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

AGENDA*

Actions may be taken on any item listed on the agenda

IN-PERSON
CITY OF CAMARILLO COUNCIL CHAMBERS
601 CARMEN DRIVE
CAMARILLO, CA 93010
FRIDAY DECEMBER 4, 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- RECOGNITION OF COMMISSIONER BOB ENGLER FOR HIS DEDICATED SERVICE TO VCTC BOARD.**

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 NOVEMBER 6, 2026, MEETING PG.7**

Recommendation:

- *Approve the minutes of November 6, 2026.*

Responsible Staff: Roxanna Ibarra, Clerk of the Board

10B. **MONTHLY BUDGET REPORT PG.13**

Recommendation:

- *Receive and file the monthly budget report for October 2026.*

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

10C. ANNUAL COMPREHENSIVE FINANCIAL REPORT- PG.21

Recommendation:

- *Approve the audited Annual Comprehensive Financial Report (ACFR) for Fiscal Year 2025/2026.*

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

10D. METROLINK ARROYO SIMI BRIDGES SCOUR MITIGATION PROJECT – MEMORANDUM OF UNDERSTANDING AND METROLINK BUDGET AMENDMENT PG.25

Recommendation:

- *Approval of Memorandum of Understanding (MOU) with Metrolink for the Arroyo Simi Bridges Scour Mitigation Project; authorize a VCTC contribution in an amount not to exceed $14,762,623; and authorize the Executive Director to negotiate and finalize its terms, subject to review and approval of the General Counsel.*
- *Authorize $1,547,989 in Operating Surplus funds held by Metrolink to be dedicated to the Arroyo Simi Bridges Scour Mitigation Project.*
- *Authorize the use of $100,815.30 of working capital accrued interest; and $1,239,457.80 of State of Good Repair accrued interest for a total of $1,340,273.10 of accrued interest; and amend the Fiscal Year 2026-2027 VCTC Metrolink budget by increasing SGR revenue appropriations by $1,340,273.10 and increasing the Capital Rehabilitation expense budget line by the same amount.*
- *Increase the FY 2026-2027 VCTC Metrolink SGR revenue budget appropriation by $31,850 and the Capital Rehabilitation expense budget line item by the same amount.*

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

10E. REGIONAL TRANSIT PLANNING BUDGET AMENDMENT – SENATE BILL 125 INTEREST FOR FREE FARE PROGRAMS PG.33

Recommendation:

- *Amend the Fiscal Year 2026-2027 VCTC Regional Transit Planning budget by increasing revenue by $874,322.50 funded by State Senate Bill 125 (SB125) accrued interest; and increasing the Free Fare Programs expense line item by the same amount.*
- *Authorize the use of Senate Bill 125 accrued interest earnings in amounts not to exceed $874,322.50 for VCTC's Free Fare Program.*

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

10F. **BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT - 1ST QUARTER – FISCAL YEAR 2026/2027 PG.37**

Recommendation:

- *Receive and file.*

Responsible Staff: Erin Kenneally and Dolores Lopez, Transit Planners

10G. **FISCAL YEAR (FY) 2027/2028 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS (UTN) DEFINITIONS AND SCHEDULE PG.47**

Recommendation:

- *Review and approve the Fiscal Year 2027-2028 Unmet Transit Needs definitions and schedule.*

Responsible Staff: Dolores Lopez, Transit Planner

10H. **VENTURA COUNTY MULTIJURISDICTIONAL HAZARD MITIGATION PLAN – VCTC ANNEX PG.57**

Recommendation:

- *Approve the Draft VCTC Annex and forward to the County of Ventura for inclusion in the Ventura County Multijurisdictional Hazard Mitigation Plan.*

Responsible Staff: Amanda Fagan, Director of Planning & Sustainability

10I. **SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR NOVEMBER 2026 PG.59**

Recommendation:

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

Responsible Staff: Amanda Fagan, Director of Planning & Sustainability

10J. **STATE ADVOCACY SERVICES CONTRACT AWARD PG.63**

Recommendation:

- *Authorize the Executive Director to execute a three-year consultant services agreement with Seaside Advocacy LLC for state advocacy services at a total cost not to exceed $167,000 for the initial term of the contract.*

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

10K. **REVISIONS TO JOBS ACCESS REVERSE COMMUTE PROGRAM PG.67**

Recommendation:

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

Responsible Staff: Geiska Velasquez, Program Manager-Programming

10L. **AUTHORIZATION TO AMEND REGIONAL TRANSIT TECHNOLOGY BUDGET PG.69**

Recommendation:

- *Approve a budget amendment for the FY 2026/2027 VCTC Regional Transit Technology budget to add a revenue line item for Local Contribution/Other Revenue in the amount of $26,031.*
- *Approve a budget amendment to increase the Equipment/Equipment Maintenance line item in the amount of $26,031.*

Responsible Staff: Matt Miller, Program Manager-Transit Contracts

DISCUSSION CALENDAR:

11. **SANTA PAULA BRANCH LINE TRAIL MASTER PLAN UPDATE PREFERRED ALIGNMENT PG.71**

Recommendation:

- Select Alternative 1 as the preferred alignment to be analyzed in the Environmental Impact Report (EIR) for the Santa Paula Branch Line Trail Master Plan.

Responsible Staff: Amanda Fagan, Director of Planning & Sustainability

12. **COMMUNITY TRAFFIC CALMING AND PEDESTRIAN & BICYCLE SAFETY PROGRAM PG.77**

Recommendation:

- *Approve the Community Traffic Calming and Pedestrian & Bicycle Safety Program.*

Responsible Staff: Caitlin Brooks, Program Manager-Transportation Planning

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, January 8, 2027, at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.

Item 10A

December 4, 2026

MEETING MINUTES OF NOVEMBER 6, 2026, REGULAR VCTC COMMISSION MEETING AT 9:03 A.M.

CALL TO ORDER:
Chair McQueen-Legohn called the regular meeting of the Ventura County Transportation Commission to order at 9:03 a.m. at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.

PLEDGE OF ALLEGIANCE was led by Commissioner Bob Engler.

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
Jeff Gorell, County of Ventura
Doug Halter, City of Ventura
Rachel Lang, City of Ojai
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
Rafael Molina, District 7 Caltrans, Deputy Director of Transportation Safety and Operations

ABSENT: Mike Judge, City of Simi Valley

4. PUBLIC COMMENT:
One public comment was received via email by constituent Mark Kretschmer regarding safety concerns on SR 150 in Santa Paula. The comment was read into the record.

5. CALTRANS REPORT:

Rafael Molina, District 7 Caltrans Deputy Director of Transportation Safety and Operations, provided the Caltrans update report for the month of November.

6. COMMISSIONER REPORTS:

There were no reports under this item.

7. EXECUTIVE DIRECTOR REPORT:

Executive Director Martin Erickson reported that the Sespe Creek Railroad Bridge project was nearing completion. He also reported that on Oct. 28-30, Chair McQueen-Legohn, Commissioner Lang, Executive Director Erickson and Transit Director Grasty attended the California Transit Association conference in Monterey where discussion topics included transit funding, transit service tradeoffs, transit ballot measures and AI.

Mr. Erickson also reported that Ventura County Transportation Commission (VCTC), in partnership with local transit operators throughout Ventura County, will be honoring U.S. military veterans and active-duty service members by providing free transit service on Veterans Day, Wednesday, November 11.

Mr. Erickson reported that public meetings for the U.S. 101 Improvement Project Draft Environmental Impact Report had begun and a virtual meeting was scheduled for November 14. He also announced the return of Operation Toy Train, with stops in Piru, Fillmore, Santa Paula, Saticoy, and Ventura.

8. ADDITIONS/REVISIONS:

General Counsel Lindsay D' Andrea stated a revision was needed to consent calendar Item 9C. Approval of Biennial Conflict of Interest Code Update 2026. The appendix attached to the resolution lists Clerk of the Board as the filing officer. The filing officer should be changed to the Fair Political Practices Commission (FPPC) as the filing officer. If the resolution is adopted, the correction will be made.

Commissioner Engler moved to approve the revision to Item 9C. on the consent calendar. The motion was seconded by Commissioner Long and passed unanimously.

9. CONSENT CALENDAR:

There were no public comments received during the consent calendar.

Vice-Chair Parvin moved to approve the consent calendar Items 9A through 9J, as amended, including the correction to Item 9C. Approval of Biennial Conflict of Interest Code Update 2026. The motion was seconded by Commissioner Lang and passed unanimously.

9A. APPROVE MINUTES OF OCTOBER 9, 2026, MEETING PG.7

Recommended Action:

- Approve the minutes of October 9, 2026.

9B. MONTHLY BUDGET REPORT PG.13

Recommended Action:

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

9C. APPROVAL OF BIENNIAL CONFLICT OF INTEREST CODE UPDATE 2026 PG.21
Recommended Action:

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

9D. 2027 VCTC REGULAR MEETING SCHEDULE PG.31
Recommended Action:

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

9E. CONSTRUCTION MANAGEMENT CONSULTANT SERVICES AGREEMENT FOR SESPE CREEK OVERFLOW RAILROAD BRIDGE REPAIR AMENDMENT NO. 8 PG.33
Recommended Action:

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

9F. ACTIVE TRANSPORTATION PROGRAM REGIONAL PRIORITIZATION METHODOLOGY PG. 37
Recommended Action:

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

9G. CYCLE 5 SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM GRANT APPLICATION PG.41
Recommended Action:

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

9H. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR OCTOBER 2026 PG.43
Recommended Action:

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

9I. FY 2025/26 LOW CARBON TRANSIT OPERATIONS PROGRAM ALLOCATION CYCLE B PG.47
Recommended Action:

- Approve Fiscal Year 2025/2026 “Cycle B” Low Carbon Transit Operations Program (LCTOP) allocation request of $893,134 in regional funds and $42,923

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

9J. AUTHORIZATION TO RELEASE A REQUEST FOR PROPOSALS FOR ON-CALL WEED ABATEMENT AND PROPERTY MAINTENANCE SERVICES PG.51
Recommended Action:
- Authorize the Executive Director to release a Request for Proposals for on-call weed abatement, debris removal, and related property maintenance services to establish a bench of multiple qualified contractors.

DISCUSSION CALENDAR:

10. APPROVAL OF FISCAL YEAR 2026/2027 PROGRAM OF PROJECTS AND PUBLIC HEARING PG.53
Recommended Action:
- Open public hearing and receive testimony.
- Approve the Program of Projects for federal transit operating, planning and capital assistance for Fiscal Year 2026/2027 in Attachment A.

Heather Miller, Program Manager, gave a verbal presentation on the approval of the Fiscal Year 2026/2027 Program of Projects.

Chair McQueen-Legohn opened the public hearing at 9:28 a.m. No public testimony was received. The Chair closed the hearing at 9:28 a.m.

Commissioner Engler moved to approve Item 10. Approval of the Fiscal Year 2026/2027 Program of Projects. The motion was seconded by Commissioner Halter and passed unanimously.

11. TRANSIT FUNDING OVERVIEW PG.59
Recommended Action:
- Receive and file an overview of transit funding in Ventura County.

Vanessa Schoenewald, Director of Programming, gave a PowerPoint presentation on Item 11. Transit Funding Overview. The Commission received and filed the presentation.

No public comments were received.

12. VENTURA COUNTY TRANSPORTATION MODEL UPDATE PG.73
Recommended Action:
- Receive and file a presentation on the Ventura County Transportation Model (VCTM) update.

Andrew Kent, Program Manager, Transit Data and Services, gave a PowerPoint presentation on the Ventura County Transportation Model Update. The commission received and filed the presentation.

No public comments were received.

13. METROLINK VACANCY FOR ALTERNATE BOARD MEMBER PG.75
Recommended Action:

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

Mr. Erickson reported that Commissioner Engler's departure from VCTC would create a vacancy in VCTC's alternate seat on the Southern California Regional Rail Authority (Metrolink) Board of Directors. Commissioner Trembley nominated Commissioner Lopez, who accepted the nomination. The Commission clarified that Commissioner Engler would continue serving through the end of his term. No public comments were received.

Commissioner Trembley moved to nominate Commissioner Vianey Lopez to serve as alternate board member for Southern California Regional Rail Authority (Metrolink). The motion was seconded by Commissioner LaVere and passed unanimously.

14. GENERAL COUNSEL REPORTS- There were no reports.

15. AGENCY REPORTS-

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

Commissioner Crosswhite reported that the State Transportation Block Grant guidelines and CMAQ materials had been released. She also reported that the Call for Program of Projects for FY 2029/2030 involved approximately $1.3 billion in projects. She also reported SCAG would be submitting an objection to the Regional Housing Needs Determination.

Commissioner Crosswhite reported the Economic Summit would be held at the next SCAG Meeting, scheduled for the first Thursday in December. The summit will be available for viewing online.

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

Commissioner Engler reported that Metrolink had received $20 million in state funding, which was expected to support the current service schedule for approximately 18 months to two years.

Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) aka Amtrak Pacific Surfliner
Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Commissioner White reported trains have been full going north to Santa Barbara and sometimes even going southbound towards Los Angeles.

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

There was nothing to report.

California Association of Councils of Governments
Primary: Commissioner Jenny Crosswhite

Crosswhite reported that there had been no meeting since the previous Commission meeting.

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

Commissioner White reported on the agency's Sacramento advocacy efforts and use of its vanpool services.

16. ADJOURNMENT

There being no further business, the Ventura County Transportation Commission meeting was adjourned at 10:29 a.m.

The next commission meeting will be held on Friday, December 4, 2026, at 9:00 a.m. at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, CA 93010. 10:29 a.m.

Item 10B

December 4, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

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

DISCUSSION:

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

The October 31, 2026, budget report indicates that the revenues were approximately 22.9% of the adopted budget while expenditures were approximately 25.3% of the adopted budget. The revenues and expenditures are as expected at this time. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on an even percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

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

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

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

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

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

VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF OCTOBER 31, 2026

Assets and Deferred Outflows		
Cash and Investments	$	60,209,610
Receivables/Due from other funds		9,877,580
Prepaids and Deposits		515,034
Capital Assets, undepreciated		27,404,160
Capital Assets, depreciated, net		28,995,737
Deferred Outflows		1,467,476
Total Assets and Deferred Outflows	**$**	**128,469,597.51**

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:		
Accrued Expenses and Due to Other	$	5,361,623
Deferred Revenue		14,266,845
Deposits		67,059
Accrued Vacation		453,887
Accrued Lease-SBITA liability and interest		979,525
Deferred Inflows		669,538
Pension Liability		316,415
OPEB Liability (Asset)		190,057
Total Liabilities and Deferred Inflows:	**$**	**22,304,948**
Net Position:		
Invested in Capital Assets		$56,399,898
Fund Balance		49,764,751
Total Net Position		**$106,164,648**

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE FOUR MONTHS ENDED OCTOBER 31, 2026

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues												
Federal Revenues	$ 3,319,667	$ 0	$ 0	$ 0	$ 0	$ 0	$2,010,038	$ 519,109	$ 5,848,814	$22,648,236	(16,799,422)	25.82
State Revenues	1,921,677	8,675,653	2,262,058	654,498	423,665	3,734,688	5,903,658	0	23,575,897	113,440,560	(89,864,663)	20.78
Local Revenues	58,221	0	0	0	0	314,507	676,030	1,831,245	2,880,003	4,484,328	(1,604,325)	64.22
Other Revenues	770	0	0	105	0	0	5,209	0	6,084	0	6,084	0.00
Interest	31,292	44,178	232,627	25,320	60,580	805	801	2,582	398,185	1,888,981	(1,490,796)	21.08
Total Revenues	**5,331,627**	**8,719,831**	**2,494,685**	**679,923**	**484,245**	**4,050,000**	**8,595,736**	**2,352,936**	**32,708,983**	**142,462,105**	**(109,753,122)**	**22.96**
Expenditures												
Administration												
Personnel Expenditures	1,421,905	0	0	0	0	0	88,542	24,263	1,534,710	5,507,700	(3,972,990)	27.86
Legal Services	17,880	0	0	0	0	0	0	0	17,880	37,900	(20,020)	47.18
Professional Services	32,114	0	0	0	0	0	0	0	32,114	238,000	(205,886)	13.49
Office Leases	65,104	0	0	0	0	0	0	0	65,104	213,800	(148,696)	30.45
Office Expenditures	751,663	0	0	0	0	0	67,204	18,416	837,283	1,432,900	(595,617)	58.43
Total Administration	**2,288,666**	**0**	**0**	**0**	**0**	**0**	**155,746**	**42,679**	**2,487,091**	**7,430,300**	**(4,943,209)**	**33.47**
Programs and Projects												
Transit & Transportation Program												
Regional Transit Technology	767,157	0	0	0	0	0	0	0	767,157	4,624,130	(3,856,973)	16.59
SD-Accessible Mobility Service	100,588	0	0	0	0	0	0	0	100,588	503,100	(402,512)	19.99
VCTC Intercity Bus Services	0	0	0	0	0	0	9,459,916	0	9,459,916	31,654,800	(22,194,884)	29.88
Valley Express Bus Services	0	0	0	0	0	0	0	754,335	754,335	3,464,300	(2,709,965)	21.77
Transit Grant Administration	1,642,976	0	0	0	0	0	0	0	1,642,976	28,159,700	(26,516,724)	5.83
Total Transit & Transportation	**2,510,721**	**0**	**0**	**0**	**0**	**0**	**9,459,916**	**754,335**	**12,724,972**	**68,406,030**	**(55,681,058)**	**18.60**
Highway Program												
Motorist Aid Services	0	0	0	635,222	0	0	0	0	635,222	2,091,500	(1,456,278)	30.37
Highway Program Management	302,234	0	0	0	0	0	0	0	302,234	2,125,400	(1,823,166)	14.22
Total Highway	**302,234**	**0**	**0**	**635,222**	**0**	**0**	**0**	**0**	**937,456**	**4,216,900**	**(3,279,444)**	**22.23**

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE FOUR MONTHS ENDED OCTOBER 31, 2026

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Rail Program												
Metrolink & Commuter Rail	6,262,286	0	0	0	0	0	0	0	6,262,286	24,698,365	(18,436,079)	25.36
LOSSAN & Coastal Rail	562,672	0	0	0	0	0	0	0	562,672	797,300	(234,628)	70.57
Santa Paula Branch Line	0	0	0	0	0	8,037,387	0	0	8,037,387	11,879,595	(3,842,208)	67.66
Total Rail	**6,824,958**	**0**	**0**	**0**	**0**	**8,037,387**	**0**	**0**	**14,862,345**	**37,375,260**	**(22,512,915)**	**39.77**
Commuter Assistance Program												
Reg Transit Information Center	12,416	0	0	0	0	0	0	0	12,416	37,500	(25,084)	33.11
Rideshare Programs	54,856	0	0	0	0	0	0	0	54,856	306,400	(251,544)	17.90
Total Commuter Assistance	**67,272**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**67,272**	**343,900**	**(276,628)**	**19.56**
Planning & Programming												
TDA Administration	0	9,536,451	0	0	0	0	0	0	9,536,451	42,574,694	(33,038,243)	22.40
Transportation Programming	14,014	0	0	0	0	0	0	0	14,014	91,800	(77,786)	15.27
Regional Transportation Planni	120,840	0	0	0	0	0	0	0	120,840	1,522,436	(1,401,596)	7.94
Airport Land Use Commission	3,696	0	0	0	0	0	0	0	3,696	28,000	(24,304)	13.20
Regional Transit Planning	928,970	0	0	0	0	0	0	0	928,970	5,113,400	(4,184,430)	18.17
Total Planning & Programming	**1,067,520**	**9,536,451**	**0**	**0**	**0**	**0**	**0**	**0**	**10,603,971**	**49,330,330**	**(38,726,359)**	**21.50**
General Government												
Community Outreach	46,148	0	0	0	0	0	0	0	46,148	201,500	(155,352)	22.90
State & Federal Relations	50,507	0	0	0	0	0	0	0	50,507	223,500	(172,993)	22.60
Management & Administration	1,043,096	0	0	0	0	0	0	0	1,043,096	1,895,700	(852,604)	55.02
Total General Government	**1,139,751**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,139,751**	**2,320,700**	**(1,180,949)**	**49.11**
Total Expenditures	**14,201,122**	**9,536,451**	**0**	**635,222**	**0**	**8,037,387**	**9,615,662**	**797,014**	**42,822,858**	**169,423,420**	**(126,600,562)**	**25.28**

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE FOUR MONTHS ENDED OCTOBER 31, 2026

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues over (under) expenditures	**(8,869,495)**	**(816,620)**	**2,494,685**	**44,701**	**484,245**	**(3,987,387)**	**(1,019,926)**	**1,555,922**	**(10,113,875)**	**(26,961,315)**	**16,847,440**	**37.51**
Other Financing Sources												
Transfers Into GF From LTF	8,119,454	0	0	0	0	0	0	0	8,119,454	14,198,201	(6,078,747)	57.19
Transfers Into GF From STA	1,475,818	0	0	0	0	0	0	0	1,475,818	5,864,368	(4,388,550)	25.17
Transfers In GF From SGR	187,800	0	0	0	0	0	0	0	187,800	5,043,363	(4,855,563)	3.72
Transfers Into GF From SAFE	14,716	0	0	0	0	0	0	0	14,716	159,620	(144,904)	9.22
Transfers Into GF From SPBL	44,699	0	0	0	0	0	0	0	44,699	289,900	(245,201)	15.42
Transfers Into SPBL From STA	0	0	0	0	0	5,996,944	0	0	5,996,944	7,011,875	(1,014,931)	85.53
Transfers Into VI From STA	0	0	0	0	0	0	4,000,000	0	4,000,000	11,107,588	(7,107,588)	36.01
Transfers Out of LTF Into GF	0	(8,119,453)	0	0	0	0	0	0	(8,119,454)	(14,198,201)	6,078,747	57.19
Transfers Out of STA Into GF	0	0	(1,475,817)	0	0	0	0	0	(1,475,818)	(5,864,368)	4,388,550	25.17
Transfers Out of STA Into SPBL	0	0	(5,996,944)	0	0	0	0	0	(5,996,944)	(7,011,875)	1,014,931	85.53
Transfers Out of STA Into VI	0	0	(4,000,000)	0	0	0	0	0	(4,000,000)	(11,107,588)	7,107,588	36.01
Transfers Out of SAFE Into GF	0	0	0	(14,716)	0	0	0	0	(14,716)	(159,620)	144,904	9.22
Transfers Out of SPBL Into GF	0	0	0	0	0	(44,699)	0	0	(44,699)	(289,900)	245,201	15.42
Transfers Out of SGR Into GF	0	0	0	0	(187,800)	0	0	0	(187,800)	(5,043,363)	4,855,563	3.72
Total Other Financing Sources	**9,842,487**	**(8,119,453)**	**(11,472,761)**	**(14,716)**	**(187,800)**	**5,952,245**	**4,000,000**	**0**	**0**	**0**	**0**	**0.00**
Net Change in Fund Balances	**972,992**	**(8,936,073)**	**(8,978,076)**	**29,985**	**296,445**	**1,964,858**	**2,980,074**	**1,555,922**	**(10,113,875)**	**(26,961,315)**	**16,847,440**	**37.51**
Beginning Fund Balance w/o capital assets **	**5,648,051**	**17,809,605**	**27,334,695**	**3,528,175**	**6,492,653**	**25,367**	**144,750**	**7,892**	**60,991,188**			
Long-term Pension/OPEB/Vacation/Leases/SBITA Net Adjustment*	**(1,083,466)**	**-**	**-**	**-**	**-**	**-**	**-**	**(29,097)**	**(1,112,563)**			
Fund Balance as of September 30, 2026	**5,537,577**	**8,873,532**	**18,356,619**	**3,558,160**	**6,789,098**	**1,990,225**	**3,124,824**	**1,534,717**	**49,764,750**			

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

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

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF OCTOBER 31, 2026

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

Institution	Investment Type	Maturity Date	Interest to Date**	Rate	Balance
Wells Fargo	Government Checking	N/A	$5,288.50	EAC & 0.48%	$7,311,408.40
LAIF	State Pool	N/A	32,624.83	3.99%	5,495,379.75
County of Ventura	Treasury Pool	N/A	360,271.24	3.88%	47,051,978.07
State of California	Deposit on Mediation	N/a	0		0
VCCF Bike Fund	Investment	N/A	Annually	Annually	3,746.24
Total			**$398,184.57**		**$59,862,512.46**

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

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

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

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

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



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Item 10C

December 4, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **LUPE ACERO, FINANCE DIRECTOR**

SUBJECT: **ANNUAL COMPREHENSIVE FINANCIAL REPORT**

RECOMMENDATION:

- Approve the audited Annual Comprehensive Financial Report (ACFR) for Fiscal Year 2025/2026.

BACKGROUND:

State law requires that the Ventura County Transportation Commission (Commission) publish within six months of the close of each fiscal year a complete set of audited financial statements presented in conformity with generally accepted accounting principles (GAAP) and audited in accordance with generally accepted auditing standards by independent certified public accountants. Pursuant to that requirement, staff hereby issues the Annual Comprehensive Financial Report (ACFR) of the Ventura County Transportation commission for fiscal year ended June 30, 2026.

Furthermore, since VCTC receives federal funds, a Single Audit of federal funds is required. It is normal practice to issue both the Annually Comprehensive Financial Report (ACFR) and Single Audit at the same time. For fiscal year 2025/2026, the Single Audit Report was delayed due to the Office of Management and Budget (OMB) delays in releasing the final OMB Compliance Supplement for fiscal year 2026. The Compliance Supplement provides essential guidance that auditors rely on when performing Single Audits. Without this finalized document, auditors cannot complete the compliance testing required to issue an official Single Audit opinion.

The Single Audit report will be issued and presented to the Commission once the final 2026 Compliance Supplement is issued and the auditors finalize the Single Audit report.

STRATEGIC PLAN COMMITTMENT:

This report aligns with the VCTC Strategic Plan organizational sustainability commitments of D1: “Ensure the continued operational excellence of VCTC’s financial operations and grants administration and D3: “Conduct a review of VCTC policies and procedures and revise to meet current needs.”

DISCUSSION:

The Commission’s auditors, Eide Bailly, LLP, have completed the Fiscal Year 2025/2026 audit. Eide Bailly, LLP has issued reports stating that in their opinion, the Ventura County Transportation commission’s financial statements are presented fairly in all material respects, the financial position of the governmental activities, the business-type activities and each major fund, and the aggregate remaining fund information of the Commission as of June 30, 2026, and the respective changes in the financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America. The independent auditor reports is included in the ACFR.

The Commission maintains six governmental funds and two business-type funds and is presented separately. The governmental funds are comprised of the General Fund, Local Transportation Fund (LTF), State Transit Assistance (STA) Fund, the Service Authority for Freeway Emergencies (SAFE) Fund, State of Good Repair (SGR) Fund and the Santa Paula Branch Line (SPBL) Fund. The two business-type funds are comprised of the VCTC Intercity and Valley Express funds.

The Commission adopted annual budgets for all funds. Budgetary comparison schedules to demonstrate compliance with these budgets are included under the Required Supplementary Information and Other Supplementary Information Section of the ACFR.

The Letter of Transmittal at the beginning of the ACFR is an introduction to the financial statements. The Management’s Discussion and Analysis Report (MD&A) provides a narrative overview and analysis of the Commission’s financial activities for the fiscal year. The statistical section can be found in at the end of the ACFR.

On June 30, 2026, the Commission’s General Fund balance was $5,648,051, of which $385,041 as nonspendable for prepaids and deposits and $4,285,641 was restricted for rail and transit. The remaining $977,369 was unassigned including $414,358 set aside for compensated absences and $563,012. available for Commission projects and/or operations in future years.

The remaining balances for the other governmental funds were: $17,809,605 for the LTF Fund; $27,334,695 for the STA Fund; $3,528,175 for the SAFE Fund, $6,492,653 for the SGR Fund and $25,366 for the SPBL fund with the total governmental fund balance for fiscal year 2025/2026 of $60,838,545 which was $6,437,292 lower than the previous year. The decrease in governmental fund balance is primarily due to significant progress towards the completion of projects such as the US 101 draft environmental document and the Sespe Creek Overflow railroad bridge repairs. In addition, rising costs are adding pressure to operating costs resulting in lower fund balances. The net position for the business-type activities was $8,464,451 for VCTC Intercity (largely capital assets) and $2,414,765 for Valley Express. This is a decrease of $1,158,913.00 as compared to the prior fiscal year primarily due to higher operating costs primarily fuel and labor costs.

The attachments to the agenda item, which are the audited Annual Comprehensive Financial Statement (ACFR) that includes the independent auditor report and the Auditor's Communication with Those Charged with Governance report (AU-C 260) will be forthcoming. These reports are available upon request or on the Commission's website, www.goventura.org, as agenda attachments.

FISCAL IMPACT:

The recommendation of this item is to receive and file. There is no fiscal impact.



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Item 10D

December 4, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

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

CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT

SUBJECT: **METROLINK ARROYO SIMI BRIDGES SCOUR MITIGATION PROJECT – MEMORANDUM OF UNDERSTANDING AND METROLINK BUDGET AMENDMENT**

RECOMMENDATION:

- Approval of Memorandum of Understanding (MOU) with Metrolink for the Arroyo Simi Bridges Scour Mitigation Project; authorize a VCTC contribution in an amount not to exceed $14,762,623; and authorize the Executive Director to negotiate and finalize its terms, subject to review and approval of the General Counsel.
- Authorize $1,547,989 in Operating Surplus funds held by Metrolink to be dedicated to the Arroyo Simi Bridges Scour Mitigation Project.
- Authorize the use of $100,815.30 of working capital accrued interest; and $1,239,457.80 of State of Good Repair accrued interest for a total of $1,340,273.10 of accrued interest; and amend the Fiscal Year 2026-2027 VCTC Metrolink budget by increasing SGR revenue appropriations by $1,340,273.10 and increasing the Capital Rehabilitation expense budget line by the same amount.

- Increase the FY 2026-2027 VCTC Metrolink SGR revenue budget appropriation by $31,850 and the Capital Rehabilitation expense budget line item by the same amount

BACKGROUND:

The Arroyo Simi Bridges Scour Mitigation Project (Project) is a safety-critical component of the Metrolink system in Ventura County, and timely completion of the project supports the reliability of Metrolink service and its capital program.

On September 15, 2026, VCTC's Executive Director sent a letter to the Southern California Regional Rail Authority (SCRRA) Chief Executive Officer confirming additional VCTC funding sources to support completion of the Arroyo Simi Bridges project. The letter identifies a total of $8,700,123.10 in VCTC funds, of which $5,534,238.10 is currently available. The funds include operating surplus, funds that had previously been dedicated to Metrolink but had not been included in previous funding letters, interest from SB 1 State of Good Repair (SGR) funds that have been dedicated to Metrolink and upcoming allocations of SGR funds.

The letter also requests that SCRRA authorize pre-award authority for construction activities on the project, up to an amount of $3,165,885. This authority is needed to allow construction activities to proceed on schedule and to avoid further cost escalation and schedule delays that would otherwise result from waiting for a fully executed Memorandum of Understanding (MOU). The $3,165,885 corresponds to the SGR funds that are not yet available (FY27 and FY28 apportionments).**RATEGIC PLAN COMMITMENT:**

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

Goal B: Transportation Services

- B19. Implement future phases of Metrolink and Amtrak Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) capital projects (Simi Valley double track, Leesdale siding, Camarillo station, additional projects planned for completion prior to 2028 Olympics) to improve future rail service.

DISCUSSION:

Staff recommends approving and executing a MOU to recognize the additional funds contributed to the project and amending the Fiscal Year 2026-2027 Metrolink budget to reflect VCTC's additional funding contribution to the Arroyo Simi Bridges project. The MOU will remain in effect through Project completion, as evidenced by a Notice of Completion, which is currently anticipated by January 31, 2030, unless either party terminates it earlier than written notice. The MOU establishes VCTC's total non-federal

contribution to the Project and outlines the terms and conditions under which SCRRA will construct the Project and VCTC will reimburse SCRRA for eligible Project costs.

The table below, drawn from VCTC's September 15, 2026 letter to SCRRA, identifies the type of fund, grant and apportionment year, whether the funds are currently available, and the amount contributed.

The MOU establishes VCTC's total non-federal contribution to the Project at a not-to-exceed amount of $14,762,623, consisting of currently allocated funds combined with an additional $8.7 million in newly allocated funding.

Fund Source	Grant & Apportionment Year	Funds Currently Available?	Amount
Working Capital Interest	FY26	Yes	$ 78,192.41
Working Capital Interest	FY25	Yes	$ 22,622.89
Operating Surplus	FY25	Yes	$ 1,547,989.00
SB1 State of Good Repair	SGR FY22 99313	Yes	$ 900,685.00
SB1 State of Good Repair	SGR FY24 99314	Yes	$ 145,228.00
SB1 State of Good Repair	SGR FY25 99314	Yes	$ 152,027.00
SGR Interest	various	Yes	$ 1,239,457.80
SB1 State of Good Repair	FY26 SGR 99313	Yes	$ 1,448,036.00
SB1 State of Good Repair	FY27 SGR 99313 & 99314	No	$ 1,665,885.00*
SB1 State of Good Repair	FY28 SGR 99313 & 99314	No	$ 1,500,000.00**
		Total funds	**$ 8,700,123.10**
		Total currently available	**$ 5,534,238.10**

*Funds arrive quarterly, total funds available by July 2027.
**Amount is an estimate. State Controller's estimate available by February 2027. Funds arrive quarterly, total funds available by July 2028.

The total proposed budget appropriation would increase revenue by $1,372,123 as follows:

Description	Amount
Working Capital Interest FY 25	$ 22,622.89
Working Capital Interest FY 26	78,192.41
SGR Accrued Interest	1,239,457.80
Total Accrued Interest	$ 1,340,273.10
SGR Funds FY 26-27	31,850.00*
Total New Appropriation	$ 1,372,123.10

*SGR Final funding based on August revised SCO letter.

Any additional interest that continues to accumulate on funds held by VCTC will be contributed to this project and will be added to the FY 2027-2028 budget or via future budget amendments, which will be presented to the Commission for approval.

Note that the $1,547,989 Operating Surplus will be dedicated to this project, but those funds are held by Metrolink and will be contributed directly to the project rather than flowing through the VCTC budget. It is also important to note that the SGR Funds for FY 2027-2028 in the amount of $1,500,000 are presented to illustrate the future potential funds available for this project. However, these funds are not being appropriated to this project at this point as they not yet available.

Next Steps

Upon Commission approval, staff will update the Fiscal Year 2026-2027 Metrolink budget and finalize the MOU.

FISCAL IMPACT:

Approval of this item increases Fiscal Year 2026-2027 Metrolink revenues by $1,372,123 and increases the Capital Rehabilitation expense line item by the same amount. The funding sources are as follows:

Description	Amount
Working Capital Interest FY 25	$ 22,622.89
Working Capital Interest FY 26	78,192.41
SGR Accrued Interest	1,239,457.80
Total Accrued Interest	$ 1,340,273.10
SGR Funds FY 26-27	31,850.00
Total New Appropriation	$ 1,372,123.10

ATTACHMENTS:

Attachment A - VCTC Funding Letter to SCRRA for Metrolink Arroyo Simi Bridges Project

September 15, 2026

Mr. Darren Kettle
Chief Executive Officer
Southern California Regional Rail Authority
900 Wilshire Blvd., Suite 1500
Los Angeles, CA 90017

Re: VCTC's Funding for Metrolink Arroyo Simi Bridges Project

Dear Mr. Kettle,

This letter confirms additional funding sources being provided by the Ventura County Transportation Commission (VCTC's) to support the completion of the Arroyo Simi Bridges project. The sources below are not included in previous funding letters.

VCTC requests that SCRRA authorize pre-award authority for construction activities on the Arroyo Simi Bridges project, up to an amount of $3,165,885. The authority is needed to allow construction activities to proceed on schedule and to avoid further cost escalation/schedule delays that would otherwise result from waiting for a fully executed Memorandum of Understanding (MOU).

The table below identifies the type of fund, apportionment year, urbanized area (UZA), whether the funds are currently available and the amount of funding contributed to this project.

Fund Source	Grant & Apportionment Year	Funds Currently Available?	Amount
Working Capital Interest	FY26	Yes	$ 78,192.41
Working Capital Interest	FY25	Yes	$ 22,622.89
Operating Surplus	FY25	Yes	$1,547,989
SB1 State of Good Repair	SGR FY22 99313	Yes	$ 900,685
SB1 State of Good Repair	SGR FY24 99314	Yes	$145,228
SB1 State of Good Repair	SGR FY25 99314	Yes	$ 152,027
SGR Interest	various	Yes	$ 1,239,457.8
SB1 State of Good Repair	FY26 SGR 99313	Yes	$ 1,448,036
SB1 State of Good Repair	FY27 SGR 99313 & 99314	No	$ 1,665,885*

SB1 State of Good Repair	FY28 SGR 99313 & 99314	No	$ 1,500,000**
		Total funds	**$ 8,700,123.10**
		Total Currently available	**$ 5,534,238.10**

*Funds arrive quarterly, total funds available by July 2027.
**Amount is an estimate. State Controller's estimate available by February 2027. Funds arrive quarterly, total funds available by July 2028.

The Arroyo Simi Bridges are a safety-critical component of the Metrolink system in Ventura County, and timely completion supports the reliability of Metrolink service and its capital program. Should you or your staff have any questions or would like additional information, please contact Claire Grasty, (805) 624-1591.

Sincerely,

Martin R. Erickson
Executive Director
Ventura County Transportation Commission

Cc: Martin Erickson, VCTC
Claire Grasty, VCTC
Vanessa Schoenewald, VCTC
Heather Miller, VCTC
Aubrey Smith, VCTC
Tom Schamber, SCRRA
Jennifer Farinas, SCRRA
Alex Barber, SCRRA
Finance Department, SCRRA



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Item 10E

December 4, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

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

SUBJECT: **REGIONAL TRANSIT PLANNING BUDGET AMENDMENT – SENATE BILL 125 INTEREST FOR FREE FARE PROGRAMS**

RECOMMENDATION:

- Amend the Fiscal Year 2026-2027 VCTC Regional Transit Planning budget by increasing revenue by $874,322.50 funded by State Senate Bill 125 (SB125) accrued interest; and increasing the Free Fare Programs expense line item by the same amount.
- Authorize the use of Senate Bill 125 accrued interest earnings in amounts not to exceed $874,322.50 for VCTC's Free Fare Program.

BACKGROUND:

Senate Bill 125 provided funding to support transit operations and capital needs. While these funds are held pending expenditure, they generate interest earnings that may be programmed for eligible transit purposes consistent with applicable state requirements and Commission direction.

At its April 3rd meeting, TRANSCOM approved VCTC's request to use Senate Bill 125 interest earnings accrued in VCTC-held accounts to support the Free Fare Program. This approval allows the interest generated while Senate Bill 125 funds are held by VCTC to be directed toward maintaining and expanding fare-free transit access through

Youth Ride Free, College Ride, and Free Fare Days. TRANSCOM's action provides the necessary regional concurrence for VCTC to program these interest earnings for the identified purposes. The proposed budget amendment implements that approval by recognizing the available interest revenue and appropriating an equivalent amount to the Free Fare Program.

VCTC's Free Fare Program reduces cost barriers and encourages transit use throughout Ventura County. The program includes Youth Ride Free, College Ride, and designated Free Fare Days. Each component supports access to education, employment, services, and community activities while introducing new riders to local and regional transit services.

The proposed amendment would recognize $874,322.50 in Senate Bill 125 interest earnings and appropriate those funds to continue these Free Fare Program components during Fiscal Year 2026-2027. Final allocations will be confirmed based on available interest earnings, projected participation, and anticipated reimbursement needs.

STRATEGIC PLAN COMMITMENT:

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

Goal B: Transportation Services

- Support accessible and affordable transit options that connect residents with education, employment, services, and community destinations.

DISCUSSION:

Staff recommends using Senate Bill 25 interest earnings to support the Free Fare Program. Youth Ride Free provides eligible youth with fare-free access to participating transit services. College Ride provides eligible students attending participating colleges and adult education programs (Moorpark College, Oxnard College, Ventura College, CSU Channel Islands, Santa Barbara City College, and Ventura County Adult Education Consortium, and Westmont College) with fare-free transit access. Free Fare Days allow the Commission to waive fares on designated dates or during approved promotional periods to encourage ridership and improve awareness of available transit services.

Next Steps

Upon Commission approval, staff will update the Fiscal Year 2026-2027 Regional Transit Planning budget and continue administering the Free Fare Program within the total authorized amount.

Staff will identify, track, and apply available SB 125 interest to the Free Fare Program in the following priority order, fully utilizing each source before proceeding to the next:

1. Interest associated with the VCTC Free Fare Program;
2. Interest associated with VCTC-led regional projects, such as the regional radio and fare systems;
3. Interest associated with VCTC Intercity and Valley Express services;
4. Interest earned by VCTC while operator-designated SB 125 funds were held in VCTC accounts before being disbursed to the respective operators; and
5. Interest earned and retained directly by transit operators, which will be reflected as a credit against the operators' Free Fare Program reimbursement invoices.

Staff will continue to monitor program participation, available interest earnings, credits, and reimbursement activity and will return to the Commission if additional authorization is required.

FISCAL IMPACT:

The proposed action increases Fiscal Year 2026-2027 revenue appropriation by $874,322.50 funded by State SB 125 accrued interest and increases the Regional Transit Planning Free Fare Program expenses by the same amount per the summary below:

VCTC -Held Interest	**Amount**
VCTC Regional Projects	$ 416,812.88
Op TIRCP -SB125 Interest	388,952.20
Free Fare Program Interest	68,557.42
Total Interest Appropriation	**$ 874,322.50**



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Item 10F

December 4, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: ERIN KENNEALLY, TRANSIT PLANNER
DOLORES LOPEZ, TRANSIT PLANNER

SUBJECT: BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT – 1st QUARTER – FISCAL YEAR 2026/27

RECOMMENDATION:

- Receive and File

BACKGROUND:

As a data driven and transparent organization, VCTC staff provides quarterly reports that include ridership data, performance measures, and goals for VCTC Intercity Transit as well as Metrolink and Pacific Surfliner. This report looks at the first quarter of Fiscal Year (FY) 2027, July 1, 2026 – September 30, 2026.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment below:

- Goal A5 leverage data to better inform transportation and land-use decision-making and grant seeking.
- Goal B11 Develop a set of multimodal transportation metrics to determine the effectiveness of various modes of transportation.
- Goal B24 promote transit ridership recovery to assist the State in meetings its air quality goals, promoting public transit ridership recovery and increasing mobility choices.

DISCUSSION:

Fixed Route

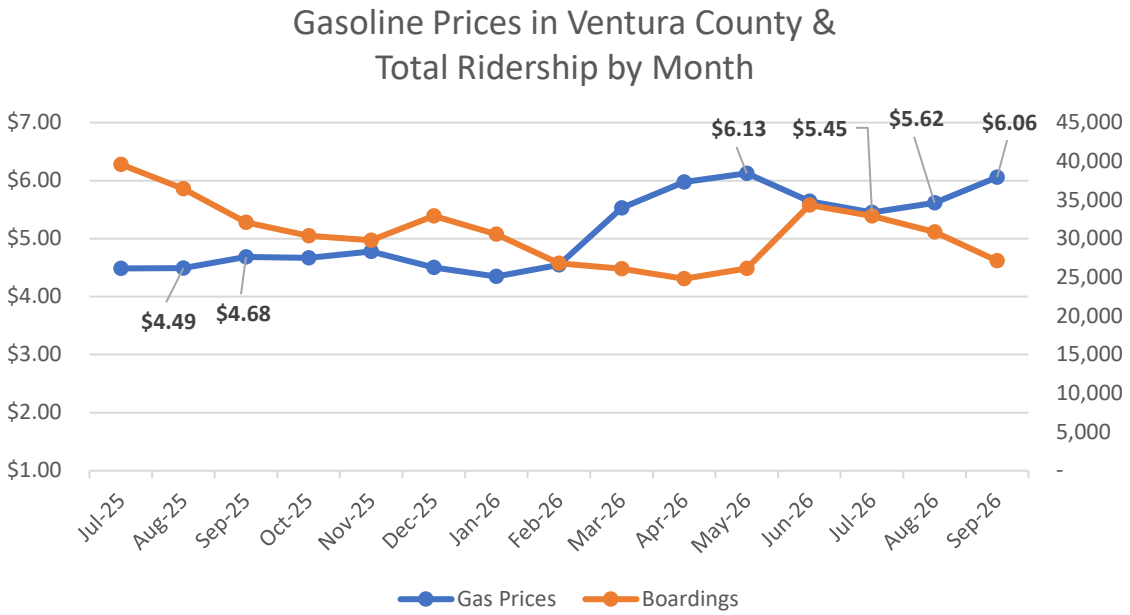
VCTC's Intercity fixed-route service recorded 108,134 boardings from July through September 2026, reflecting a nearly 19% increase compared to the same quarter last year (*Exhibit 1*). A likely contributor to the ridership increases this quarter was higher fuel prices which have seen a more than 25% increase since the same time last year. The chart below shows the monthly average cost of a gallon of gas along with the total monthly ridership. The data shows a spike in gas prices in a month followed by a rise in ridership before leveling off with the cost of gas (*Exhibit 2*). All intercity routes experienced an increase in boardings this quarter with the exceptions of East County which saw a 5% decrease and Channel Islands which saw a 2% decrease. The Cross County Limited saw the largest increase with 43% more boardings than last year.

Exhibit 1: Quarterly Ridership Trends

Q1 - July - September

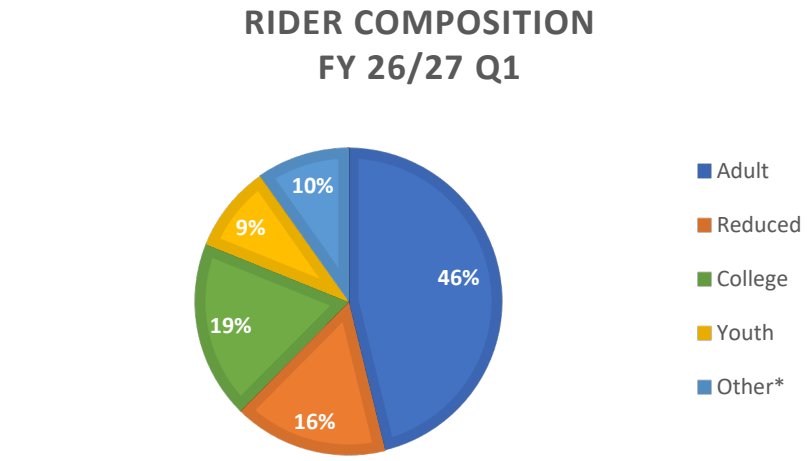
Route #	Line	FY 25/26	FY 26/27	% Change Over Last Year
50-55	Hwy 101/Conejo Connection	16,066	17,906	11.5%
60	Hwy 126	31,700	39,268	23.9%
70-74	East County	4,786	4,533	-5.3%
77	Cross County Limited	4,425	6,323	42.9%
80-89	Coastal Express	26,768	33,047	23.5%
99	Channel Islands	7,209	7,056	-2.1%
Systemwide	**Systemwide TOTAL**	**90,954**	**108,134**	18.9%

Exhibit 2: Monthly Gasoline Prices and Ridership Trends



Regarding rider composition, Adults make up 46% of Intercity ridership while Youth and College rides accounted for 35% of total ridership this quarter (*Exhibit 3*). Mobility devices increased significantly at 183% and bicycles increased 36% compared to FY25 Q1 (*Exhibit 4*). Train and bus transfers also showed significant increases this quarter when comparing the same period in FY25 indicating stronger rail–bus connectivity and sustained demand among commuters who rely on multi-modal travel, increased in part likely due to the new morning rail service from Ventura County to Santa Barbara County. The number of riders choosing to use cash continues to decrease as both Tap2Ride and the VCbuspass programs are now available countywide (*Exhibit 5*).

Exhibit 3: Quarterly Ridership Composition



*includes transfers from bus and rail that are not separated by fare type

Exhibit 4: Quarterly Bicycle and Mobility Device Usage

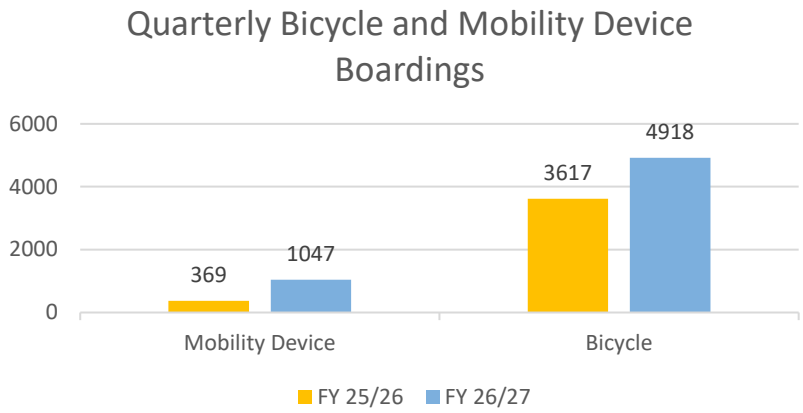
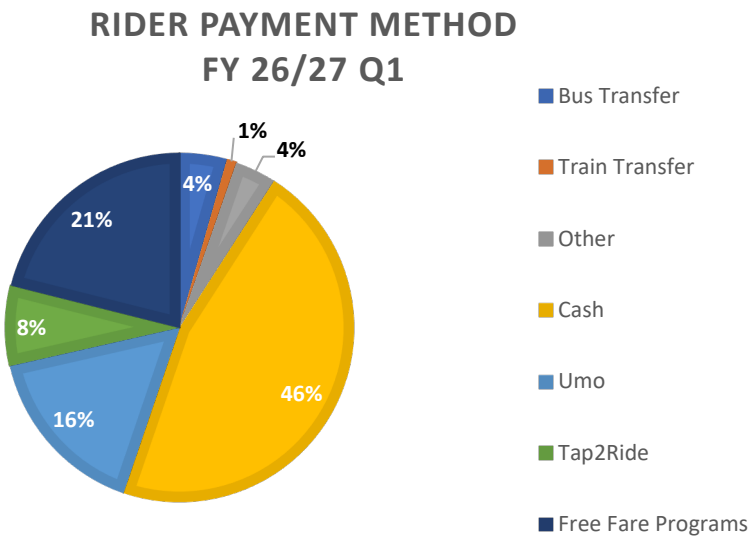


Exhibit 5: Fare Payment Methods



Operating costs increased by 31% this quarter. This increase is due to increased gas prices as fuel costs more than doubled over last year, general contract increases and wage increases to keep in line with other county transit operators. As a result, cost per passenger rose from $28.51 to $31.33, however productivity measures such as passengers per mile and passengers per hour stayed about the same (*Exhibit 6*).

Exhibit 6: Quarterly Productivity Measures

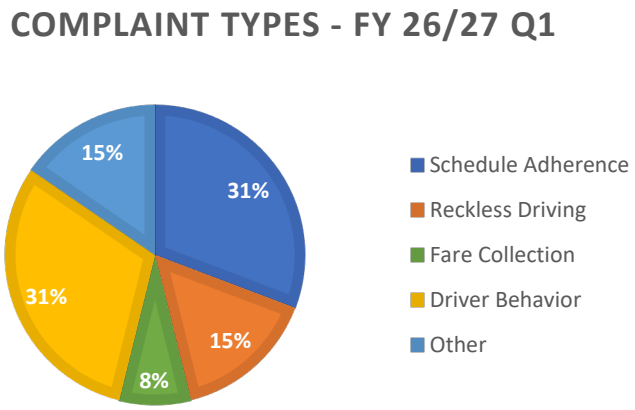
PRODUCTIVITY MEASURES	FY 25/26	FY 26/27	% Change
Operating Cost	$ 2,592,838	$ 3,387,878	31%
Passenger Revenue^	$ 543,196	$ 551,793	2%
Passengers	90,954	108,134	19%
Cost per Passenger	$ 28.51	$ 31.33	10%
Passengers per Revenue Mile	0.25	0.26	4%
Passengers per Revenue Hour	5.82	5.80	0%
Farebox Recovery Ratio^	21%	16%	-22%

^includes budgeted route guarantees

The Regional Transit Information Center provided over 1,000 customer interactions this quarter. Just over half (52%) were seeking transit information such as next bus arrival, trip planning, and stop location. A quarter of interactions were pass sales or fare information related and the remainder were other inquiries including complaints and lost & found inquiries.

Customer service goals were not met during the quarter, as complaints exceeded the standard of five complaints per 50,000 riders. Intercity received 13 valid complaints this quarter. Although the total exceeded the established performance standard, it represents a 50% decrease from the previous quarter. The most common complaints involved schedule adherence issues, including late trips, early departures, missed stops, and incorrect destination signage. Several complaints also involved operator conduct, such as running ahead of schedule or unsafe driving practices (*Exhibit 7*). VCTC staff continue to work closely with RATP Dev to address these concerns through enhanced supervision, updated operator training, and targeted follow-up on recurring operational issues.

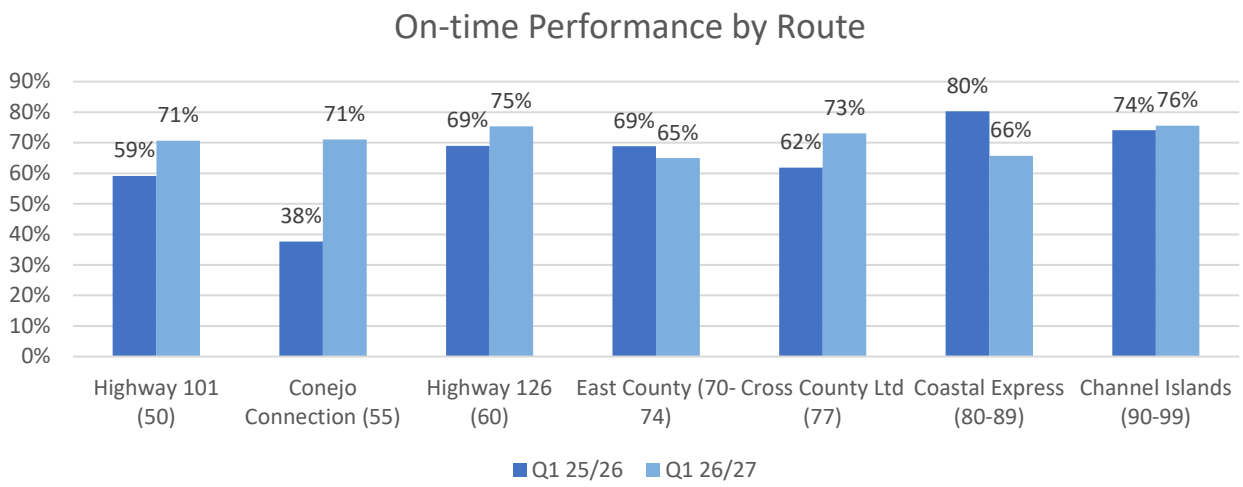
Exhibit 7: Complaint by Type



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

Overall systemwide On-Time Performance (OTP) increased slightly from the previous quarter and averaged approximately 71%. Highway 101 (Route 50) remained consistent with the prior quarter, with 71% of trips operating on time. The Conejo Connection (Route 55) showed measurable improvement following schedule adjustments implemented in May, averaging 71% OTP for the quarter. Coastal Express routes (80-89) remained stable at approximately 66% OTP during the quarter, likely due to persistent congestion associated with Highway 101 construction activity. To mitigate these impacts, VCTC and RATP Dev are implementing operational strategies, including positioning relief operators in Santa Barbara to maintain southbound service when northbound trips experience delays. CSU Channel Islands (Route 99), Highway 126 (Route 60), and Cross County (Route 77) all recorded improvement in on-time performance while East County (Routes 70-74) saw a decrease of OTP at approximately 65% (*Exhibit 8*).

Exhibit 8: Quarterly On-time Performance



Rail

In FY27 Q1 (July–September 2026), Metrolink riders made 81,987 total ons and offs at Ventura County stations, up 7.1% from the same quarter last year. Weekday riders drove the growth: average weekday boardings rose 9.3% to 541 a day, led by the Simi Valley, Moorpark and Oxnard staions. Weekend boardings fell 7.6% to 225 a day. Boardings at Ventura County Line stations (Ventura to Burbank Airport) have grown three quarters in a row, reaching 94,091 for the quarter (+6.6%). However, the Metrolink system's ridership as a whole grew faster (+11.3%), so the corridor's share of systemwide ridership decreased slightly.

For the Pacific Surfliner service, Ventura County stations recorded 117,799 ons and offs for the quarter, up 32.8% from a year ago, and average weekday boardings rose 36.4% to 621 a day. Unlike Metrolink, the Surfliner carries more riders on weekends: 704 boardings a day, up 20.2%, which reflects its role in leisure and regional travel. Santa Barbara County is by far the top destination for Ventura County riders. It accounts for about a third of trips (396 a day) and grew 55.4%. Next are LA Union Station (234 a day, +22.8%) and San Diego County (212 a day, +15.1%). Riders crossing the Ventura–Los Angeles county line rose 21.5% to 2,151 a day. Corridor ridership (279,828 for the quarter, +23.3%) closely tracked systemwide growth (+29.1%), and the last two quarters are the strongest in the five-quarter trend.

On May 4, 2026, SBCAG, VCTC, and the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency launched a 12-month Expanded Intercity Passenger Rail Service Pilot on the Pacific Surfliner.

The pilot adds a peak-hour morning trip with a mid-afternoon return, making it the sixth daily round trip to Goleta and the third to San Luis Obispo. Northbound Train 757 leaves Los Angeles Union Station at 5:13 a.m. and Ventura at 7:11 a.m., arriving in Santa Barbara at 7:56 a.m. and Goleta at 8:11 a.m., and the return trip, southbound Train 786, leaves San Luis Obispo at 12:12 p.m. and Santa Barbara at 2:57 p.m. Service operates daily, 365 days a year.

Average weekday ridership during the first week of implementation (May 4-8, 2026) for Train 757 was 63 passengers and 358 for Train 786. Average weekday ridership during September 21-25, 2026 for Train 757 was 105 passengers and 430 for Train 786. This reflects a growth of 67% for Train 757 and 20% for Train 786.

FISCAL IMPACT

There is no fiscal impact as result of this report.

VCTC

VENTURA COUNTY TRANSPORTATION COMMISSION

Rail Ridership: Ventura County Corridor

Metrolink Ventura County Line & Pacific Surfliner · Quarterly ridership report

REPORTING PERIOD
FY27 Q1
Jul–Sep 2026

Ventura County stations · total ons + offs for the quarter

METROLINK
81,987 ▲ 7.1% vs FY26 Q1

PACIFIC SURFLINER
117,799 ▲ 32.8% vs FY26 Q1

METROLINK
VC stations · avg boardings per day

WEEKDAY
541 ▲ 9.3% vs FY26 Q1

WEEKEND
225 ▼ 7.6% vs FY26 Q1

PACIFIC SURFLINER
VC stations · avg boardings per day

WEEKDAY
621 ▲ 36.4% vs FY26 Q1

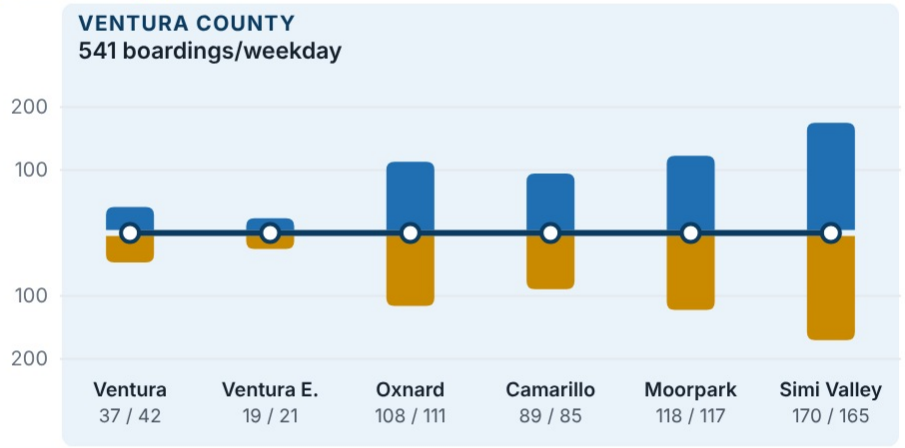
WEEKEND
704 ▲ 20.2% vs FY26 Q1

PACIFIC SURFLINER
Riders crossing the county line
2,151 /day
▲ 21.5% vs FY26 Q1

METROLINK

Avg weekday boardings & alightings, Ventura County stations

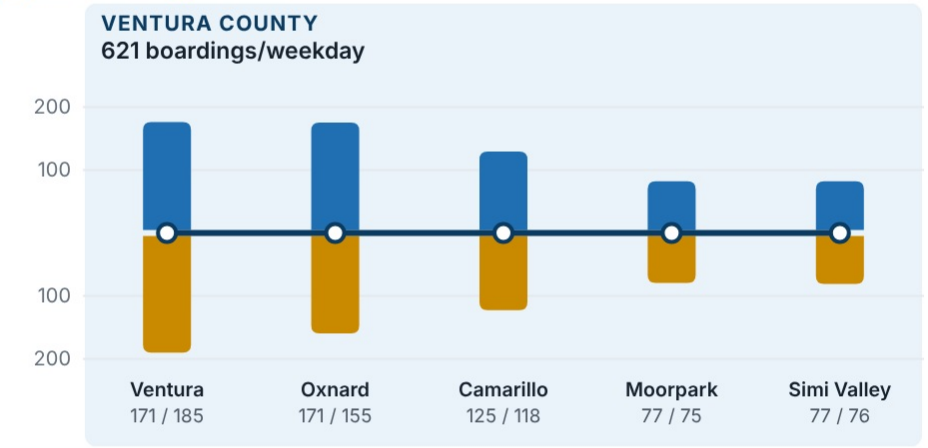
Boardings Alightings



PACIFIC SURFLINER

Avg weekday boardings & alightings, Ventura County stations

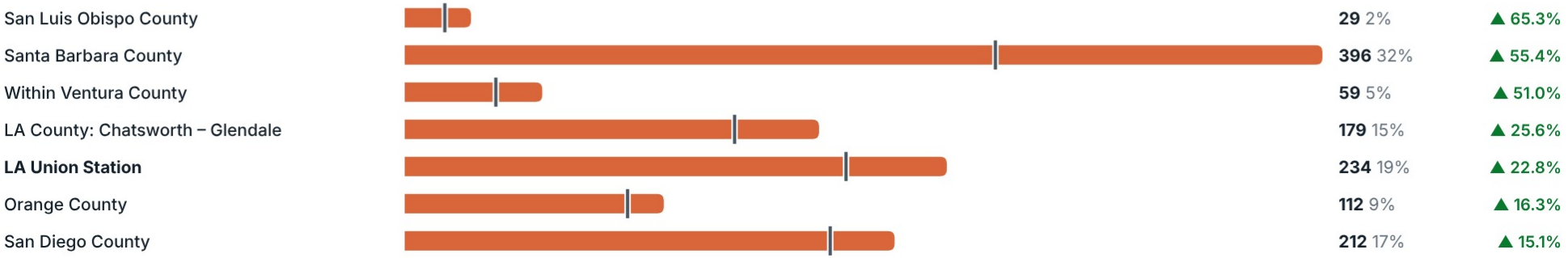
Boardings Alightings



PACIFIC SURFLINER

Where Ventura County riders travel · trips per day

FY27 Q1 | FY26 Q1



Rail Ridership: Ventura County Corridor

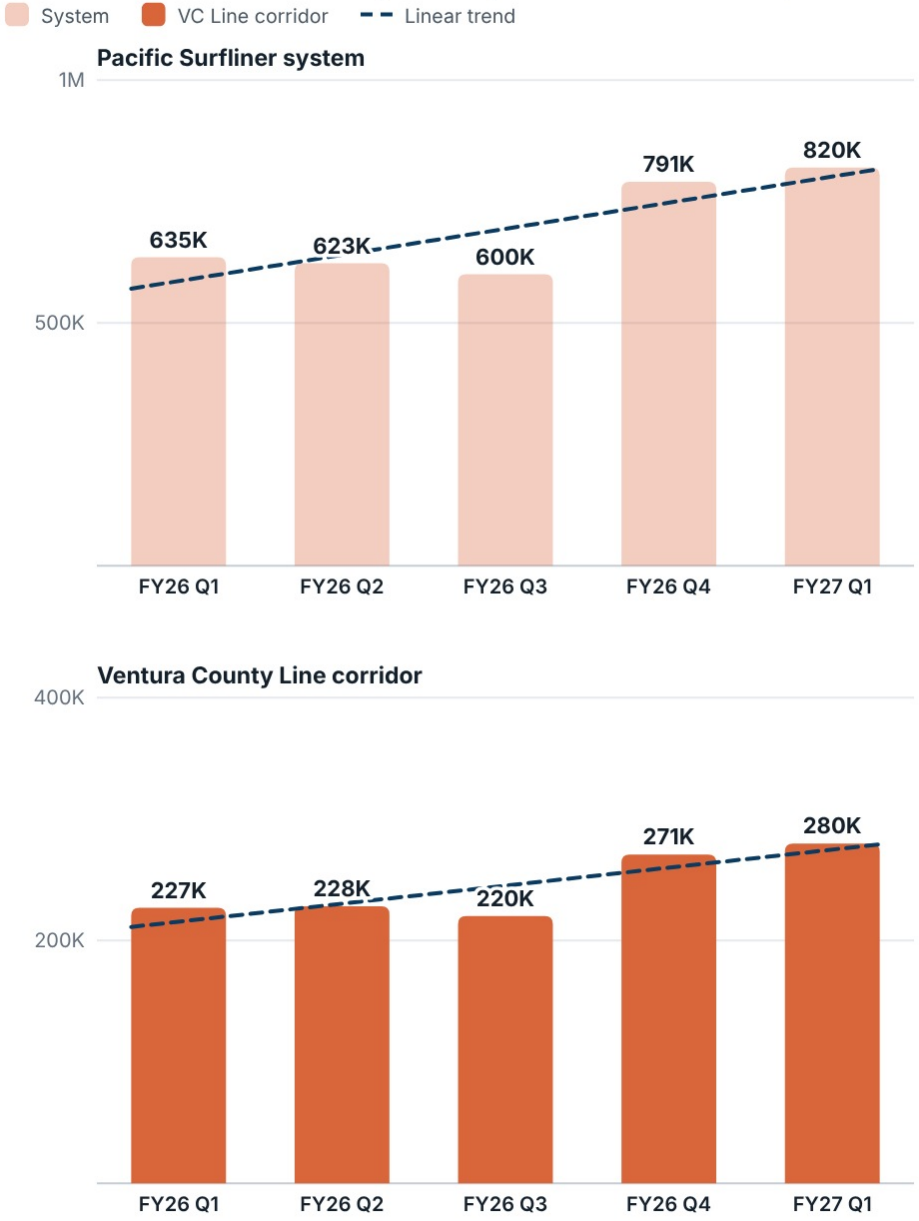
METROLINK

Quarterly ridership: VC Line corridor vs. system



PACIFIC SURFLINER

Quarterly ridership: VC Line corridor vs. system





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Item 10G

December 04, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)**

FROM: **DOLORES LOPEZ, TRANSIT PLANNER**

SUBJECT: **FISCAL YEAR (FY) 2027/28 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS (UTN) DEFINITIONS AND SCHEDULE**

RECOMMENDATION:

- Review and approve the Fiscal Year 2027-2028 Unmet Transit Needs definitions and schedule.

BACKGROUND

VCTC conducts an annual Unmet Transit Needs (UTN) process to identify public transportation needs throughout Ventura County through public outreach, a survey, and a public hearing. Staff evaluates service requests using the Commission's adopted definitions of "Unmet Transit Needs" and "Reasonable to Meet" and develops findings for Commission consideration. The State Transportation Development Act (TDA) requires that a public hearing be held to discuss public transit, take testimony on local/regional transit needs, and develop findings that ensure that all reasonable transit needs are satisfied before TDA funds can be allocated for street and road purposes. These UTN and Reasonable to Meet definitions were adopted by the Commission in 2009 and reviewed in 2023. Approval of the schedule (Attachment B) establishes the timeline for public outreach, the public hearing, advisory committee review, and Commission action to support Fiscal Year 2027-28 TDA funding allocations. The proposed schedule allows sufficient time to complete the UTN process and submit the required findings and documentation to Caltrans before the August 15, 2027, deadline.

The last update of Unmet Transit Needs definitions took place in 2023. During that process, VCTC hired a consultant to review its existing UTN definitions and confirmed that VCTC's thresholds are consistent with other agencies.

In order to incorporate an equity component as part of the UTN evaluation process, VCTC adopted a Median Household Income (MHI) threshold to evaluate service requests in low-income areas. This method is commonly used by State funding agencies to identify disadvantaged communities.

VCTC's adopted definition requires at least 15 comments for fixed-route service or 10 comments for Dial-A-Ride (paratransit) service. These thresholds remain unchanged, while the equity-focused evaluation helps prioritize improvements in disadvantaged communities. For service requests deemed "Unreasonable to Meet" due to service constraints, the responsible agency will provide a letter of commitment to study the request and/or seek grant funding for a potential demonstration service.

STRATEGIC PLAN COMMITMENT:

This item is required by state law under the Transportation Development Act and aligns with Goal B17: Develop an equity plan and framework to guide capital projects and transportation investments.

DISCUSSION

December 15, 2026, VCTC will launch the Fiscal Year 2027-28 UTN process with multilingual public outreach (English, Spanish and Mandarin), beginning with release of an online survey and a website landing page going live. Digital outreach will be shared on social media platforms, printed materials will be posted on board vehicles, and community outreach events will give residents an opportunity to engage with staff directly. The required public hearing is scheduled for the February 5, 2027, regular VCTC meeting.

By soliciting input through various formats, residents have multiple opportunities to be heard. Public comments received throughout the year, along with testimony received at the public hearing, are evaluated against VCTC's adopted definitions of Unmet Transit Needs and Reasonable to Meet criteria. The State requires this public hearing under the TDA before the Commission can approve the UTN findings (Attachment B).

Findings from the UTN analysis will be presented to Citizens Transportation Advisory Committee/Social Services Transportation Advisory Council (CTAC/SSTAC) for discussion and approval in April 2027. Staff will then return to the Commission in May 2027 for approval of the findings and staff's recommendation. In addition to staff's recommendation, CTAC/SSTAC may submit its own formal recommendation on or before the May 2027 Commission meeting

FISCAL IMPACT:

No Fiscal Impact

ATTACHMENTS

Attachment A: Unmet Transit Needs Definition (Fiscal Year 2027-28)

Attachment B: Unmet Transit Needs Schedule (Fiscal Year 2027-28)

ATTACHMENT A

UNMET TRANSIT NEEDS PROCESS

Definitions

Unmet Transit Need

Public transportation services identified by the public with sufficient broad-based community support that have not been funded or implemented. Unmet transit needs identified in a government-approved plan must meet the definition of an unmet transit need. Sufficient broad-based community support means that persons who will likely use the service on a routine basis demonstrate support: at least 15 requests for general public service and 10 requests for disabled service.

Common Examples Include:

- Public transit services not currently provided to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare programs and education programs. Service must be needed by and benefit the general public.
- Service expansions including new routes, significant modifications to existing routes, and major increases in service hours and frequency

Excludes:

- Operational changes such as minor route changes, bus stop changes, or changes in schedule
- Requests for minor extended hours
- Service for groups or individuals that is not needed by or will not benefit the general public
- Comments about vehicles, facilities, driver performance and transit organizational structure
- Requests for better coordination
- Requests for reduced fares and changes to fare restrictions
- Improvements funded or scheduled for implementation in the following year
- Future transportation needs
- Duplication or replacement of existing service

ATTACHMENT A

"REASONABLE TO MEET"

Outcome	Definitions	Measures & Criteria
Equity	The proposed service will not cause reductions in existing transit services that have an equal or higher priority	**Measures:** Vehicle revenue service hours and revenue service miles. **Criteria**: Transit vehicle service hours and miles will not be reduced on existing routes to fund the proposed service
Timing	The proposed service is in response to an existing rather than future transit need	**Criteria: Proposed** service is in response to an existing rather than future transit need; based on public input
Feasibility	The proposed service can be provided with the existing fleet or under contract to a private provider	**Measure:** Vehicle spare ratio: Transit system must be able to maintain FTA's spare ratio requirement of 20% (buses in peak service divided by the total bus fleet cannot fall below 20%). If less than 20%, can additional buses be obtained (purchased or leased) or can service be provided under contract to a private provider?
Feasibility	There are adequate roadways to safely accommodate transit vehicles	**Measure & Criteria**: Route inspection to determine adequacy of infrastructure to accommodate transit vehicles and passengers.
Cost Effectiveness	The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole	**Measure:** Total estimate annual passenger fare revenue divided by total annual operating cost (the entire service including the proposed service) **Criteria**: Fare revenue/ operating cost cannot fall below the operator's required passenger fare ratio.
Cost Effectiveness	The proposed service will meet the scheduled passenger	**Measures** and **criteria** described below**.**

	fare ratio standards described in Attachment A	
Service Effectiveness	Estimated passengers per hour for the proposed service will not be less than the system-wide average after five years.	**Measure:** Passengers per hour. **Criteria**: Projected passengers per hour for the proposed service is not less than 70% of the system-wide average (without the proposed service) at the end of 12 month of service, 85% at the end of 24 months of service, and 100% at the end of 60 months of service.

****The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. Comparing unmet transit needs with the needs for streets and roads is not allowable in determining transit needs that are reasonable to meet.***

PASSENGER FARE RATIOS

It is desirable for all proposed transit services in urban areas to achieve a 20% passenger fare ratio by the end of the fifth year of operation. A passenger fare ratio of 10% is desired for special services (i.e., elderly and disabled) and rural area services*. More detailed passenger fare ration standards, which will be used to evaluate services as they are proposed and implemented, are described below. Transit service both in urban and rural areas, per state law, may obtain an “intermediate” passenger fare ratio.

Urban Service	**Rural Service**	**Recommended Action**
New Service Performance Criteria: End of Twelve Months		
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed
New Service Performance Criteria: End of Twenty-four Months		
Less than 10%	Less than 5%	Provider may discontinue service

10% or more	5% or more	Provider will continue service, with modifications if needed
New Service Performance Criteria: End of Sixty Months **		
Less than 15%	Less than 7%	Provider may discontinue service
15% to 19%	7% to 9%	Provider may consider modifying and continue service
20% or more	10% or more	Provider will continue service, with modifications if needed

**Per statute the VCTC may establish a lower fare for community transit (dial-a-ride) services.*

***A review will take place after 54 months to develop a preliminary determination regarding the discontinuation of proposed services*

ATTACHMENT B

Unmet Transit Needs
Public Hearing and Process Schedule
Fiscal Year 2027-28

September 08, 2026	**CTAC/SSTAC MEETING** Review and approve Unmet Transit Needs definitions and schedule
December 4, 2026	**VCTC MEETING** Approve Unmet Transit Needs definitions and schedule
December 15, 2026	**OUTREACH** Unmet Transit Needs information and survey posted to digital and print channels
December 31, 2026 January 4, 2027	**LEGAL NOTICES FOR PUBLIC HEARING PUBLISHED** Local, Spanish-language newspaper of record (VIDA Newspaper) Local, English-language Newspaper of record (Ventura County Star)
February 5, 2027 February 15, 2027	**PUBLIC HEARING** VCTC meeting at 9:00 a.m. **OUTREACH END** Closing of the public outreach period
April 13, 2027	**CITIZENS TAC / SOCIAL SERVICES TAC MEETING** Approve Unmet Transit Needs findings and staff recommendation
April 14, 2027	**TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM) MEETING** Approve Unmet Transit Needs findings and staff recommendation
May 14, 2027	**VCTC MEETING** Staff presents Unmet Transit Needs findings Adopt Unmet Transit Needs Assessment

June 4, 2027	**VCTC MEETING** Adopt Fiscal Year 2027-28 Transportation Development Act apportionments
June 11, 2027	**SUBMITTAL** Approved Unmet Transit Needs Findings are sent to the State for review
August 15, 2027	**DEADLINE** Deadline to submit findings to the State of California for review

Item 10H

Date: **December 4, 2026**

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

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

SUBJECT: **VENTURA COUNTY MULTIJURISDICTIONAL HAZARD MITIGATION PLAN – VCTC ANNEX**

RECOMMENDATION:

- Approve the Draft VCTC Annex and forward to the County of Ventura for inclusion in the Ventura County Multijurisdictional Hazard Mitigation Plan.

BACKGROUND:

In May 2025, VCTC applied to the California Office of Emergency Services (CalOES) for Hazard Mitigation Grant Program (HMGP) assistance to construct long-term protective measures to protect both the Sespe Creek Overflow railroad bridge and Old Telegraph Road bridge in the unincorporated County just west of Fillmore. CalOES determined that VCTC was not an eligible applicant, because VCTC was not listed as a participant in the County of Ventura's adopted Local Hazard Mitigation Plan (LHMP). CalOES indicated that the proposed activity was eligible and likely competitive; however, since VCTC was not listed as a planning partner in the County's LHMP, VCTC was ineligible and not able to apply for HMGP assistance.

In March 2026, VCTC requested to participate in any future updates to the County of Ventura's Multi-Jurisdictional Hazard Mitigation Plan. Coincidentally, the County of Ventura had undertaken a 5-year update to the 2022 Ventura County Multi-Jurisdictional Hazard Mitigation Plan, which remains valid through August 2027. In April 2026, VCTC participated in kick-off meetings for the County-led Multi-jurisdictional Hazard Mitigation Plan and met with the consultant team for an introductory session focused on VCTC. VCTC staff worked with the consultant team to prepare an Annex to the County's Plan. Participation will establish eligibility for VCTC to receive future Hazard Mitigation Grants from FEMA and CalOES.

The County's Multi-jurisdictional Hazard Mitigation Plan inventories and assesses the natural hazards to which Ventura County is most vulnerable and prioritizes actions and structural improvements for risk reduction and increased resilience. The planning process is meant to:

- Identify the primary natural hazards that impact our area
- Assess risks to the community and area resources
- Serve as a guide for decision makers in prioritizing mitigation strategies
- Provide a pathway to funding eligibility through federal grants for hazard mitigation.

This planning effort brings together 30 local jurisdictions and partner agencies to identify risks, strengthen resilience, and develop long-term strategies that reduce the impacts of future disasters. The updated FEMA-approved plan will serve as a comprehensive roadmap for hazard mitigation and future funding opportunities throughout Ventura County. VCTC is one of five new Special Districts included in the 2027 plan update, expanding regional collaboration and resilience planning. The 2027 update also includes updated hazard analyses and risk assessments using advanced Geographic Information Systems (GIS) technology, expanded stakeholder engagement and public outreach opportunities throughout the planning process, and new and enhanced mitigation strategies focused on emerging risks and community resilience.

STRATEGIC PLAN COMMITTMENT:

This report aligns with Commission-adopted Mission to create a more connected, resilient, equitable and user-friendly transportation system for Ventura County.

DISCUSSION:

The Draft Annex is focused on VCTC-owned infrastructure and assets and does not cover transportation infrastructure more broadly across the County. The County and each of the incorporated cities has its own Annex, which would include each jurisdiction's own infrastructure. VCTC is conducting a more comprehensive assessment of countywide multimodal transportation infrastructure through the Climate Vulnerability Assessment and Action Plan currently underway. Recommendations of the Assessment and Action Plan may be incorporated into future updates to the Multi-jurisdictional Hazard Mitigation Plan.

VCTC's Draft Jurisdictional Annex was provided and presented to the Transportation Technical Advisory Committee (TTAC) for review and comment in November 2026. TTAC had no comments on the Draft Annex, which is now forwarded to the Commission for consideration and final approval. Upon approval by the Commission, the Annex will become an appendix to the Ventura County Multi-jurisdictional Hazard Mitigation Plan, which will facilitate eligibility for future rounds of Hazard Mitigation Program grant funds.

FISCAL IMPACT:

There is no fiscal impact of the recommended action.

ATTACHMENTS:

A. Draft VCTC Annex to the 2027 Ventura County Multi-Jurisdictional Hazard Mitigation Plan

Item 10I

December 4, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

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

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

RECOMMENDATION:

- Receive and file a report on Santa Paula Branch Line updates for the month of November 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 November 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*
  - Several utilities-related leases/licenses are in development, and VCTC staff continue to coordinate with corridor cities and Sierra Northern Railway regarding existing leases and licenses and nearby development activity.
- *SPBL Trail Planning*
  - *Ventura Segment*: Staff continued to support the City of Ventura's efforts construct the 4-mile section of the SPBL Trail from East Ventura Metrolink Station to Saticoy Depot. More information on the City's *Rails with Trails* project is available at: https://www.cityofventura.ca.gov/2584/Santa-Paula-Branch-Line.
  - *Santa Paula Extension*: The City of Santa Paula is continuing efforts to plan, design, and conduct community engagement for an additional approximately 1.5-mile section of the SPBL Trail within the City of Santa Paula. Additional information is available at: https://spcity.org/797/Santa-Paula-Trail-Connectivity-Project.
  - *SPBL Trail Master Plan Update & EIR/EIS*:
    - The SPBL Trail Master Plan Technical Advisory Committee (TAC) and the Citizen's Advisory Committee (CAC) did not meet during November. In October, staff sent a brief survey to members of the TAC, CAC, and Project Development Team (PDT) to gather feedback from Committee members on trail alignment alternatives, with responses due in mid-November. Survey results have been incorporated into the Staff Recommendation for Commission consideration for selection of a preferred trail alignment at the December meeting.
    - VCTC established and convened the first meeting of the Agricultural Working Group (AWG) in-person in September. Staff followed up with AWG members to thank them for their attendance and provide a brief summary of topics discussed, including pesticide, spray, and land management, food safety, contamination risks, and mitigation, trail safety measures, and economic benefits and opportunities in October.
    - On November 17, the Ventura County Board of Supervisors considered a temporary moratorium on public trails construction within the area subject to a quarantine for the HLB virus (also known as citrus greening disease), which would include the Santa Paula Branch Line right-of-way from Saticoy to near Fillmore. The Board of Supervisors unanimously approved a temporary moratorium with a provision to revisit the moratorium by January 1, 2029. The Board of Supervisors acknowledged that its action does not prevent completion of the Trail Master Plan Update and related planning efforts by VCTC.
    - A web page dedicated to the Master Plan Update is available at https://www.goventura.org/spbl-trail-master-plan.
    - The project email address is spbl.trail@goventura.org.
- *Storm Damage and Response – Sespe Creek Overflow railroad bridge repair:*
  - Two projects remain under FEMA review as part of the obligation process, for the completed emergency protective measures to stabilize the western bank (Category B) and permanent repairs (Category C). The Category B project has

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

- On November 17, VCTC, Sierra Northern Railway, Construction Managers (RailPros), and the contractor (Granite) completed a site-walk of the Sespe Creek Overflow railroad bridge repair. A few small punch list items were identified, but nothing significant. A subcontractor completed the handrail on the bridge also on November 17, and plantings / seeding of the laydown area were completed on November 20, reflecting substantial completion of the bridge repair project.



Figure 1. Image of Sespe Overflow Railroad Bridge West Abutment on Nov. 17, 2026

- *Coordination with Sierra Northern Railway*
  - On November 16, VCTC was notified that Sierra Northern Railway had ceased its railbike operations on the SPBL due to falling ridership amid current economic conditions which reflect a reduction of recreation-spending. Sierra Northern will continue to evaluate the future of the railbikes and other tourist and excursion related business on the SPBL as rail operations resume following completion of the Sespe Creek Overflow railroad bridge repair.
  - SNR selected a new insurance broker in late 2024 to better meet its contractual obligations to VCTC. A request is pending from SNR for an amendment to the Railroad Lease and Operations Agreement to align insurance requirements with current market conditions and available coverages.

- Replacement of the existing Ferris Drive bridge remains pending SNR action, located just east of Santa Paula Creek. SNR conducts weekly inspections on the bridge to ensure safety and stability of the bridge until construction can be completed. SNR indicates that the bridge replacement project is among its highest priority infrastructure projects for SPBL and its operating locations. SNR is developing a capital improvement plan for its facilities, which will direct investments in bridge infrastructure on the SPBL, including Ferris Drive. Bridge replacement is on the SNR workplan for the second quarter of 2027.
- The SPBL Roadmaster left the company in June 2026. SNR recruited and selected a replacement who is expected to start work in October. In the interim, an SNR track inspector is on site from Oakdale or Sacramento at least once a week. SNR is also updating the position description to recruit and hire a new general manager for the Ventura Division once the Sespe Bridge is reopened.
- In September, Staff met with Sierra Northern's Chief Engineer to discuss ongoing preparations for the predicted El Niño winter storm season. SNR crews completed installation of ties and other track structure improvements from Saticoy to Sespe Creek. SNR crews shifted from track structure improvements to focus on culvert and drainage clean-outs beginning October 1 to prepare for the winter storm season. SNR will prioritize work to ensure safe movement of trains and public safety, starting in more densely populated areas. Debris will be cleared from tracks and drainages as quickly as possible after storms.

FISCAL IMPACT

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

Item 10J

December 4, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: STATE ADVOCACY SERVICES CONTRACT AWARD

RECOMMENDATION:

- Authorize the Executive Director to execute a three-year consultant services agreement with Seaside Advocacy LLC for state advocacy services at a total cost not to exceed $167,000 for the initial term of the contract.

BACKGROUND:

VCTC maintains the State and Federal Governmental Relations program to foster involvement in a broad range of state and federal governmental settings to encourage policies that support VCTC programs. Throughout each legislative and congressional session, VCTC monitors legislation and decisions that may impact transportation funding, regulations and processes. In September 2026, the Commission approved the release of a Request for Proposals (RFP) for state advocacy services to advance the goals of the State and Federal Governmental Relations program.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitment below:

- C6: Engage federal and state legislators to secure more transportation funding, protect existing revenues, and support legislation that may benefit

VCTC and its operations (or oppose legislation that may adversely affect VCTC and its operations).

DISCUSSION:

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

The state legislative advocate carries out various functions on behalf of the Commission, including communicating with members of the Legislature and their staff members regarding the Commission's legislative positions, providing verbal and written reports to VCTC, keeping VCTC informed of legislative developments in a timely manner, helping VCTC develop strategies on legislation, and arranging meetings with legislators. The advocate also assists in the development of VCTC's adopted legislative program, which sets forth in general terms the Commission's overall priorities. It is intended to provide legislators, their staff and the public with a sense of what the Commission feels are the important transportation issues requiring attention. The legislative program will be updated in January 2027 to coincide with the start of new legislative and congressional sessions.

VCTC issued a Request for Proposals for state advocacy services on Sept. 11, 2026. The RFP was posted on the VCTC website and sent electronically to five advocacy firms. One proposal, from Seaside Advocacy LLC, was received by the due date of Oct. 12, 2026. After reviewing the proposal, VCTC staff determined the proposal was responsive and favorable.

Seaside Advocacy has provided state advocacy services for VCTC for more than a decade. Seaside Advocacy is led by founder and principal Delaney Hunter, formerly of California Advisors, in partnership with principal McKinley Thompson-Morley. Seaside Advocacy has been a strong voice for VCTC in Sacramento and has deep knowledge of transportation and infrastructure priorities in Ventura County. During the most recent legislative session, Seaside Advocacy's efforts helped to secure the remaining $690 million for the Zero-Emission Transit Capital Program (ZETCP) provided through Senate Bill 125 and the full appropriation of $15 million for CalVans, which provides safe, affordable and reliable transportation for agriculture workers, government employers and other commuters in Ventura County and throughout California.

VCTC will rely on Seaside Advocacy to, among other tasks, advance VCTC's legislative priorities, help protect existing revenues and engage with lawmakers and their staff to identify new sources of dedicated funding for transportation. As lawmakers begin a new legislative session in January, decisions on how to manage the state budget and transportation revenues from the Cap and Invest Program will once again be a priority. In addition, a new governor and more than two dozen new

legislators will take office in January. With the assistance of Seaside Advocacy, VCTC will work to establish relationships with incoming and returning state leaders to share about transportation priorities in Ventura County and the region.

Attachment A describes the full scope of services that Seaside Advocacy will provide. The proposed agreement extends for three years, with the option of a single two-year extension. VCTC will pay Seaside Advocacy $4,500 per month, a fee that is unchanged from VCTC's current state advocacy services contract. The new contract allows for approved reimbursable expenses of up to $5,000 during the initial three-year term. The total contract cost is $167,000 for the initial term.

FISCAL IMPACT:

Local Transportation Fund (LTF) revenues support the state advocacy services program, which is part of the State and Federal Government Relations budget. Sufficient funds for the new contract are available through VCTC's adopted Fiscal Year 2026-27 budget.



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Item 10K

December 4, 2026

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: GEISKA VELASQUEZ, PROGRAM MANAGER

SUBJECT: REVISION TO JOBS ACCESS REVERSE COMMUTE PROGRAM

RECOMMENDATION:

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

BACKGROUND:

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

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

The City of Thousand Oaks Employee Vanpool Program is the only other Commission-approved, JARC-funded project included in both of these two grants. The program is ongoing and is able to use the additional funds immediately. Because City employees commute throughout the county, and especially from Oxnard, the program would be

eligible for JARC funding under either the Thousand Oaks or Oxnard urbanized area (UZA) and is therefore eligible for a straight transfer of funds between line items.

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

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

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

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

Fiscal Impact
There is no net fiscal impact of this item. Funds are already in an executed grant and obligated being moved from one line item to another.

Item 10L

DECEMBER 4, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

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

SUBJECT: **AUTHORIZATION TO AMEND REGIONAL TRANSIT TECHNOLOGY BUDGET**

RECOMMENDATION:

- Approve a budget amendment for the FY 2026/2027 VCTC Regional Transit Technology budget to add a revenue line item for Local Contribution/Other Revenue in the amount of $26,031.
- Approve a budget amendment to increase the Equipment/Equipment Maintenance line item in the amount of $26,031.

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. One of the systems VCTC manages is the regional transit automatic vehicle location (AVL) system. VCTC partners with local operators to update the system with new equipment when needed.

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.

DISCUSSION:

Each year VCTC staff budgets funds for AVL equipment repair and to transfer equipment from vehicles being retired to the new vehicles being purchased for Ventura County bus operators. Sometimes, the local operator requests to order new equipment for a vehicle rather than transfer the equipment from the vehicle being replaced.

In August, the City of Simi Valley requested that new equipment be ordered for a set of new vehicles being replaced. As VCTC's policy is to fund the transfer of equipment, Simi Valley agreed to pay the difference between a transfer of equipment and new equipment. VCTC has paid the vendor invoice and needs to invoice the City of Simi Valley for the difference.

To properly account for the incoming funds, to the Regional Transit Technology budget must be amended to add a revenue line item to accept the funds from Simi Valley and increase the total budget to account for the additional equipment.

FISCAL IMPACT:

Approval of this item increases the Regional Transit Technology revenue budget appropriation by $26,031 funded by Local Contributions and increases the equipment maintenance expense by the same amount.

Item 11

Date: **December 4, 2026**

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

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

SUBJECT: **SANTA PAULA BRANCH LINE TRAIL MASTER PLAN UPDATE PREFERRED ALIGNMENT**

RECOMMENDATION:

- Select Alternative 1 as the preferred alignment to be analyzed in the Environmental Impact Report (EIR) for the Santa Paula Branch Line Trail Master Plan.

BACKGROUND:

VCTC acquired the Santa Paula Branch Line (SPBL) in 1995 for use as a multimodal corridor, which included a bicycle and hiking trail among its stated purposes. In 1996, VCTC adopted the *SPBL Master Plan*. Then in 2000, VCTC adopted the *SPBL Recreational Trail Master Plan* and certified an Environmental Impact Report (EIR). The *Trail Master Plan* provided design guidelines, preliminary engineering, a preferred alignment for the trail, and mitigations to avoid and address any impacts to agriculture and other resources. To date, three segments of the trail have been completed in the Cities of Santa Paula and Fillmore and within the Piru community. Final design and engineering for a four-mile segment from Montalvo to Saticoy is currently underway, led by the City of Ventura, with construction anticipated in 2027. The City of Santa Paula is also conducting design and engineering for trail extensions within its city limits.

In March 2025, the Commission approved a contract with WSP USA, Inc. to prepare the SPBL Trail Master Plan Update and EIR. The project updates the original SPBL Recreational Trail Master Plan adopted by VCTC in 2000 and prepares a new environmental document. The project is fully grant funded by a Regional Early Action Planning 2.0 (REAP) County Transportation Commissions Partnership Program grant from SCAG and a federal Surface Transportation Block Grant (STBG). No local match is required from VCTC.

The Commission approved an amendment to the contract with WSP in May 2026 to support enhanced engagement with agricultural stakeholders. The amendment provided additional resources to extend the project completion timeline, establish an Agricultural

Working Group (AWG), incorporate outcomes of the AWG into technical deliverables, and other efforts to enhance engagement with agricultural stakeholders. During Summer 2026, an AWG was established and met for the first time on September 16.

To date, the consultant team has completed the following draft reports and documents, informed by public and stakeholder engagement and technical analysis: Existing Conditions Report, Constraints and Opportunities Analysis, Trail Cross Sections, Scoping Report, Financial Needs Memo, Pin Map Summary, EIR Outline, and Alternatives Evaluation Report. These reports will become chapters of the Draft Master Plan Update and will be evaluated in preparation of the Draft EIR for public circulation.

STRATEGIC PLAN COMMITMENT:

This report aligns with Commission-adopted Goal 13 to "Reinvigorate the process to complete the Santa Paula Branch Line bike trail," and VCTC Strategic Plan Objective 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."

DISCUSSION:

As part of the SPBL Trail Master Plan Update and EIR preparation, four alternative alignments were developed through consideration of the existing adopted SPBL Trail Master Plan and public engagement. Figure 1 provides a map of the four alternative alignments.

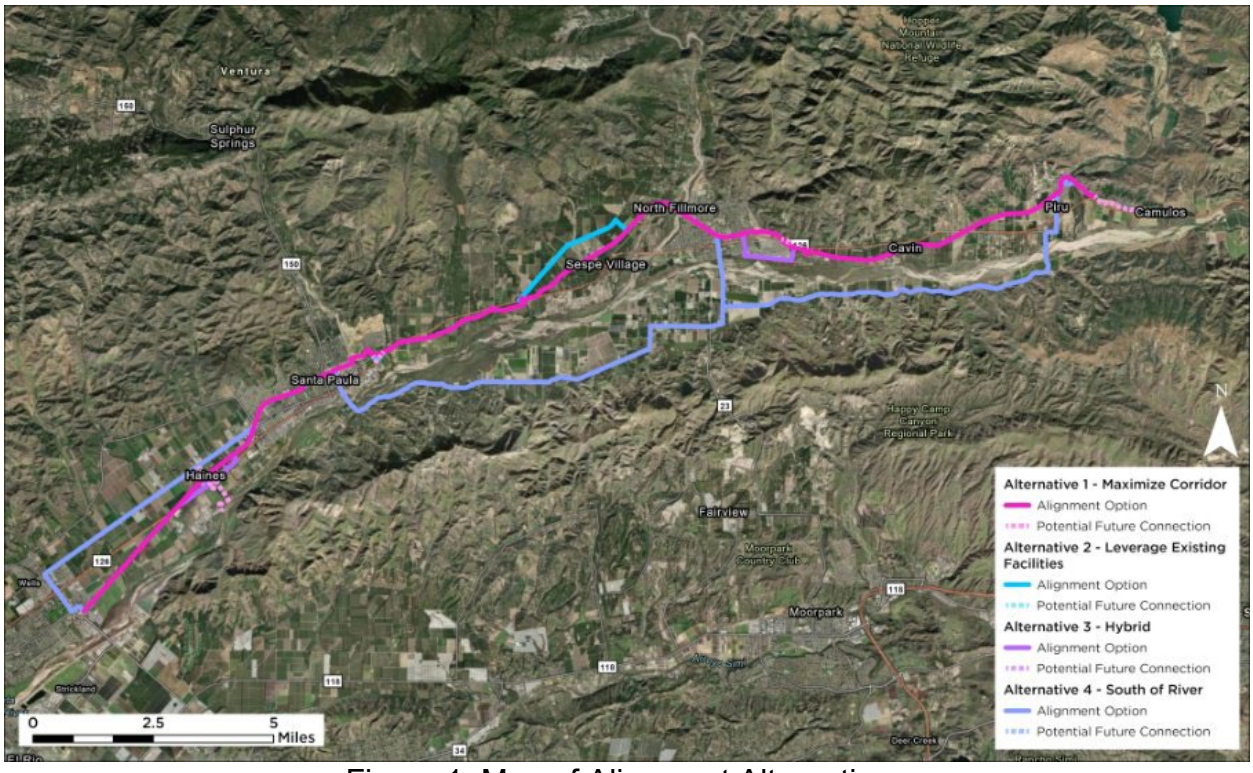


Figure 1. Map of Alignment Alternatives

Alternative 1 (Maximize SPBL Corridor) would maximize use of the VCTC-owned SPBL corridor and provide the most direct end-to-end path of travel. Alternative 2 (Leverage Existing Facilities) would maximize the use of existing roadways and paths and provide a less direct end-to-end path. Alternative 3 (Hybrid) balances use of the VCTC-owned SPBL corridor with existing roadways and paths and provides a relatively direct end-to-end path. Alternative 4 (South of River) deviates significantly from the VCTC-owned SPBL corridor and was included based on public comment received from an agricultural stakeholder with the intent to avoid bisecting ag properties and to use existing roadways.

The consultant team conducted an evaluation of the four alternatives based on a set of quantitative (numerical) and qualitative (descriptive) measurements to compare the project alternatives. The criteria used in the evaluation measure the extent to which the alternatives align with the project's goals and objectives. In addition to providing a path of travel between the jurisdictions along the SPBL corridor, the trail alignments aim to fulfill the goals and objectives adapted from the 2000 Santa Paula Branch Line Recreational Trail Master Plan, with two new goals added to provide a comprehensive set of criteria with which to evaluate trail alignments. Goals and Objectives are shown below in Figure 2.

Project Goals & Objectives

	PROJECT GOAL	OBJECTIVES
Original	Meet Commuter and Recreational Needs	Connect Population and Employment Centers
		Connect Transit Services
		Offer Rest Areas
	Connect to Existing and Planned Trails	Enhance Linkages to Adjacent Trails
	Maximize User Safety	Install Crosswalks
		Minimize Railroad Track Crossings
		Implement Non-Motorized Signalization
		Minimize User Conflicts
	Minimize Disruption to Adjacent Agricultural Activities	Avoid At-Grade Agricultural Crossings
		Minimize Adjacency to Agricultural Operations
		Minimize Alignment in Agricultural Right-of-Way
	Continued and Expanded Tourism	Introduce New Economic Activity to the Region
	Integrate Cultural, Historical, and Educational Elements	Connect Region's Institutions
New	High-Quality Linear Park Experience	Connect Parks
		Enhance Corridor Experience with Landscaping
	Create an Environmentally Friendly Trail	Minimize Environmental Effects
	Generate a Feasible Trail Project	Ensure Financial Feasibility
		Ensure Constructability
		Make Compatible with Grant Requirements

Figure 2. Project Goals and Objectives

The Commission is being asked to select a preferred trail alignment from among the four alternatives to serve as the basis of evaluation in the EIR. The alignment remains conceptual until a project-level design is developed for implementation of a specific segment or segments of the trail, which would begin after the Trail Master Plan Update and EIR have been completed. The preferred alignment is the option identified in the EIR as the best choice among feasible alternatives to materialize the Trail Master Plan goal of developing a rail-and-trail system. The preferred alignment will receive the highest level of analysis and is the alignment against which the others are compared.

The quantitative and qualitative analysis conducted for the alternatives evaluation produced numerical results out of a possible score of 45, shown in Figure 3 below.

	Alt 1: Max SPBL Corridor	Alt 2: Leverage Existing	Alt 3: Hybrid	Alt 4: South of River
Summary Rating	38.8	38.3	38.4	33.0

Figure 3. Alignment Alternative Options Summary Ratings

The evaluation reflects several overarching themes, as follows:

- All four alternatives benefit the corridor through recreation, multi-modal options, and economic development and would feature trail amenities and cultural, historical, and educational opportunities;
- Alternative 1 features more structures to stay in SPBL right-of-way than Alternative 2, which comes at a higher cost than Alternative 1, but provides a more direct trail and faster travel times for connectivity;
- Alternative 4 avoids potential impacts to agriculture property along the SPBL corridor but shifts potential impacts to agricultural property south of river instead, has unintended costs from narrow roadways in uneven topography for building new trail, and would require a large number of easements to be acquired; and,
- A comparison among Alternatives 1-3 comes down to preferred tradeoffs at key locations.

The alternatives evaluation was presented to each of the three project advisory committees (Technical Advisory Committee, Citizen's Advisory Committee, and Project Development Team) for review and feedback. An online survey was also distributed to each of the committees to provide additional opportunities for stakeholder feedback. Survey results ranked Alternative 1 at the highest, followed by Alternative 3.

Considering stakeholder input and the alternatives evaluation conducted, staff is recommending Alternative 1 (Maximize SPBL Corridor), which received the highest overall score in the numerical evaluation and was ranked highest in the advisory committees' survey results. Alternative 1 best achieves the project goals and objectives, reflects a data-driven selection, and is supported by stakeholder input. Key benefits of Alternative 1 include:

- Delivers greatest benefits for anticipated trail users related to commuting, recreation, and active transportation;
- Provides an environmental analysis of the VCTC-owned right-of-way, which offers multiple benefits;
- Maximizes VCTC ability to own and maintain a trail, providing benefits for agency and stakeholder coordination;
- Avoids property easements/acquisitions required by other alternatives; and
- Cost remains within typical order of magnitude per mile for trails.

Again, the alignment that the Commission selects at this stage will serve as the primary focus of evaluation in the EIR. Technical analysis will be conducted by the consultant team to prepare the Draft EIR for public circulation. Following the public circulation period, the Commission will be asked to select a preferred alternative and adopt the Trail Master Plan Update and EIR. As noted above, the preferred alignment remains conceptual until project-level design is completed for implementation of a specific segment or segments of the trail.

FISCAL IMPACT:

There is no fiscal impact of the recommended action.



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Item 12

December 04, 2026

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**
FROM: **CAITLIN BROOKS, PROGRAM MANAGER- TRANSPORTATION PLANNING**
SUBJECT: **COMMUNITY TRAFFIC CALMING AND PEDESTRIAN & BICYCLE SAFETY PROGRAM**

RECOMMENDATION:

- Approve the Community Traffic Calming and Pedestrian & Bicycle Safety Program.

BACKGROUND:

In 2019, VCTC studied freight corridors in Ventura County to develop strategies for safer, more efficient, and sustainable freight connections. The resulting report – the Ventura County Freight Corridors Study – identified speed as a primary factor in 29% of truck-involved collisions on arterial roadways and a contributing factor in most other collisions. A recommendation of that study, based on significant community input, was to establish a Community Traffic Calming Program in Ventura County.

In 2023, VCTC received a grant funded through the Southern California Association of Governments (SCAG) Regional Early Action Planning (REAP) County Transportation Commissions (CTC) Partnership Program (PP) through a grant to SCAG from the State of California Department of Housing and Community Development (HCD) to establish a Community Traffic Calming and Pedestrian & Bicycle Safety Program. VCTC awarded the contract to NN Engineering Inc. with subconsultant CR Associates in December 2024 and approved an amendment in May 2026.

STRATEGIC PLAN COMMITMENT:

This report aligns with the VCTC Strategic Plan commitments of Goal C: Partnerships, specifically 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:

The Community Traffic Calming and Pedestrian & Bicycle Safety Program (CTCP) built on existing efforts to create safe and sustainable multimodal transportation options for people who live, work, and play in Ventura County. The program aims to reduce fatal and injury crashes, support community health, reduce vehicle miles traveled and greenhouse gas emissions, and improve quality of life. To meet these goals, the program created educational safety campaigns, road safety project demonstrations, and support for local jurisdictions to apply for active transportation project funding.

The project began with existing conditions, data collection, and review of existing plans, which together highlight multimodal transportation system gaps, hot spots of reported serious/fatal injury crashes and excessive speeds, and the communities and community members who will most benefit from traffic calming and safety investments. These findings were used to develop a collision hotspot map and draft project location recommendations which informed the site selection for the safety pop-ups.

The project included a Technical Advisory Committee (TAC) which convened throughout the project to provide input on partnerships, campaign messaging, pop-up events, and recommendations. TAC members included representatives from Ventura County cities, community organizations, and law enforcement.

The project also included a safety educational campaign and public outreach strategy which was carried out through a targeted safety public outreach campaign and neighborhood meetings, using a variety of methods to educate and remind community members about road and traffic safety. The safety campaign included a community walk audit and parent/caregiver support materials. VCTC partnered with Nyeland Promise, a community organization that advocates for the residents of Nyeland Acres, to host a walk audit on August 26, 2026. The walk audit took place on Almond Drive and asked community members to document pedestrian safety, accessibility, and overall walkability conditions.

After receiving feedback from the public during outreach activities, the project pivoted to put an emphasis on e-bike education and safety. The final deliverable of the CTCP will set a path toward a certification program for students who ride e-bikes to school, in which participants can complete training for a certificate verifying that they understand e-bike laws, risks, and responsibilities and can ride their e-bikes safely. In December 2026, sworn personnel from public safety agencies throughout the county will receive training to offer future public outreach events for people on e-bikes.

Following identification of temporary infrastructure installation locations, the Cities of Ventura, Oxnard, and Simi Valley partnered with VCTC to host pop-up safety events with innovative road treatments to advance safety and connectivity in three targeted locations. Temporary infrastructure installations have the benefit of getting a head start

on future design and engineering by field-testing safety elements with removable materials. The goals of the pop-ups were to demonstrate how improvements could increase safety, collect community feedback, and observe impacts to street operations in real time. Data collection during and after the installations supported the evaluation of these treatments.

The final CTCP includes project recommendations with preliminary engineering. The Cities of Ventura, Oxnard, and Simi Valley received 30% design plans and cost estimates, evaluation results, and community input to bolster their applications in future Active Transportation Program grant cycles. Each city plans to continue the work started by the pop-up safety demonstrations and consider the feasibility of implementing permanent safety features. The pop-ups also inform a safety demonstration toolkit that can guide local jurisdictions in hosting future traffic-calming pop-ups.

The CTCP has been a joint effort between VCTC, agency partners at local jurisdictions, law enforcement officials, medical providers, community advocates, and Ventura County residents. The breadth of participation in this program has demonstrated a shared vision for a safer and more sustainable Ventura County.

Staff recommends the Commission review and approve the Final Community Traffic Calming & Pedestrian and Bicycle Safety Program.

FISCAL IMPACT:

There is no fiscal impact of this item. Approval of this item does not require additional appropriation of funds.



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