.

The County of Ventura has notified VCTC that the Ventura River-dwellers Aid Intercity Network (RAIN) Program has closed. Despite numerous attempts, the County was unable to establish a similar program that could use the remaining approved JARC funds in FTA grants CA-2023-194 and CA-2024-109.

The City of Thousand Oaks Employee Vanpool Program is the only other Commission-approved, JARC-funded project included in these two grants. The program is ongoing and could use the additional funds immediately. Because City employees commute throughout the county, the program would be eligible for JARC funding under either urbanized area (UZA).

Staff therefore recommends submitting a budget revision to FTA to transfer JARC funds from the County of Ventura Human Services RAIN Program to the City of Thousand Oaks Employee Vanpool Service as follows:

Grant CA-2023-194:
Deduct $25,619 in JARC funds from the County of Ventura Human Services RAIN Program.
Add $25,619 in JARC funds to the City of Thousand Oaks Employee Vanpool Service.

Grant CA-2024-109:
Deduct $85,357 in JARC funds from the County of Ventura Human Services RAIN Program.
Add $85,357 in JARC funds to the City of Thousand Oaks Employee Vanpool Service.

This revision would not change the overall totals of the grants and would be a straight exchange. Further, the County would be exempt from any further reporting on either grant and their line item will be closed.

Item #9

November 4, 2026

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

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 #10

November 4, 2026

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

FROM: DOLORES LOPEZ, REGIONAL TRANSIT PLANNER

SUBJECT: ADA CERTIFICATION SERVICES PROGRAM MONTHLY UPDATE

RECOMMENDATION:

- Receive and file the monthly ADA Certification services report(s) and program update.

DISCUSSION:

Mobility Management Partners (MMP) is VCTC's contracted service provider for ADA Paratransit Eligibility Certification services.

The October ADA Paratransit Certification Services Report from MMP is forthcoming and will be provided for review at this TRANSCOM meeting.