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

AMENDED 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 OCTOBER 9, 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. CEREMONIAL CALENDAR-VALLEY EXPRESS EMPLOYEE OF THE YEAR AWARD

5. 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.

6. **CALTRANS REPORT -** *This item provides the opportunity for Caltrans representative to give updates and status reports on current projects.*

7. **COMMISSIONER REPORTS -** *This item provides the opportunity for the commissioners to report on meeting/conferences attended, and any other items related to Commission activities.*

8. **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.*

9. **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.*

10. **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.*

10A. APPROVE MINUTES OF SEPTEMBER 11, 2026, MEETING PG.7

Recommendation:

- *Approve the minutes of September 11, 2026.*

Responsible Staff: Roxanna Ibarra, Clerk of the Board

10B. MONTHLY BUDGET REPORT PG.17

Recommendation:

- *Receive and file.*

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

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

Recommendation:

- *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.*

Responsible Staff: Caitlin Brooks, Program Manager-Transportation Planning

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

Recommendation:

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

Responsible Staff: Amanda Fagan, Director of Planning & Sustainability

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

Recommendation:

- *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.*

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

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

Recommendation:

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

Responsible Staff: Dolores Lopez, Transit Planner

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

Recommendation:

- *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.*

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

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

Recommendation:

- *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.*

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

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

Recommendation:

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

Responsible Staff: Claire Grasty, Director of Public Transit

10J. CONTRACT AMENDMENT WITH MMO PARTNERS PG.41

Recommendation:

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

Responsible Staff: Martin Erickson, Executive Director and Amanda Fagan, Director of Planning and Sustainability

DISCUSSION CALENDAR:

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

Recommendation:

- *Receive and file presentation.*

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

12. REGIONAL TRANSIT TECHNOLOGY UPDATE PG.57

Recommendation:

- *Receive and file.*

Responsible Staff: Matt Miller, Program Manager-Transit Contracts

13. GENERAL COUNSEL REPORTS-

14. 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

15. ADJOURN to 9:00 a.m. Friday, November 6, 2026, at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.

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Item 10A

October 9, 2026

MEETING MINUTES OF SEPTEMBER 11, 2026, REGULAR VCTC COMMISSION MEETING AT 9:04 A.M.

CALL TO ORDER:
Chair McQueen-Legohn called the regular meeting of the Ventura County Transportation Commission to order at 9:04 a.m. at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.

PLEDGE OF ALLEGIANCE was led by Commissioner Enegren.

Chair McQueen-Legohn requested a moment of silence to remember and honor the lives lost on September 11, 2001, as well as the first responders and families impacted by the events.

ROLL CALL/MEMBERS PRESENT:

Martha McQueen-Legohn, City of Port Hueneme
Janice Parvin, County of Ventura
Dani Anderson, Citizen Rep., Cities
Carrie Broggie, City of Fillmore,
Jenny Crosswhite, City of Santa Paula
Chris Enegren, City of Moorpark
Bob Engler, City of Thousand Oaks
Doug Halter, City of Ventura
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:

Jeff Gorell, County of Ventura
Rachel Lang, City of Ojai

4. **PUBLIC COMMENT:**
There were two public comments. Paula Powers, president of Meiners Oaks Parks, spoke regarding plans for a new public park in Meiners Oaks on El Roblar Avenue. Ms. Powers expressed concerns regarding pedestrian safety and requested consideration of a crosswalk with a flashing signal to allow residents to safely access the park.
Jimena Cortes, a Rancho Sespe resident, presented a petition signed by Rancho Sespe residents regarding safety concerns at the Rancho Sespe entrances along State Route 126. Ms. Cortes requested that traffic signals be installed at the eastbound and westbound entrances.

4. CALTRANS REPORT:
Gloria Roberts, District 7 Caltrans District Director, gave the Caltrans update report for the month of September. She reported that Caltrans is also preparing for anticipated significant winter weather by clearing drainage systems, reinforcing slopes, staging equipment, and preparing pump stations and other critical infrastructure. She stated Caltrans staff are coordinating with Ventura County regarding locations susceptible to flooding and other areas requiring attention.

5. COMMISSIONER REPORTS:
There were none.

7. EXECUTIVE DIRECTOR REPORT:
Executive Director Martin Erickson provided an update on VCTC activities and highlighted several accomplishments.

Mr. Erickson reported on the progress of accessibility improvements at Camarillo Metrolink Station, including improvements to station platforms, pedestrian pathways, curb ramps, crosswalks, accessible parking, signage, and lighting.

He also highlighted the implementation of the Tap 2 Ride fare payment system which is now available on seven transit systems in the county. He stated the program is intended to make transit payment easier and encourage additional ridership.

Mr. Erickson provided an update on the Sespe Creek Bridge project and expressed appreciation to VCTC staff, consultants, and the Commission for their work and support.

He also recognized VCTC's receipt of an award from the Special District Risk Management Authority for achieving five years without a major claim. Mr. Erickson acknowledged the finance, legal and operating staff for their efforts to mitigate risk and protect public resources.

The Commission congratulated staff on the award and recognized the importance of effective risk management.

8. ADDITIONS/REVISIONS:
Executive Director Martin Erickson reported to the commission that item 11-Naval Base Ventura County Update would be pulled and removed from the agenda at this time.

9. <u>CONSENT CALENDAR:</u>
Vice-Chair Parvin moved to approve the consent calendar item 9A through 9Y. The motion was seconded by Commissioner Judge and passed unanimously.

Commissioner Judge and Commissioner Long requested abstention from item 9K. Railroad Flagging Services Agreement with National Railroad Safety Services, Inc. (NRSS) For the Camarillo Transit Station Americans with Disabilities Act (ADA) Improvements Project and indicated they would abstain from the item.

9A. APPROVE MINUTES OF JULY 10, 2026, MEETING PG.9
Recommended Action:

- Approve the minutes of July 10, 2026.

9B. MONTHLY BUDGET REPORT PG.17
Recommended Action:

- Receive and file.

9C. AMENDMENT TO ENTERPRISE RESOURCE PLANNING (ERP) CONSULTING SERVICES CONTRACT WITH EIDE BAILLY LLP PG.19
Recommended Action:

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

9D. REQUEST FOR PROPOSAL FOR AN ENTERPRISE RESOURCE PLANNING (ERP) SYSTEM, GRANT MANAGEMENT SYSTEM (GMS) AND IMPLEMENTATION SERVICES PG.21
Recommended Action:

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

9E. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR JULY & AUGUST 2026 PG.23
Recommended Action:

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

9F. CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT APPLICATION MULTIMODAL CORRIDOR STUDY AND SAFETY PLAN FOR STATE ROUTE 126 PG.27
Recommended Action:

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

9G. REQUEST TO RELEASE REQUEST FOR PROPOSALS (RFP) FOR STATE ADVOCACY SERVICES PG.33
Recommended Action:

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

9H. FINAL DEMAND RESPONSE INTEGRATION PLAN (DRIP) PG.35

Recommended Action:

- 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.

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

Recommended Action:

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

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

Recommended Action:

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

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

Recommended Action:

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

Commissioner Judge and Commissioner Long abstained from item 9K.

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

Recommended Action:

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

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

Recommended Action:

- Receive and file.

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

Recommended Action:

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

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

Recommended Action:

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

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

Recommended Action:

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

9Q. VCTC INTERCITY RADIO EQUIPMENT PURCHASE PG.71
Recommended Action:

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

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

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

9S. CONSULTANT BENCH CONTRACT AMENDMENT PG.75
Recommended Action:

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

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

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

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

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

9V. UPDATES PROCUREMENT POLICY PG.85
Recommended Action:

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

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

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

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

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

Responsible Staff: Heather Miller, Program Manager

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

- Approve the summary minutes of February 6, 2026.

DISCUSSION CALENDAR:

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

- Receive and file.

Claire Grasty, Director of Public Transit, introduced Jason Jewell, Managing Director of the Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency (LOSSAN), who provided a PowerPoint update on the agency and Pacific Surfliner service.

Mr. Jewell reviewed the history and governance of LOSSAN and provided an overview of the 351-mile rail corridor and its 29 Pacific Surfliner stations. He reported June and July ridership were among the highest monthly totals on record.

The Commission received the report.

11. NAVAL BASE VENTURA COUNTY UPDATE PG.113 ***(ITEM PULLED AND REMOVED FROM THE DISCUSSION CALENDAR DURING ADDITIONS AND REVISIONS TO THE SEPTEMBER 11, 2026, AGENDA)***
Recommended Action:

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

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

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

Amanda Fagan, Director of Planning and Sustainability, provided a PowerPoint presentation and update on the US 101 Improvement Project and the anticipated release of the Draft Environmental Document for public circulation.

Ms. Fagan reviewed the project's history, purpose, need, alternatives analysis, Vehicle Miles Traveled (VMT) assessment, funding, and next steps.

The Commission received the report.

13. GENERAL COUNSEL REPORTS- There were none.

14. AGENCY REPORTS-

Southern California Association of Governments (SCAG)
Primary: Commissioner Mike Judge

Commissioner Judge reported that the Federal Transportation Improvement Program (FTIP) Amendment No. 2 had been forwarded to the Regional Council and approved.

Southern California Regional Rail Authority (Metrolink-SCRRA)
Primary: Commissioner Tony Trembley
Alternate: Commissioner Bob Engler

Commissioner Trembley reported Metrolink continues to operate under a continuing budget resolution. The Metrolink Board of Directors is expected to consider the Fiscal Year 2026/27 budget at its September 25 meeting.

He reported that various budget scenarios are being considered, including potential service reductions. Depending on the final allocation of service miles among member agencies, VCTC's proportional costs could increase.

Commissioner Trembley also reported that Metrolink staff are considering a significant employee reclassification structure, with the timing of implementation still under consideration.

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 expressed appreciation for the LOSSAN presentation and reported continued increases in ridership and the importance of rail safety efforts.

Coastal Rail Coordinating Council-CRCC
Primary: Commissioner Jim White
Alternate: Commissioner Jeff Gorell

Commissioner White stated the next meeting is scheduled for November 20, 2026.

California Association of Councils of Governments
Primary: Commissioner Jenny Crosswhite

Commissioner Crosswhite reported there was no meeting in August. She reported that registration had opened for the 2026 California Housing Law and Policy Update, which will be offered virtually over three days.

She also reported that a continuing resolution had been approved for the federal transportation reauthorization bill, extending funding through December 11, 2026.

Commissioner Crosswhite reported that SB 1087 remained pending before the Governor.

California Vanpool Authority (CalVans)
Primary: Commissioner Jim White
Alternate: Commissioner Carrie Broggie

Commissioner White reported that CalVans had received approximately $13.8 million in Proposition 4 funding, subject to the Governor's signature.

He also reported that CalVans renewed its insurance coverage and expects to save more than $400,000 in the upcoming year.

The next CalVans Board meeting is scheduled for October 8, 2026, with an annual stakeholders meeting planned for November.

15. ADJOURNMENT

There being no further business, the Ventura County Transportation Commission Meeting was adjourned at 11:03 a.m.

The next commission meeting will be held on Friday, October 9, 2026, at 9:00 a.m. at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.

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Item 9B

October 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file.

DISCUSSION:

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

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

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

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Item 10C

October 09, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **CAITLIN BROOKS, PROGRAM MANAGER -TRANSPORTATION PLANNING**

SUBJECT: **AUTHORIZATION TO AMEND FISCAL YEAR 2026/2027 REGIONAL TRANSPORTATION PLANNING BUDGET**

RECOMMENDATION:

- 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.

BACKGROUND:

In May 2026, the VCTC Board approved Item 13 to amend the Fiscal Year 2025/2026 Regional Transportation Planning Budget to increase REAP 2.0 CTC Partnership Program Grant revenues by $273,722 and increase expenditures for the Consultant Services line item by $273,722. A significant portion of the temporary transportation improvement work for the Community Traffic Calming and Pedestrian and Bicycle Safety Program was expected to be completed near the end of Fiscal Year 2025/2026, therefore staff did not include all the REAP 2.0 carryover balance in the Fiscal Year 2026/2027 budget.

Staff is now requesting a budget amendment to include the remaining Fiscal Year 2025/2026 funds in the Fiscal Year 2026/2027 budget to complete the Community Traffic Calming and Pedestrian and Bicycle Safety Program project.

STRATEGIC PLAN COMMITMENT:

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

- C8. Integrate safety into transportation plans, projects and services, including but not limited to a community traffic calming program, Arroyo Simi Bridge suicide prevention task force, and bicycle and pedestrian safety education.

DISCUSSION:

At the time the FY 2026/2027 budget was being developed and adopted, Staff anticipated a large portion of the $273,722 amended funds would be expended in Fiscal year 2025/2026. Therefore, staff did not include all of the REAP 2.0 funds in the Fiscal Year 2026/2027 budget.

Staff is now requesting a budget amendment to include the remaining Fiscal Year 2025/2026 funds in the Fiscal Year 2026/2027 budget to complete the Community Traffic Calming and Pedestrian and Bicycle Safety Program project.

FISCAL IMPACT:

Approval of this item will increase the Regional Transportation Planning program budget in the Regional Early Action Planning 2.0 (REAP) CTC Partnership Program Grant fund revenue by $158,236 in REAP 2.0 funds and increase the expenditures in the Consultant Services line item by the same amount.

Item 10D

October 9, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY**

SUBJECT: **SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR SEPTEMBER 2026**

RECOMMENDATION:

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

STRATEGIC PLAN COMMITTMENT:

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 did not receive any applications for rights-of-entry on the SPBL. Two potential ROEs remain pending from prior reporting periods, one for use of the Warring Park lot and one for Fire Safe Council access.
- *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 Technical Advisory Committee (TAC) and the Citizen's Advisory Committee (CAC) did not meet during September.
    - VCTC established and convened the first meeting of the Agricultural Working Group (AWG) in-person on September 16 at 6:00 p.m. at the Agriculture Museum in Santa Paula. Fifteen community members attended. Small group discussions focused on ag-related feedback received to date and discussing measures included in past plans/studies and potential solutions to be included in the Trail Master Plan Update.
    - 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. On September 8, 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, 2026 RGP-63 permit deadline from the U.S. Army Corps of Engineers (USACE). On September 30, USACE reissued the verification to approve the extension through October 14, 2026. The Incidental Take Permit (ITP) issued by the California Department of Fish and Wildlife (CDFW) on May 20, 2026 also expired on September 30, 2026, with an extension requested through October 14, 2026. 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 14-day extension is to facilitate completion of channel and upland laydown area restoration activities.

- During the month of September, girders were poured and placed, and creek restoration and other work within the water channel was undertaken. Remaining work includes channel and upland laydown area restoration and track work. As of September 30, the project is on track for completion of in-channel work by October 7, within the extended USACE permitted period. Substantial completion is anticipated by October 20. An event to recognize project completion will be scheduled for October or November on a date still to be determined. Figure 1 includes an aerial image of the site conditions on September 25, 2026.

Figure 1. Aerial Image of Sespe Overflow Railroad Bridge on Sept. 25, 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.

- On September 22, 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 will shift 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 10E

DATE: **October 9, 2026**

TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **ANDREW KENT, PROGRAM MANAGER**

SUBJECT: **RESOLUTION TO ACCEPT STATE HIGHWAY ACCOUNT AND SB1 FUNDING FOR THE FREEWAY SERVICE PATROL (FSP) PROGRAM**

RECOMMENDATION:

- 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.

PURPOSE/SUMMARY

Commission adoption of attached Resolution No. 2026-10 and Resolution No. 2026-11 commits VCTC to a twenty-five percent (25%) local matching fund commitment to receive State Highway Account and SB1 funds for Freeway Service Patrol operations.

BACKGROUND/CONTEXT

Freeway Service Patrol (FSP) provides roving tow trucks on portions of the highway system during peak traffic periods for rapid clearing of disabled vehicles and motorist assistance. FSP is implemented through a partnership between the Ventura County Transportation Commission (VCTC, acting in its capacity as the Ventura County Service Authority for Freeway Emergencies (SAFE), the California Highway Patrol (CHP), and Caltrans.

In 1992, the Freeway Service Patrol Act was established with funding from the State Highway Account. In 2017, Senate Bill (SB) 1 provided additional funding for the Freeway

Service Patrol program. These funds are to be used by eligible regional and local agencies for traffic-congested urban freeways throughout the state to provide emergency roadside assistance. The FSP funds from the State Highway Account are allocated by Caltrans annually using a baseline formula-based method (County population, traffic congestion and freeway lane miles).

State funds are available to SAFE through to operate FSP with a required local match of twenty-five percent (25%). In December of 2019, the SAFE Board directed Staff to submit the original application to Caltrans for FSP funding, including the submittal of Commission Resolution 2019-02 demonstrating SAFE's commitment to the local match requirement for acceptance of State funds.

Since the FSP program began operations in March of 2021, SAFE has accepted approximately $2.1 million of SB1 funds and $2.6 million in SHA funds from the State to operate the FSP program. The local match share comes from a $1 annual fee per vehicle registered in Ventura County, which is used to fund a variety of motorist aid programs, including emergency roadside callboxes and Incident Responder grants.

DISCUSSION

With the start of Fiscal Year 2026/27, Caltrans provided SAFE Staff with a routine funding agreement to accept Ventura County's share of SHA and SB1 funding allocations for FSP operations. To accept the SHA and SB1 allocations, Caltrans requires a resolution committing SAFE to the local match requirement to accompany the funding agreements for both pots of funding. Staff prepared Resolution 2026-10 and Resolution 2026-11, affirming Ventura County SAFE's ongoing budgetary match commitment for acceptance of State funds. The updated resolution will allow Staff to finalize the funding agreement with Caltrans and accept $549,425.00 of SHA and $472,892.00 of SB1 funds allocated to Ventura County FSP for Fiscal Year 2027/28.

The Staff recommendation to the SAFE Board is to adopt Resolutions 2026-10 and 2026-11 to provide the twenty-five percent (25%) local matching funds required to accept both the SHA and SB1 allocations and authorize the Executive Director to enter into Funding Agreement No. FSP-27-6155(140) and Funding Agreement No. FSP-27SB1-6155(141), respectively.

FISCAL IMPACT:

Adoption of Resolution No. 2026-10 commits VCTC to budgeting $137,356.00 of local SAFE funds for Freeway Service Patrol operations in Fiscal Year 2027/28 to accept a $549,425.00 SHA allocation from the State.

Adoption of Resolution No. 2026-11 commits VCTC to budgeting $118,223.00 of local SAFE funds for Freeway Service Patrol operations in Fiscal Year 2027/28 to accept a $472,892.00 SB1 allocation from the State.

ATTACHMENTS:

Attachment A. Resolution No. 2026-10

Attachment B. Resolution No. 2026-11

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Item 10F

October 9, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **DOLORES LOPEZ, TRANSIT PLANNER**

SUBJECT: **VENTURA COUNTY GROUP TRANSIT ASSET MANAGEMENT (TAM) PLAN UPDATE**

RECOMMENDATION:

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

BACKGROUND:

In 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) mandated the Federal Transit Administration (FTA) develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The resulting FTA Transit Asset Management (TAM) Final Rule 49 CFR 625 became effective in 2016 and set forth federal regulations establishing minimum asset management practices for transit providers. The final rule requires transit agencies to maintain and document minimum TAM standards, which will prioritize funding based on the condition of transit assets in order to achieve or maintain transit networks in a State of Good Repair (SGR).

The purpose of the FTA rulemaking is to help achieve and maintain SGR for the nation's public transportation assets. FTA's January 2025 analysis estimated the national transit SGR backlog at $140.2 billion, based on 2022 asset and cost data expressed in 2022 dollars. The TAM rule aims to address the backlog by requiring transit providers to create TAM plans that will help transit agencies systematically

address their maintenance needs and develop prioritized asset investment plans. Well-developed asset management systems have been shown to have lower long-term maintenance costs and increased efficiency and service reliability. Additionally, the TAM Plan will have important non-quantifiable benefits, such as improved transparency and accountability. Implementing a TAM system requires transit providers to collect and use asset condition data, set targets, and develop strategies to prioritize investments to meet their goals. The rule establishes a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures and targets.

STRATEGIC PLAN ALIGNMENT:

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

DISCUSSION:

VCTC sponsors the Ventura County Group TAM Plan for participating local transit providers. The Group TAM Plan includes VCTC Intercity, Valley Express, Camarillo Area Transit, Moorpark City Transit, Ojai Trolley, Simi Valley Transit, Thousand Oaks Transit, HELP of Ojai, and PathPoint. The Plan also includes an inventory and condition assessment of Metrolink station platforms and related parking assets, including assets at four station locations for which VCTC has ownership or direct capital responsibility. The Plan includes performance targets for each asset type and a prioritized list of capital investments over the Plan horizon.

This four-year update brings together revised asset inventories and condition assessments through the plan horizon, decision-support tools, performance targets, and prioritized capital investments to guide the maintenance and replacement of transit assets. The update was developed in coordination with participating agencies using current asset information provided by each operator. By consolidating this information into a regional plan, VCTC and the participating agencies can more consistently evaluate asset conditions, identify anticipated replacement needs, and support coordinated capital planning. The Plan also provides a framework for monitoring progress towards SGR performance targets and updating investment priorities as asset conditions, operating needs, and available funding change.

Following approval, VCTC will continue coordinating with participating agencies regarding implementation of the Plan, annual performance reporting, and future updates to asset inventories and condition information. Projects identified in the Plan may be considered in future capital programming and grant applications, as appropriate.

Approval of the Plan does not authorize or appropriate funding for the listed projects. Individual projects remain subject to funding availability and any required future approvals.

FISCAL IMPACT:

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

ATTACHMENTS

Attachment A – Transit Asset Management Plan 2026

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Item 10G

October 9, 2026

MEMO TO:	**VENTURA COUNTY TRANSPORTATION COMMISSION**
FROM:	**AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING** **CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**
SUBJECT:	**TITLE VI PROGRAM UPDATE CONTRACT AWARD**

RECOMMENDATION:

- 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.

BACKGROUND:

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. As a recipient of federal funding through the Federal Transit Administration (FTA), VCTC is required to comply with Title VI regulations and related FTA requirements, including those set forth in FTA Circular 4702.1B, Title VI Requirements and Guidelines for FTA Recipients.

As part of these obligations, VCTC is required to maintain and periodically update (every three years) its Title VI Program, which documents the agency's efforts to ensure that its programs, services, and activities are provided in a nondiscriminatory manner. The Title VI Program must be submitted to FTA every three years, or as otherwise required. Key components of a compliant Title VI Program include:

- A summary of public outreach and engagement activities and efforts to address the needs of minority and low-income populations
- A description of VCTC's procedures for tracking and investigating Title VI complaints
- Documentation of service and fare equity analyses
- A language assistance plan to ensure meaningful access for persons with limited English proficiency (LEP)
- Demographic data and mapping of the populations served by VCTC's programs and services

VCTC's current Title VI Program was last updated and submitted to FTA in 2024. An update is now required to ensure continued compliance with FTA requirements and to reflect any changes in VCTC's services, demographics, and policies since the last program update. The Title VI Program Update is due to the FTA on June 1, 2027.

STRATEGIC PLAN COMMITTMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

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

DISCUSSION:

On July 10th, 2026, staff issued a Request for Proposals (RFP), seeking proposals from qualified firms to develop VCTC's next Title VI Program Update. The solicitation was published in two online platforms, on VCTC's contract's webpage, and an email distribution to all prospective bidders gathered through various forms of research. A virtual pre-proposal conference was held on July 21, 2026. Eight (8) proposals were received by the due date of August 21, 2026.

Proposals were evaluated in accordance with VCTC's procurement policies and procedures. A Technical Evaluation Committee, consisting of three (3) subject matter experts, independently reviewed and scored the technical proposals based on the evaluation criteria established in the RFP, including the firms' qualifications and experience, understanding of the scope of work, proposed technical approach, project team, work plan, and ability to meet the required schedule. The highest-ranked firms were invited to participate in interviews, which allowed the Committee to further assess each firm's approach, clarify proposal elements, and evaluate the qualifications and availability of key personnel. Following completion of the interviews, the Committee finalized the technical scores. Price scores were then calculated in accordance with the methodology identified in the RFP and combined with the technical scores to determine the final rankings shown below:

Proposer	Technical Score	Price Score	Total Score
TMD Inc.	88.00	7.90	95.90
Moore & Associates	87.00	7.43	94.43
Calyptus Group	84.67	7.89	92.56
WSP	84.00	7.91	91.91
SRF	84.67	6.87	91.53
Milligan	79.00	10.00	89.00
Nelson Nygaard	79.00	7.77	86.77
Capitol GCS	72.33	5.18	77.52

Staff determined the proposed cost is fair and reasonable and aligned with VCTC's Independent Cost Estimate. Following a competitive procurement process, Transportation Management and Design, Inc. (TMD) is recommended for award of the Title VI Program Update contract. TMD has extensive experience assisting agencies across the country with Title VI equity analyses and program updates. The firm demonstrated a strong understanding of FTA Title VI requirements, VCTC's scope of work, and the public outreach, demographic analysis, policy review, and documentation needed to complete a compliant update. TMD's proposed approach, project team, and schedule provide VCTC with the technical expertise and capacity necessary to complete the program update in advance of June 1, 2027, FTA submission deadline.

Next Steps

Upon the Commission's approval of this award, Staff will execute a contract and issue a Notice to Proceed to Transportation Management and Design, Inc.

FISCAL IMPACT:

No fiscal impact. Sufficient funding for this work is included in the Fiscal Year 2026-2027 Regional Transit Planning budget.

ATTACHMENTS:

Attachment A – Professional Services Agreement with Transportation Management and Design, Inc.

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Item 10H

October 9, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

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

CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT

SUBJECT: **UNION PACIFIC RAILROAD (UPRR) SUPPLEMENTAL ENGINEERING SERVICES AGREEMENT FOR THE CAMARILLO STATION ADA IMPROVEMENTS PROJECT**

RECOMMENDATION:

- 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.

BACKGROUND:

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

Because portions of the Project will be constructed within or adjacent to UPRR right-of-way, UPRR must review construction submittals and provide project and construction management and other related engineering oversight during construction. These

services support coordination with railroad operations and help ensure that work within the railroad right-of-way complies with UPRR requirements.

STRATEGIC PLAN COMMITTMENT:

This report aligns with the VCTC Strategic Plan commitments of:

Goal B: Transportation Services

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

DISCUSSION:

UPRR provided VCTC with an estimate dated August 19, 2026, for engineering and other related services associated with construction activities within the railroad right-of-way at the Camarillo Passenger Station, located on the Santa Barbara Subdivision at Milepost 413.3. The scope includes project management, construction submittal review, and construction management during construction of the ADA improvements.

The total estimated cost is $60,000, consisting of $10,000 for project management, $3,000 for construction submittals, and $37,000 for construction management, and $10,000 for optional tasks. UPRR's estimate also identifies digital observation, if required, at current rates of $150 per day for labor and $120 per day for materials.

The estimate is subject to fluctuation, and UPRR will bill VCTC for the actual cost of the railroad services provided. Any increase or decrease in the quantity or cost of required labor or materials will therefore be reflected in the final charges. Approval of the agreement will allow UPRR to perform the required construction review and engineering coordination as project construction advances, helping VCTC maintain the project schedule and comply with railroad requirements.

FISCAL IMPACT:

Funding for these services is included in the Fiscal Year 2026-2027 Camarillo Station ADA Improvements Project budget.

Item 10I

OCTOBER 9, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**

SUBJECT: **VCTC INTERCITY TRANSIT REQUEST FOR PROPOSALS**

RECOMMENDATION:

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

BACKGROUND:

VCTC has offered regional intercity transit services since 1994. In 2015, the service was rebranded as “VCTC Intercity Transit” and is the primary intercity fixed route service in Ventura County by passengers and hours and miles operated.

VCTC Intercity Transit service operates six (6) transit routes that connect the cities and communities of Ventura County and that extend into Santa Barbara County to the north and Los Angeles County to the east. VCTC is also the applicant of record for federal and state funding for the service.

The current contractor is RATP-Dev, and their contract will expire on May 3, 2027, necessitating the need to release a Request for Proposal to identify qualified and interested firms.

STRATEGIC PLAN COMMITTMENT:

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

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

DISCUSSION:

On November 26, 2014, the Commission approved a contract with Roadrunner Management Services for VCTC Intercity Transit services, effective May 4, 2015, through May 3, 2024. In 2018, Roadrunner Management services were acquired by RATP-Dev, who has remained the operator of service since that time.

In April 2024, the Commission approved a three-year extension of the contract through May 3, 2027.

Staff has prepared the RFP for publication and subject to Commissioner approval today, will release the RFP later today.

The RFP will be written to ensure that VCTC is able to leverage cost savings by adjusting operating standards and billing practices where appropriate, taking advantage of lower maintenance costs as new all-electric and diesel hybrid buses enter service, and modifying how VCTC pays for certain ancillary services and costs.

The RFP will also tighten performance standards and expectations on the operator in efforts to improve overall service quality and reduce staff time burdens in terms of on-going monitoring of the operator. Consistent with current Federal Transit Administration (FTA) practice, an agreement will include contract incentives to encourage superior performance that exceeds contract minimum standards.

Qualifying proposals will be reviewed by a committee made up of VCTC staff and staff from partner agencies and a determination made as to the best qualified proposal at which time negotiations on a new contract will commence with a tentative date of March 2027, for the Commission to award a new contract for services.

Staff's recommendation is that the Commission authorizes the Executive Director to finalize and issue Request for Proposals for VCTC Intercity Transit.

FISCAL IMPACT:

Approval of this item does not have a fiscal impact. Sufficient funds are available in the approved Fiscal Year 2026/2027 Intercity budget for the preparation and release of the RFP.

Item 10J

October 9, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **MARTIN ERICKSON, EXECUTIVE DIRECTOR AND AMANDA FAGAN, DIRECTOR OF PLANNING AND SUSTAINABILITY**

SUBJECT: **CONTRACT AMENDMENT WITH MMO PARTNERS**

RECOMMENDATION:

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

BACKGROUND:

In April 2024, VCTC retained the services of MMO partners, a Washington DC based legislative advocacy firm primarily to assist with the process of coordinating recovery from the Federal Emergency Management Agency (FEMA) from damages to the Santa Paula Branch Line (SPBL). On July 5, 2024, the parties entered into Amendment #1 to change the business name of the consultant. In October of 2025, VCTC entered into Amendment #2 with MMO to extend the term and increase the contract amount. Throughout the contracting relationship, MMO partners has provided valuable assistance, including outreach and coordination with FEMA staff and our congressional representatives. MMO partners also assisted with several other transportation and transit projects and helped VCTC navigate the changing landscape of the federal government.

DISCUSSION:

Staff is seeking an extension of the agreement with MMO through the third amendment to the agreement. Other areas where MMO partners is providing assistance to VCTC include:

- Assistance with Santa Paula Branch Line (SPBL) coordination with FEMA for recovery from damage to the SPBL.
- Assistance with VCTC's federal grant related issues for transportation and transit projects, specifically with IIJA funding opportunities.
- Assistance with legislative positions adopted in VCTC's federal Legislative Program
- Seeking transportation and transit funding opportunities
- Grant applications for all modes of transportation

Therefore, staff's recommendation is to approve contract amendment #3. Revenues for this action are included in the current budget.

AMENDMENT NO. 3 TO

CONSULTANT SERVICES AGREEMENT BETWEEN

THE VENTURA COUNTY TRANSPORTATION COMMISSION ("VCTC") AND

MURRAY, MONTGOMERY, O'DONNELL (MMO) PARTNERS

This Amendment No. 3 ("Third Amendment") by and between the Ventura County Transportation Commission("VCTC") and MMO Partners., herein referred to as "Consultant," is entered into as of this ____ day of October 2026, effective as of November 1, 2026. VCTC and Consultant shall be referred to individually as "Party" and collectively herein as "Parties."

WHEREAS, on April 1, 2024, VCTC entered into a consultant services agreement ("Agreement") with Consultant; and,

WHEREAS, on July 5, 2024, the parties entered into Amendment #1 to change the business name of the Consultant; and

WHEREAS, in October of 2025, VCTC entered into a second amendment to the Agreement to extend the term and increase the not-to-exceed amount with Consultant; and,

WHEREAS, VCTC and Consultant now desire to enter into the Third Amendment to the Agreement to extend the term of the Agreement and adjust the compensation for the extended term.

NOW, THEREFORE, VCTC and Consultant agree as follows:

1. Section 1.1 of the Agreement shall be amended to extend the term of the Agreement until October 31, 2027.

2. Section 2 of the Agreement shall be amended to increase the not to exceed amount by $49,000 for a new not to exceed amount of $147,000.

Except to the extent amended herein, all other provisions of the Agreement remain unchanged and in full force and effect.

This Third Amendment may be executed in counterparts and/or by facsimile or other electronic means, and when each Party has signed and delivered at least one such counterpart, each counterpart shall be deemed an original, and, when taken together with other signed counterpart, shall constitute one original, which shall be binding upon and effective as to all Parties.

[*Signatures on the Following Page]*

IN WITNESS THEREOF, the parties have executed this Third Amendment on the ____ day of _____ 2026.

VENTURA COUNTY TRANSPORTATION COMMISSION

by:_____
Martin R. Erickson, Executive Director

Approved as to form

by:_____
Lindsay D'Andrea, General Counsel

CONSULTANT: MMO Partners

by:_____

Item 11

October 9, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: EFFORTS TO KEEP VCTC TRANSIT SERVICES SUSTAINABLE

RECOMMENDATION:

- Receive and file presentation.

BACKGROUND:

VCTC operates the VCTC Intercity service, the Valley Express service on behalf of Santa Paula, Fillmore and the County, and is a member agency of Metrolink, LOSSAN and CalVans. Additionally, VCTC administers the Free Fare Programs countywide. VCTC, along with its partners, has made considerable efforts to improve the sustainability of these programs. The following summarizes these efforts, the financial challenges VCTC and its partners have been working to address, and the financial outlook for the respective agencies.

DISCUSSION:

Metrolink

Fiscal Year 2027 Budget Challenges

The Southern California Regional Rail Authority (SCRRA), also known as Metrolink, has gone through significant financial issues that have delayed the adoption of the Fiscal

Year 2026/2027 budget. Fare revenue was significantly lower than projected, which had a disproportionate impact on the different rail service lines. Between the lower than projected fare revenue and various contract increases, an additional $25 million would have needed to be contributed by the member agencies. Additionally, the Orange County Transportation Authority (OCTA) and the Los Angeles County Metropolitan Transportation Authority (LA Metro) needed to reduce their combined subsidy amounts by $10 million, resulting in a total funding gap of $35 million.

Subsidy Growth and Fare Revenue Impacts

Since the pandemic, subsidies for all member agencies have increased significantly at different rates. Between Fiscal Year 2021 and Fiscal Year 2026, VCTC and the Riverside County Transportation Commission (RCTC) subsidies grew around 50% while the San Bernardino County Transportation Authority (SBCTA)'s subsidy grew about 60%. OCTA and LA Metro, who fund 70% of the service, saw an increase of 80% and 90% respectively to their subsidy amounts. These costs and rates of growth have been unsustainable for the member agencies.

Transit operating costs have risen significantly throughout the industry, including for Metrolink. Additionally, they relied heavily on fare revenue prior to the pandemic and as their ridership is at 68% pre-pandemic ridership levels, fare revenue is also below pre-pandemic levels. Some lines, and therefore some member agencies, had received significantly more fare revenue than others. In particular, the Orange County Line had a farebox recovery ratio of 68%. These lines benefitted from high fare revenue prior to the pandemic but are most hurt by the slow growth in revenue and therefore their subsidies have grown more quickly than the other agencies, with OCTA's farebox recovery ratio decreasing to 17% from 41% and LA Metro's farebox recovery ratio decreasing to 13% from 33%. Additionally, the impact of the lower than anticipated fare revenue for Fiscal Year 2026 and Fiscal Year 2027 has affected LA Metro most, increasing the delta between funds available and their subsidy.

While it was unfortunate that fare revenue for the Ventura County portion of the Ventura County Line (VCL) was not particularly high prior to the pandemic (about $2.3M), the decrease in fare revenue has affected VCTC less than some of the other member agencies.

JPA Cost Allocation and VCTC Responsibilities

Because SCRRA is a Joint Powers Authority (JPA), when one member agency reduces their service level, it increases the other member agencies' subsidies as their percentage of miles increases (unless other reductions, fixed or to service, are made) and the funding formula is based predominantly on miles. This makes the situation significantly more complicated than if they were a district where funds can be allocated throughout the service with less attention given to each jurisdiction and requires an

iterative and much longer process to find a service scenario that supports the needs and budgets of all member agencies.

To note, because VCTC owns the rail line from the Moorpark Station to the LA County line and the Simi Valley, Moorpark, Camarillo and East Ventura rail stations, VCTC is responsible for maintaining the rail right-of-way (ROW), which is a significant cost and SCRRA does on our behalf, whether we are a member of the JPA or not. The Metrolink service that is run in Ventura County generates a significant amount of Federal Transit Administration (FTA) funds that are contributed to maintaining the ROW. Without the service, VCTC would still have to pay for these capital costs without these funds.

Grant Matching and Toll Development Credits

Further exacerbating the Fiscal Year 2027 budget is that the Toll Development Credits (TDCs) VCTC receives and uses to support grant matches have decreased significantly. While TDCs are also used for VCTC, Gold Coast Transit District (GCTD) and 5310 grant matches, 75% of them are used as match for Metrolink FTA grants for both preventative maintenance (operations) and the capital budget. The reduction in TDCs is so large that even if all remaining TDCs were dedicated to Metrolink for the next two years, there would not be enough to cover what is needed. TDCs eliminate the need for a grant match, which is critical as VCTC does not have non-FTA funds that can be used as the match as all state funds that are dedicated to Metrolink must be used to support operations for cash flow purposes. Dedicating TDCs to Metrolink has been a long standing practice and has avoided the need for additional state sources to be contributed to Metrolink.

VCTC has worked diligently with Metrolink and the other member agencies to come up with ways that the grants can be matched with existing funds contributed to Metrolink. In particular, LA Metro has been a key partner as all funds provided to Metrolink by LA Metro are local funds including those already contributed to All-Share projects (projects funded by all member agencies) and can be counted as match. We are aiming for this process to continue for the long term, at least for All-Share projects, and at least through Fiscal Year 2028 when we expect the TDC allocation to be more in line with what it was previously. While this has required a significant effort and lift by Metrolink and all member agencies, the goal has been to limit using all remaining TDCs to support Metrolink and therefore eliminating the possibility of them being used to support other transit uses in the county.

Fiscal Year 2027 Service and Cost Reductions

Metrolink’s Reimagined service was launched on October 21, 2024, as part of the agency’s transition from a traditional commuter-rail model to a broader regional-rail model serving more midday, student, leisure, and nontraditional-work trips. The schedule added 32 weekday trains, a nearly 23% service increase but used less train

sets. While the operating costs were higher overall, VCTC's subsidy did not see a significant increase after the Reimagined service was implemented as the service was more efficient. Ridership and revenue projections were predicted to offset the costs within five years, which is curbed by the service reductions. and the service was designed to provide more midday options, streamline transfers among Metrolink's lines, and make schedules easier to understand through more consistent, clock-face departure times. Although the concept responded to post-pandemic changes in travel behavior, implementation encountered significant operational challenges, including inadequate track capacity on the San Bernardino Line and delays on freight-owned and freight-dispatched portions of the system.

Metrolink subsequently adjusted the schedule in January 2025 to improve on-time performance and coordination across several lines. While Reimagined did not perform as planned, its underlying strategy remains sound, particularly in light of LOSSAN's stronger ridership rebound, which demonstrates the potential for convenient, well-designed service improvements to attract a broader range of riders.

To address budget shortfalls, over the last seven months, Metrolink and the member agencies have worked diligently to develop a budget for Fiscal Year 2027 that all member agencies can agree upon and are close to having an adopted budget. To support this, fixed costs have been reduced by nearly $16 million. Reductions in fixed costs are critical to reducing the amount of service cuts needed and to ensure funding Metrolink into the future is sustainable.

Additionally, a number of service reductions have been made and further cuts will be implemented in November. Weekday train count will go from 164 trains to 116 in November, cutting an additional 16 trains from the current reduced service and weekend service will be reduced from 60 trains to 36 trains. These relatively limited reductions were achieved after significant work by the member agencies and Metrolink who worked hard to limit reductions given that initial service reduction scenarios were far more drastic.

On the VCL service into Ventura County, there is already limited service, especially compared to the other lines. Two weekday trips were reduced in March. No weekend service has been or will be cut and no additional weekday trips will be removed. However, one crew was reduced by starting the first northbound trip 20 minutes later, leading to savings without reducing service.

Long-Term Planning and Reserve Funding

As work continues on finalizing the Fiscal Year 2027 budget, preliminary discussions on the Fiscal Year 2028 budget have begun at the CEO level. Efforts will include seeking discretionary grant funding and continuing to evaluate policies, including those related

to revenue. There is recognition that more work is needed to get the Fiscal Year 2028 budget to a place that is more sustainable and all member agencies can agree upon.

At the beginning of the pandemic, Metrolink was allocated $32,000,000 in CARES funds. These funds were eventually swapped with member agency measure funds and are in LAIF account. VCTC has been extremely judicious in the use of these funds and has $17,714,719 as of September 25, 2026. These funds have been primarily used to pay for the difference between the cost of VCTC's operating subsidy and the available revenues dedicated to Metrolink operations. While the operations cost is above what is available, these funds are expected to last for a number of years longer.

Additionally, the surface transportation bill does not include advance appropriations authorized by the IIJA, meaning significant cuts to public transit, including rail programs which face cuts of 80 percent. In addition, the bill includes no guaranteed funding for passenger rail. Fortunately, formula funds have less dramatic cuts with a 20% reduction. These cuts will exacerbate an already poor financial outlook.

VCTC Intercity

Current Funding Situation

As seen throughout the transit industry, costs to run the Intercity bus service have increased significantly since the pandemic. More recently, VCTC has had to pay significantly more for fuel due to the rise in diesel fuel prices. Additionally, traffic on 101 between Ventura and Santa Barbara is significant due to construction and has increased again recently. The delays lead to longer trips, an increase in hours and higher costs due to the need for additional relief drivers to keep the route on time.

The VCTC Intercity service relies on FTA funds allocated to the service, contributions from our partners the Santa Barbara County Association of Governments (SBCAG) and California State University Channel Islands (CSUCI) and primarily State Transit Assistance (STA) funds, derived from sales tax on diesel fuel. VCTC relies on funding from SBCAG for the Coastal Express route, but this fee has remained flat despite costs increasing.

STA funding is volatile and while it is projected to increase in Fiscal Year 2027 primarily due to high diesel prices, STA funds have been trending down since Fiscal Year 2023. Once diesel prices stabilize and return to normal pricing STA funding is likely to continue to decrease. With operating costs increasing and STA revenues going down, the annual STA funds received will not be sufficient to sustain the same level of service.

Efforts to Support Sustainability

Staff spent considerable efforts coming out of the pandemic to make the VCTC Intercity service as easy to use as possible for the public. This has included improved outreach and informational materials, streamlining the route paths on multiple routes but particularly the Coastal Express and implementing Tap2Ride, allowing passengers to pay their fare with a debit or credit card.

Plans to ensure sustainability of the service include reevaluating service levels and ridership with the expectation of having to trim less productive service. Staff is also evaluating implementing a fare increase in 2027. The Short-Range Transit Plan (SRTP) recommends increasing fares which have not been increased since 2020. Any plans staff develop to change routes and/or policies will be brought back to the commission for review before moving forward.

Additionally, staff has worked hard to secure funding to replace aging buses and repower others to extend their useful life. The vast majority of the Intercity fleet's buses are model year 2015 and will reach the end of their useful life in 2027. VCTC has replaced 10 buses, repowered five, and has plans to replace five more with SB 125 funds expected to be received in the coming months. These new or repowered buses are in addition to the five new electric buses SBCAG purchased using a state grant. VCTC also applied for a federal Low or No Emissions grant for 12 diesel hybrid buses to replace the remaining buses that are at the end of their useful life. Spreading out the replacement of the fleet helps to spread out the replacement cost over years rather than one very large replacement that is often harder to get funding for. Additionally, VCTC is evaluating its maintenance practices to ensure our buses can last beyond the FTA useful life benchmark of 12 years. The recent fleet replacement and repowers will help save on maintenance costs and offset costs needed to work on older buses.

Lastly, staff will work with SBCAG to develop a plan to ensure a sustainable path for Coastal Express, including right sizing the service.

Valley Express

VCTC manages the Valley Express service on behalf of the cities of Santa Paula and Fillmore and the County of Ventura. When the new operating and maintenance contract was implemented in 2023, costs increased significantly. In general, but especially since the pandemic, dial-a-ride costs have been quite volatile making budget projections less reliable.

Staff have been working over the last couple of years, including through efforts in the SRTP, to create a plan that right sizes service for Valley Express, provides the right balance of fixed-route and dial-a-ride service, makes the service more efficient and helps to increase ridership. To help with efficiency and productivity, VCTC implemented RideCo, a demand response scheduling software, which has increased productivity

significantly, from transporting less than one passenger per hour over three, while covering more miles in less time due to better scheduling. To help make the service easier to ride and more appealing, Tap2Ride was implemented in January 2025.

Financial Considerations

A number of fixed route service improvements have been made or are planned but they have utilized grant funding and will ultimately need to be incorporated into the general operating budget in the long run. In August 2024, a new grant funded route between Fillmore and Moorpark was implemented and is expected to run out of funds in late 2027 or early 2028. The SRTP recommends several changes to Valley Express service and policies, including expanded fixed-route service in Santa Paula, route modifications in Fillmore, a general fare increase, and policy and fare changes that would increase costs for passengers living within a quarter mile of fixed-route service. These recommendations are intended to encourage greater use of fixed-route transit, reduce reliance on the more costly dial-a-ride service, and improve the overall long-term sustainability of the transit system. To fund the fixed route service increases, additional grant funding has been secured. VCTC has been working closely with the Heritage Valley Technical Advisory Committee (HVTAC) and Heritage Valley Policy Advisory Committee (HVPAC) to ensure that these service and policy changes are implemented thoughtfully and strategically. The goal is to use the funding to support the transition period while developing a sustainable service model that does not depend on continued funding over the long term. VCTC expects to refine recommendations based on feedback received and present it to the HVTAC and HVPAC.

CalVans

CalVans has experienced several years of operating losses due to management issues and lower ridership, due to slow recovery from the pandemic and increased immigration enforcement activity.

CalVans cash flow has improved over the past few months. Their response to these issues, in addition to new management, has included stronger collection effort, staff pay reductions and furloughs, limits on discretionary spending, revised billing and fuel agreements, and surplus-vehicle sales that staff reported achieved better-than-expected prices. CalVans also reported negotiating annual excess-insurance premiums down from an anticipated $1.3 million to $900,000.

Efforts to Support Sustainability and Improve Financial Position

VCTC has supported CalVans' state funding advocacy and increased its review of the agency's financial situation. The outlook improved when AB 113 was signed on

September 18, approving $13.838 million in Proposition 4 state funding for vanpool vehicles, clean technologies, and infrastructure. This funding provides an opportunity to strengthen CalVans' financial position as the agency works to secure disbursement, meet program requirements, and build more stable operating revenue.

Additionally, VCTC has helped to find better arrangements for vehicle storage that would lower lease costs.

Despite these significant efforts, CalVans is still in a precarious place. CalVans generates FTA 5307 funds that are currently not returned to them as is the practice in some other jurisdictions. VCTC will be reviewing this and its potential effects and will determine whether these funds should be contributed to them in the future.

LOSSAN

The LOSSAN Rail Corridor Agency (LOSSAN) is a JPA comprised of regional transportation and planning agencies along the Los Angeles – San Diego – San Luis Obispo rail corridor and governs the state-funded Amtrak Pacific Surfliner service. The LOSSAN Rail Corridor spans 351 miles through six counties, from San Diego to San Luis Obispo and serves five rail stations in Ventura County.

In pre-pandemic Federal Fiscal Year 2018-19, the corridor carried more than 8.15 million passengers annually (2.78 million on Pacific Surfliner; 5.37 million combined on Metrolink and COASTER), with roughly 26 Pacific Surfliner trains, 137 commuter trains, and 70+ freight trains operating daily. In Fiscal Year 2024-2025, ridership reached 2.03 million, a 7 percent increase over the prior year.

Expanded Service Pilot

LOSSAN, the Santa Barbara County Association of Governments (SBCAG), and VCTC partnered to implement a pilot service on the Pacific Surfliner corridor, adding a daily roundtrip between Los Angeles and San Luis Obispo and increasing frequencies to six daily trips to Goleta and three daily trips to San Luis Obispo. The Expanded Service Pilot launched on May 4, 2026, and is currently operating as a 12-month pilot. State funding for service beyond Goleta helps reduce the regional partners' costs while supporting higher overall ridership. The service has an operating cost of $4,319,480 and requires an additional $157,000 fare subsidy, bringing the total cost to $4,476,480. SBCAG and VCTC are contributing a combined $2,219,240, with the remaining $2,257,240 expected to be covered by passenger fare revenue.

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

whether funding may be made available to continue the service. The long-term goal is for the State to assume the service costs, and the partner agencies are working to demonstrate the service's value by actively promoting it and growing ridership through a three-pronged marketing approach utilizing the three agencies' marketing channels and reach. VCTC allocated $3 million to this pilot service and can therefore fund the service for an additional year, if needed.

Rail 2 Rail/Codeshare Program Update

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

The program was started to complement Metrolink's and NCTD's schedule options using Pacific Surfliner trains that had additional capacity. The program is suspended around major holidays and special events due to increased demand.

On the Ventura County Line (VCL), the codeshare program allows Metrolink customers to ride all Amtrak Pacific Surfliner trains and vice versa between L.A. Union Station and Ventura throughout the week, allowing passengers to pay with either an Amtrak or Metrolink ticket.

To support high weekend Pacific Surfliner demand, the VCL weekend service trains are scheduled in such a way to reduce gaps in the Pacific Surfliner service in an effort to increase overall frequency in the corridor and relieve crowding on the Pacific Surfliner.

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

Ridership and revenue has rebounded significantly since the pandemic, especially in comparison to other rail agencies. Since fully restoring pre-pandemic service levels in late January, and expanding service in May, the Pacific Surfliner has exceeded pre-pandemic ridership levels and reached historic ridership levels June, July and August. Fiscal Year 2026 revenue reached historic levels at $88.6 Million.

The current 3-year budget augmentation to support restoring intercity rail service in California is set to expire at the end of Fiscal Year 2027. The state is currently working on a state budget multi-year augmentation request to be included in next year's budget

to continue to support and sustain intercity rail service levels. Advocacy for Intercity rail service will be important for long term sustainability.

Free Fare Programs

Program Overview and Funding

The Countywide Free Fare Programs (FFPs), which include Youth Ride Free, College Ride, and Free Fare Days, were designed to increase ridership, reduce financial barriers to transit use, and support local and regional mobility and air quality goals. The programs are funded primarily through annual allocations from the Low Carbon Transit Operations Program (LCTOP) and have recently been supplemented with SB 125 funds. The Youth Ride Free promotional program allows youth 18 and under 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 Lutheran University, California State University Channel Islands, Moorpark College, Oxnard College, Ventura College, Santa Barbara City College, and the Ventura County Adult Education Consortium (VCAEC), including its member adult schools (Conejo Valley Adult School, Fillmore Adult School, Moorpark Adult School, Ojai Adult School, Oxnard Adult School, Santa Paula Adult School, Simi Institute, and Ventura Adult & Career Education), to ride any public transit bus in Ventura County at no cost. The Free Fare Days allows anyone to ride any Ventura County bus service for free on the following select days: Clean Air, Transit Equity, Earth Day. VCTC also observes Veteran's Day but each operator is responsible for subsidizing fares on that day and is not covered by LCTOP funds. The FFPs continue to demonstrate strong popularity and consistent year-over-year growth.

Funding Pressures and Risks

The FFPs currently cost a little under $3 million annually, with expenses increasing each year due to their growing popularity. Historically, the programs have been funded primarily through LCTOP, which has provided a little over $2 million annually in recent years. However, program costs now significantly exceed LCTOP allocations, creating a substantial funding gap. To address this shortfall, SB 125 funds have been used on a temporary basis. Compounding this challenge, Cap-and-Trade/Cap-and-Invest revenues are currently projected at only about 65% of their historical average. Recent legislative changes to the Cap-and-Invest program also prioritize funding for Tier 1 and Tier 2 categories. If revenues are insufficient to fully fund these tiers, Tier 3 programs, including LCTOP, will receive substantially less funding.

The Youth Ride Free program is the most expensive of the programs and is more popular, and therefore more expensive, than initially projected when implemented. When the program was implemented, LCTOP funds had accumulated from when fares

were suspended. There was enough funding to run the program for two years as a promotional program using these funds, as well as yearly LCTOP allocations, to help increase ridership coming out of the pandemic. The program has continued due to its popularity and how critical it has been in increasing ridership for the operators accounting for 40% or trips taken on Ventura County bus operators, relying on SB 125 funds to fully fund the programs. Because program costs exceed available and eligible funding, additional resources are needed to fully support projected costs.

Cost Controls and Long-Term Sustainability

Due to growing ridership across all Free Fare initiatives, operator reimbursement was reduced in April 2024 from 100% to 75% of the one-way local base fare, and the number of select Free Fare Days was reduced from six to four. In addition to allocating SB 125 funds to these programs, VCTC also received TRANSCOM approval to apply interest earned on the SB 125 principal funds to the FFPs and intends to use those earnings to help fill funding gaps while awaiting state disbursements, which have been received progressively later each year. These efforts will continue the programs through Fiscal Year 2027 with the goal of continuing them through Fiscal Year 2028, subject to LCTOP revenues.

VCTC is also implementing the new VCcollegepass, which students can access through a mobile app or tap card and which will improve data tracking and provide college-specific usage data to support a transition toward long-term funding by participating colleges, anticipated to begin in Fiscal Year 2027/2028. VCTC has continued the program only at schools that have committed to exploring financial contributions to support it over the long term.

Given the funding challenges facing Ventura County school districts, it would be difficult to secure district contributions and keep the YRF initiative going. Accordingly, uncertainty regarding future LCTOP funding and program costs places the continued sustainability of this program at risk.

Summary

Over the years, VCTC has worked diligently to maintain and grow service levels. We are now facing an inflection point, with rising operating costs and reduced revenues, impacting service quality and system sustainability. VCTC will continue to work with our partners to generate long-term strategic solutions. VCTC also understands that agencies across the county are feeling similar financial pressures and constraints. VCTC is currently reviewing both the short term financial plans of all county operators, as well as formula funding and related policies and plans to bring related items to TRANSCOM and the commission in future meetings.

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Item 12

OCTOBER 9, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **MATT MILLER, PROGRAM MANAGER – TRANSIT CONTRACTS**

SUBJECT: **REGIONAL TRANSIT TECHNOLOGY UPDATE**

RECOMMENDATION:

- Receive and file.

BACKGROUND:

As Ventura County's regional transportation planning agency, VCTC leads and coordinates technology initiatives that improve transit connectivity and enhance the customer experience across multiple transit operators. Recent initiatives include Tap2Ride, a regional open-payment system that allows riders to pay fares using credit cards, debit cards, and digital wallets, a new demand-response scheduling system for the County's transit operators and VCcollegepass, a simple way for college students to ride free on transit throughout the county.

STRATEGIC PLAN COMMITTMENT:

This report aligns with the VCTC Strategic Plan commitments of:

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

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

DISCUSSION:

VCTC, as the regional transportation planning agency, is leading several transit technology projects throughout the County which promotes more coordinated transit and collaboration among operators. Below are three projects that were recently implemented.

Tap2Ride – Regional Open Loop (Credit Card/Debit Card) Payment System

Over the past two years, VCTC has planned, procured, and implemented the Tap2Ride system, which enables seamless fare payment across Ventura County transit services using contactless credit cards, debit cards, and digital wallets like Apple Pay. Funded through a Regional Early Action Planning (REAP) grant from the Southern California Association of Governments (SCAG), the system improves customer convenience while advancing regional transit integration. Tap2Ride was fully implemented and launched on September 8th. The new system introduces several customer-focused benefits, including fare capping, free transfers, and regional reduced-fare eligibility.

Fare Capping

Tap2Ride includes fare capping, a "pay-as-you-go" feature that allows riders to receive the benefits of transit passes without paying the full cost upfront. As riders use participating transit services, their fares automatically accumulate toward daily or 31-day spending limits established by each operator. Once a rider reaches the applicable fare cap, all additional trips during that period are free.

Tap2Ride also includes a regional 31-day fare cap equivalent to the VCTC regional pass, allowing riders who travel on multiple transit systems to accumulate fares across participating agencies and receive unlimited rides after reaching the regional spending threshold. This approach makes transit more affordable and ensures riders automatically receive the best available fare.

Intra-Agency and Inter-Agency Transfers

Tap2Ride has been configured to reflect the fare policies of each participating transit operator. Riders traveling within a single transit system will receive any transfer benefits already offered by that operator, while riders transferring between different Ventura County transit systems will automatically receive a free two-hour inter-agency transfer. This allows passengers to seamlessly connect between services without paying an additional fare, making regional travel more convenient and affordable.

Reduced-Fare Benefits

Tap2Ride simplifies access to reduced fares for eligible riders, including seniors age 65 and older, individuals with disabilities, and U.S. military veterans. Through a State of California self-service verification website, eligible passengers can register a credit or

debit card to receive reduced fares. Once verified, the reduced-fare benefit is automatically recognized across all participating Ventura County transit operators, providing a consistent and convenient experience regardless of which transit service is used.

Regional Demand Response Scheduling and Dispatch System (RideCo)

In 2023, staff led a procurement to replace the demand response scheduling and dispatch system at Valley Express Transit while leaving an opportunity for any or all Ventura County dial-a-ride operators to join if they chose.

Since then, all agencies, except Simi Valley, have decided to use the system for paratransit services, however Simi Valley is using the system for their Microtransit service and is currently working to implement the system for their other demand response services. Simi Valley is currently scheduled to implement the system for their paratransit and dial-a-ride services in January 2027.

The system is provided by RideCo and provides a unique white label self-scheduling app for every City/transit operator to use while sharing back-end data for better cross county coordination. The individualized app allows local agency staff to promote their own jurisdiction's app but allows passengers to book with any other agency if they choose. The system has already led to numerous efficiency improvements across agencies who have implemented including on-time performance and increased passengers per revenue hour.

The system and rider app allows passengers to book their own rides and pay for their trips through the app using a credit or debit card. Currently, all operators in the county have all activated the credit card and debit card payment feature.

VCcollegepass - Regional College Pass

VCcollegepass is a new way that college students will access free bus rides throughout the County. Through the College Ride Program, funded by the State's Low Carbon Transit Operations Program (LCTOP), VCTC will provide participating colleges with mobile application benefit codes and physical tap cards that students can use to ride for free.

The program utilizes existing fare payment system used on Ventura County transit services, allowing students to simply tap their card or scan their mobile app QR code when boarding. This streamlined process will improve the boarding experience for both students and transit operators while also providing valuable ridership data to support future transit planning and program improvements.

VCcollegepass is scheduled to launch on October 19, 2026. The existing fare redemption method (student school ID card visual verification) will be gradually phased out.

FISCAL IMPACT:

There is no fiscal impact for this item. All projects discussed in this item are planned and budgeted for in the FY26-27 budget.