1 VENTURA COUNTY TRANSPORTATION COMMISSION

This Special-Purpose District Annex was prepared for the 2027 Ventura County, CA Multi-Jurisdictional Hazard Mitigation Plan. The Ventura County Transportation Commission is new to the Multi-Jurisdictional Hazard Mitigation Plan in 2027 and was not part of the 2022 plan. As a result, no prior annex exists for this jurisdiction.

1.1 LOCAL HAZARD MITIGATION PLANNING TEAM

This annex was developed by the local hazard mitigation planning team, whose members are listed in Table 1-1.

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Table 1-1. Local Hazard Mitigation Planning Team Members

Name	Title
Amanda L. Fagan	Director of Planning & Sustainability
Caitlin Brooks	Program Manager – Transportation Planning
Claire Grasty	Director of Public Transit
Aubrey Smith	Program Manager – Regional Transit Planning
Matt Miller	Program Manager – Transit Operations
Andrew Kent	Program Manager – Transportation Data & Services
Martin Erickson	Executive Director
Dolores Lopez	Transit Planner

1.2 JURISDICTION PROFILE

1.2.1 Overview

The Ventura County Transportation Commission (VCTC) is the public sector transportation planning body for Ventura County, California. VCTC is an independent special district created in 1989 by Senate Bill 1880 (Davis, effective 1/1/89) as the successor agency to the Ventura County Association of Governments. VCTC is governed by a 17-member Commission defined by Section 130054.1 of the Public Utilities Code, consisting of all five members of the Ventura County Board of Supervisors, one representative of each of the 10 incorporated cities, and two citizen representatives. VCTC is responsible for regional transportation planning and programming throughout Ventura County as the designated Regional Transportation Planning Agency (RTPA) for Ventura County. VCTC provides intercity regional bus transit service and motorist aid services, supports regional rail services, serves as the Airport Land Use Commission, and provides a variety of other transportation assets and services.

Day-to-day operations are led by an Executive Director and professional staff. The Commission assumes responsibility for the adoption of this plan; the Executive Director will oversee its implementation.

VCTC's Vision is to keep Ventura County moving, with a Mission to create a more connected, resilient, equitable and user-friendly transportation system for Ventura County. Access to convenient, safe, and affordable multimodal transportation options is a crucial element in maintaining the quality of life that residents in Ventura County enjoy. The multimodal transportation network allows people to access employment opportunities, education, shopping, and recreation, and facilitates the movement of goods to and from businesses throughout the region. Ventura County's transportation network is also used for access to critical military infrastructure and emergency response assets at Naval Base Ventura County (Port Hueneme and Point Mugu) and Channel Islands Air National Guard Station. Ensuring the ongoing efficient and effective operation of this network is central to VCTC's mission.

VCTC provides transportation services, such as Freeway Service Patrol, and transit services, including VCTC Intercity Bus Service and Valley Express Bus Service. VCTC also facilitates passenger rail service as one of the member agencies of the Southern California Regional Rail Authority (SCRRA), which operates Metrolink regional rail service. VCTC contributes Transportation Development Act (TDA) Local Transportation Funds (LTF) to operate the Metrolink Ventura County Line. VCTC is also a member of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, a Joint Powers Authority that operates the Amtrak Pacific Surfliner intercity passenger rail service along the rail corridor between San Luis Obispo and San Diego.

VCTC also owns the 32-mile Santa Paula Branch Line (SPBL) railroad and associated right-of-way, which extends from the East Ventura/Montalvo rail station in the city of Ventura through Santa Paula, Fillmore, and unincorporated Piru. This active short-line railroad is operated under a long-term railroad lease and operations agreement with Sierra Northern Railway. Additionally, VCTC owns 14 miles of the Coast Mainline from the Los Angeles/Ventura County border to the Moorpark rail station, which is maintained by Metrolink.

Because the Commission is new to the Multi-Jurisdictional Hazard Mitigation Plan in 2027, no prior plan annex exists, and the baseline information in this annex is drawn from the 2026 Commission questionnaire response and from public Commission records.

1.2.2 Service Area

VCTC serves all of Ventura County (approximately 2,208 square miles), including the unincorporated areas and the ten incorporated cities (Camarillo, Fillmore, Moorpark, Ojai, Oxnard, Port Hueneme, San Buenaventura/Ventura, Santa Paula, Simi Valley, and Thousand Oaks). The Commission's responsibilities include, but are not limited to: (1) Regional Transportation Planning - VCTC develops the Comprehensive Transportation Plan (CTP) and other multimodal transportation plans, which inform the Regional Transportation Plan / Sustainable Communities Strategy prepared by SCAG and identify long-range transportation improvement projects beyond the six-year federal funding plan; (2) Transportation Funding - the Commission allocates Transportation Development Act funds (Local Transportation Funds and State Transit Assistance) and oversees federal and state funding programs including SB 1 and Infrastructure Investment and Jobs Act (IIJA) grant programs; (3) Metrolink - VCTC funds the portion of the Metrolink Ventura County Line in Ventura County which serves five Ventura County stations (East Ventura, Oxnard, Camarillo, Moorpark, Simi Valley) plus seven Los Angeles County stations; (4) VCTC Intercity Bus - the Commission operates six intercity commuter bus routes throughout Ventura County and connecting to Santa Barbara and Warner Center; (5) Santa Paula Branch Line - the Commission owns this approximately 32-mile rail corridor in the Santa Clara River Valley, currently operated under contract by Sierra Northern Railway since December 2021; (6) Commuter Services Program and transit programs including Free Fare Days, College Ride, and Youth Ride Free Programs as well as countywide bus technology programs; (7) Valley Express Bus – VCTC manages this bus service on behalf of Santa Paula, Fillmore and the County of Ventura. Key Commission assets include the Coast Mainline right-of-way and infrastructure from the Los Angeles County line to the Moorpark rail station, Santa Paula Branch Line right-of-way and infrastructure, and the VCTC Intercity bus fleet. VCTC directly leases its administrative facilities and currently relies on transit operations facilities that are leased by the contracted transit operator. ,. The Commission also has financial responsibility for the Service Authority for Freeway

Emergencies (SAFE) motorist aid program, funded through a $1 annual fee on vehicle registrations.

1.2.3 Assets

Per the Commission's 2026 questionnaire response, the Commission employs approximately 26 full-time staff, serves an estimated population of 850,000, and is responsible for regional transportation planning and programming throughout Ventura County, with an annual operating budget of approximately $183M (VCTC Fiscal Year 2026/2027). Table 1-2 summarizes the assets of the Commission and their value.

Table 1-2. Special Purpose District Assets

Asset	Value
Property	
558 acres of land	$31,248,000 (Low end of range of estimated 2026 land value of 558 acres of development-influenced corridor land in Ventura County, California)
Mill Building – 926 Railroad Ave., Santa Paula	$4,280,912
Equipment	
Bus fleet (intercity transit service)	$10,260,962
Information technology and communications systems	$1,544,000
Total:	***$11,804,962***
Critical Facilities	
Rail infrastructure: East Ventura Station, Oxnard Station, Camarillo Station, Moorpark Station, Simi Valley Station	$15,767,126 (Value of Rail per the June 30, 2026 Financial Statement, inclusive of listed rail assets and infrastructure.)
Santa Paula Branch Line Railroad – 32-mile railroad and associated right-of-way from East Ventura to Piru	
Main Line Railroad	
East Ventura Metrolink Station – 6175 Ventura Blvd., Ventura, CA 93003	
Moorpark Metrolink Station – 300 High St., Moorpark, CA 93021	

Asset	Value
Camarillo Metrolink Station – 30 Lewis Road, Camarillo, CA 93012	
Valley Express Bus Yard	Not owned or leased directly by VCTC
VCTC Intercity Bus Yard	Not owned or leased directly by VCTC
Bus maintenance and storage facilities	Not owned or leased directly by VCTC
VCTC Administrative Office– 751 E. Daily Dr. Camarillo	$1,026,038 (Contents Value – Leased Building)
Total:	***$64,127,038 (Estimated)***

1.3 CURRENT TRENDS

The current (2025) population of Ventura County is estimated at 830,851, with a decline of -1.6% in the 5-year period from 2020 - 2025 according to the most recent United States Census Data. Ventura County is the 12th largest county in California.

Ventura County has 625,000 licensed drivers and over 770,000 registered vehicles, or around 150,000 more cars than drivers, and about 2.6 cars per household, resulting in over 2.1 million trips per day in Ventura County. Approximately 88% of trips stay within Ventura County (Internal) while 12% of trips originate or end outside of Ventura County (External). While most people commute to work by driving alone, 10 percent of employed Ventura County residents carpool to work and fewer than three percent take public transit, walk, or bike to get to work.

Ten transit services operate within Ventura County, offering fixed-route service and Dial-a Ride service. Approximately 60 percent of Ventura County residents live within a quarter mile of local bus service coverage. For VCTC Intercity service, pre-pandemic ridership was around 2,300 passenger trips each weekday, with service to 13 cities in Ventura, LA and Santa Barbara counties.

1.4 CAPABILITY ASSESSMENT

This section describes an assessment of existing capabilities for implementing hazard mitigation strategies. The introduction at the beginning of this volume of the hazard mitigation plan describes the components included in the capability assessment and their significance for hazard mitigation planning.

Findings of the capability assessment were reviewed to identify opportunities to expand, initiate or integrate capabilities to further hazard mitigation goals and objectives. Where such opportunities were identified and determined to be feasible, they are included in the action plan. The “Analysis

of Mitigation Actions" table in this annex identifies these as community capacity building mitigation actions. The findings of the assessment are presented as follows:

- An assessment of planning and regulatory capabilities is presented in Table 1-3.
- An assessment of fiscal capabilities is presented in Table 1-4.
- An assessment of administrative and technical capabilities is presented in Table 1-5.
- An assessment of education and outreach capabilities is presented in Table 1-6.
- Classifications under various community mitigation programs are presented in Table 1-7.
- The community's adaptive capacity for the impacts of climate change is presented in Table 1-8.

Table 1-3. Planning and Regulatory Capability

Plan, Study or Program	Date of Most Recent Update	Comment
Caltrans Climate Change Adaptation Strategy Report	2020	
Climate Change Vulnerability Assessment Summary Report	2019	Identify potential climate change vulnerabilities to state highway system.
Ventura & Santa Barbara Counties Transportation Emergency Preparedness Plan	2021	
VC Resilient Coastal Adaptation Report		
Caltrans Climate Resilience & Transportation Safety Plan for PCH (SR 1)	Ongoing	
Caltrans Climate Action Plan for Transportation Infrastructure (CAPTI)	2025	
Ventura County Comprehensive Transportation Plan	2025	
Ventura County Freight Corridors Study	2021	

Plan, Study or Program	Date of Most Recent Update	Comment
Building Code	N/A	VCTC does not adopt its own building codes but is generally subject to those of the jurisdictions within which the facilities are located (with some exceptions for railroads, which are federally regulated and have federal exemptions).
Zoning Ordinance	N/A	VCTC does not adopt its own zoning ordinance but is generally subject to those of the jurisdictions within which the facilities are located (with some exceptions for railroads, which are federally regulated and have federal exemptions).
Stormwater Management	N/A	VCTC does not adopt its own Stormwater Management Plan but is generally subject to those of the jurisdictions within which the facilities are located (with some exceptions for railroads, which are federally regulated and have federal exemptions).
Growth Management	N/A	Many cities and Ventura County have adopted SOAR Ordinances, Guidelines for Orderly Development, and Greenbelt Agreements. VCTC does not have its own ordinance.

Plan, Study or Program	Date of Most Recent Update	Comment
Site Plan Review	2024	VCTC reviews plans and issues leases and licenses for use of VCTC-owned properties (such as rail right-of-way) and right-of-entry permits. VCTC follows rail industry standards such as the American Railway Engineering and Maintenance-of-Way Association (AREMA) and Southern California Regional Rail Authority (SCRRA) standard plans and specifications.
Environmental Protection	N/A	VCTC complies with State and Federal environmental laws and regulations, including CEQA requirements and NEPA requirements where Federal funding is involved.
Flood Damage Prevention	N/A	VCTC does not have a stand-alone Flood Damage Prevention Plan, Study or Program, but follows rail industry standards such as the American Railway Engineering and Maintenance-of-Way Association (AREMA) and Southern California Regional Rail Authority (SCRRA) standard plans and specifications.

Plan, Study or Program	Date of Most Recent Update	Comment
Capital Improvement Plan	N/A	VCTC does not have a Capital Improvement Plan in the traditional sense. Instead, VCTC prepares, adopts, and implements a suite of transportation plans and programs, such as the Comprehensive Transportation Plan and the Federal Transportation Improvement Program (FTIP) lists.
Climate Action Plan	Ongoing	VCTC received a Caltrans Sustainable Transportation Planning Grant to prepare a Multimodal Transportation Network Climate Vulnerability Assessment and Action Plan. The project kicked off in 2026 and is expected to be completed by 2028.
Emergency Operations Plan	2020	VCTC has a Transportation Emergency Preparedness Plan (TEPP) adopted by the Commission in 2021.

Table 1-4. Fiscal Capability

Financial Resource	Available	Comments
Community Development Block Grants (CDBG)	No	
Capital Improvements Project Funding	No	VCTC has developed a CIP in the past as part of congestion mitigation.
Authority to Levy Taxes for Specific Purposes	Yes	Currently VCTC has no voter approved tax measure. However, VCTC has the authority to levy a special purpose tax with Voter Approval by a two-thirds majority.
User Fees for Water, Sewer, Gas or Electric Service	No	
Incur Debt through General Obligation Bonds	Yes	
Incur Debt through Special Tax Bonds	Yes	
Incur Debt through Private Activity Bonds	Yes	
Withhold Public Expenditures in Hazard-Prone Areas	No	
State- or Federal-Sponsored Grant Programs	Yes	VCTC is able to submit competitive grant applications for state- or federal- sponsored grant programs. Examples of competitive grant programs to which VCTC may apply include Caltrans Sustainable Transportation Planning Grants (STPG), Trade Corridor Enhancement Program (TCEP), and Solutions for Congested Corridors (SCCP).
Development Impact Fees for Homebuyers or Developers	No	

Financial Resource	Available	Comments
Other	Yes	By formula or agreements with external parties, VCTC receives: Local Transportation Fund (LTF), State Transit Assistance (STA), Senate Bill 1 State of Good Repair (SGR), Federal Transit Administration apportionments, State Transportation Improvement Program, , Low-Carbon Transit Operations Program (LCTOP), and Local Contributions and Fees. VCTC also receives Service Authority for Freeway Emergencies (SAFE) Funds, derived from a $1 annual fee on vehicles registered in Ventura County.

Table 1-5. Administrative and Technical Capability

Staff/Personnel Resource	Available	Department/Position
Planners or engineers with knowledge of land development and land management practices	Yes	Planning Department
Engineers or professionals trained in building or infrastructure construction practices	No	
Planners or engineers with an understanding of natural hazards	No	
Staff with training in benefit/cost analysis	Yes	Planning Department, Programming Department
Surveyors	No	
Personnel skilled or trained in GIS applications	Yes	Planning Department
Scientist familiar with natural hazards in local area	No	
Emergency manager	No	Transit Director and Transit Operations Program Manager serve in Emergency Manager role for transit and transportation operations during emergencies under County EOC
Grant writers	Yes	On-call grant writing consultants

Table 1-6. Education and Outreach Capability

Capability	Available	Comments
Public information officer or communications office	Yes	Government & Community Relations Program Manager / Public Information Officer (PIO)
Personnel skilled or trained in website development	Yes	IT Program Manager
Hazard mitigation information available on your website	Yes	Transportation Emergency Preparedness Plan
Social media for hazard mitigation education and outreach	Yes	The PIO can use the VCTC social media for this purpose.
Citizen boards or commissions that address issues related to hazard mitigation	Yes	No board or commission specifically focused on hazard mitigation. However, VCTC standing committees may include hazard mitigation on agendas as needed, including Citizen's Technical Advisory Committee / Social Services Technical Advisory Committee (CTAC / SSTAC), Transit Operators Committee (TRANSCOM), Transportation Technical Advisory Committee (TTAC).
Other programs already in place that could be used to communicate hazard-related information	Yes	Transportation Emergency Preparedness Plan, Incident Responder Grant Program
Warning systems for hazard events	Yes	Radio communications system compatible with County emergency operations system.

Table 1-7. Community Classifications

	Participating?	Classification	Date Classified
Community Rating System (CRS)	No	N/A	N/A
Building Code Effectiveness Grading Schedule (BCEGS)	N/A	N/A	N/A
Storm Ready	No	N/A	N/A
Firewise	No	N/A	N/A
Tsunami Ready	No	N/A	N/A

Table 1-8. Adaptive Capacity for Climate Change

Criterion	Rating[(a)]	Notes
Technical Capacity		
Understanding of how climate change will impact the community	Medium	
Monitoring of climate change impacts	Medium	VCTC tracks changes in vehicle miles traveled and GHG emissions.
Technical resources for assessing proposed strategies	Medium	
Capacity to inventory and monitor GHG emissions	High	VCTC provides VMT data for the County-wide GHG emissions inventory.
Capacity to integrate climate projections into capital and land use decisions	Medium	VCTC began a countywide Multimodal Transportation Network Climate Vulnerability Assessment and Action Plan in 2026.
Participation in regional climate change groups	Medium	VCTC participates in Caltrans SR-1 Climate Adaptation Plan and leads the Transportation Emergency Preparedness Plan with SBCAG, as well as SCAG- and County of Ventura-led regional climate change groups.
Institutional Capacity		
Authority to make decisions related to climate change	Unsure	

Criterion	Rating[a]	Notes
Mitigation strategies to reduce GHG emissions	Medium	VCTC works towards achieving the State's goal for VMT and GHG reductions.
Adaptation strategies to address impacts from climate change	Medium	VMT related strategies (VMT Adaptive Mitigation Plan, Comprehensive Transportation Plan, etc.)
Champions for climate action within local government	Medium	
Political support for implementing climate adaptation strategies	Medium	
Financial resources devoted to climate adaptation	Low	
Local authority over impacted community sectors	Low	
Public/Societal Capacity		
Local residents' knowledge of and involvement in climate change issues	Low	
Local residents' support of climate change adaptation efforts	Low	
Capacity of vulnerable populations to adapt to impacts	Unsure	
Capacity of local economy to adapt to climate impacts	Unsure	
Capacity of local ecosystems to adapt to climate impacts	Unsure	

a. High = Capacity exists and is in use;
Medium = Capacity may exist, but is not used or could use some improvement;
Low = Capacity does not exist or could use substantial improvement;
Unsure = Not enough information is known to assign a rating.

1.5 INTEGRATION REVIEW

For hazard mitigation planning, "integration" means that hazard mitigation information is used in other relevant planning mechanisms, such as capital facilities planning, and that relevant information from those sources is used in hazard mitigation. This section identifies where such integration is already in place, and where there are opportunities for further integration in the future. Resources listed at the end of this annex were used to provide information on integration. The progress reporting process described in Volume 1 of the hazard mitigation plan will document the progress of hazard mitigation actions related to integration and identify new opportunities for integration.

1.5.1 Existing Integration

Some level of integration has already been established between local hazard mitigation planning and the following other local plans and programs:

- **Connect SoCal 2024 – Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy** – Ventura County is one of six counties in the SCAG region. As the regional transportation planning agency serving Ventura County, VCTC participates in the development and implementation of the RTP/SCS, known as Connect SoCal. The 2024 Connect SoCal RTP/SCS includes a section on Resilience, which acknowledges that "a resilient and prepared region requires that transportation systems, the built environment and natural resources coexist in a well-balanced land use pattern. When well-coordinated, these components can result in multiple benefits, including greenhouse gas (GHG) emission reductions, health improvements and better resource conservation." The RTP/SCS Land Use & Communities Technical Report also references local hazard mitigation plans, emergency response plans, and emergency evacuation plans.
- **Ventura County Comprehensive Transportation Plan (CTP)** - VCTC's Ventura County Comprehensive Transportation Plan was guided by stakeholder advisory groups organized around six key topics, one of which was Climate Resilience, Wildlife, and Conservation. The CTP acknowledges the climate action plan adopted by the County of Ventura as part of its 2040 General Plan, which analyzed climate related vulnerabilities and adaptation measures.
- **Ventura and Santa Barbara Counties Transportation Emergency Preparedness Plan (TEPP)** – Adopted in 2021, the TEPP addresses infrastructure, threats, assets, concept of operations for transportation emergencies, with a focus on transit. The TEPP references the Multi-Jurisdictional Hazard Mitigation Plans for Santa Barbara (2017) and Ventura Counties (2015). County-developed hazard mitigation plans are incorporated into the TEPP with an emphasis on how identified hazards may impact transportation infrastructure, delivery of transit services, or may require extraordinary transit services to assist with community evacuations.

The Commission is new to the Multi-Jurisdictional Hazard Mitigation Plan in 2027 and has no prior plan integration history.

1.5.2 Opportunities for Future Integration

The capability assessment presented in this annex indicates opportunities to integrate this mitigation plan with other jurisdictional planning/regulatory capabilities. Capabilities were identified as integration opportunities if they can support or enhance the actions identified in this plan or be supported or enhanced by components of this plan. The capability assessment identified the following plans and programs that do not currently integrate hazard mitigation information but provide opportunities to do so in the future:

- **Site Plan Review** – VCTC reviews site plans and related applications for access to VCTC-owned railroad via leases, utility licenses, and right-of-entry (ROE) permits. Hazard mitigation measures can be integrated into future reviews conducted by VCTC staff for issuance of leases, licenses, and ROE permits. As the designated Airport Land Use Commission (ALUC) for Ventura County, VCTC also reviews site plans and related applications for proposed adoption, zoning changes, and proposed development within the Airport Influence Areas for the four public, private, and military airports located within Ventura County. Hazard mitigation measures can be integrated into future reviews of airport land use compatibility should hazards be included in a future update to the Ventura County Airport Comprehensive Land Use Plan, which serves as the Airport Land Use Compatibility Plan for Ventura County.
- **Ventura County Multimodal Transportation Network Climate Vulnerability Assessment & Action Plan** - To address climate-related multimodal transportation infrastructure challenges facing Ventura County, VCTC initiated a Countywide Multimodal Transportation Network Climate Vulnerability Assessment and Action Plan, with support from a Caltrans Sustainable Transportation Plan. The planning effort kicked off Summer 2026 and will be completed by 2028. The project will produce a Countywide Multimodal Vulnerability Assessment, Climate Adaptation Strategy and Funding Plan, Adaptation Assessment and Action Plan, and a Transportation Emergency Preparedness Guide for Individuals & Families.

Taking action to integrate each of these programs with the hazard mitigation plan was considered as a mitigation action to include in the action plan presented in this annex.

1.6 RISK ASSESSMENT

1.6.1 Jurisdiction-Specific Natural Hazard Event History

Table 1-9 lists past occurrences of natural hazards for which specific damage was recorded in this jurisdiction. Other hazard events that broadly affected the entire planning area, including this jurisdiction, are listed in the risk assessments in Volume 1 of this hazard mitigation plan.

Table 1-9. Past Natural Hazard Events

Hazard Type	Date	Description	FEMA Declaration	Estimated Cost
Flooding	2023 & 2024	Severe Winter Storms (Damage to Sespe Creek Overflow railroad bridge)	DR-4683 & DR-4769	$12 million*
Wildfire	November 2024	Mountain Fire	N/A	Unknown
Wildfire	2024	SHARP Fire	N/A	Unknown
Wildfire	2024	Felicia Fire	N/A	Unknown
Landslide	February 2024	Mudslide on SR-150 cut off direct access between Santa Paula and Ojai		Unknown

* Refers to damage caused to VCTC-owned infrastructure and assets only. Does not include infrastructure and assets not owned by VCTC.

1.6.2 Hazard Risk Ranking

Table 1-10 presents a local ranking of all hazards of concern for which this hazard mitigation plan provides complete risk assessments. As described in detail in Volume 1, the ranking process involves an assessment of the likelihood of occurrence for each hazard, along with its potential impacts on people, property and the economy. Mitigation actions target hazards with high and medium rankings.

Table 1-10. Hazard Risk Ranking

Rank	Hazard	Risk Ranking Score	Risk Category
1	Earthquake	51	High
2	Wildfire	39	High
3	Landslide	35	High
3	Flood	35	High
4	Dam Failure	24	Medium
5	Severe Storms	18	Medium
5	Severe Weather	18	Medium

Rank	Hazard	Risk Ranking Score	Risk Category
6	Drought	9	Low
7	Tsunami	4	Low
8	Sea Level Rise	3	Low

1.6.3 Jurisdiction-Specific Vulnerabilities

Volume 1 of this hazard mitigation plan provides complete risk assessments for each identified hazard of concern. This section provides information on a few key vulnerabilities for this jurisdiction. Available jurisdiction-specific risk maps are provided at the end of this annex.

Per the jurisdiction's 2026 questionnaire response, the following local concerns were identified:

- **Primary hazard concerns:** Wildfires, Flooding, Debris Flows
- **Emerging risks:** Extreme heat
- **Information needs:** GIS data, Hazard Risk Modeling, Evacuation Route Planning

Mitigation actions addressing these issues were prioritized for consideration in the action plan presented in this annex.

1.6.3.1 Other Noted Vulnerabilities

As the regional transportation planning agency for Ventura County, VCTC's hazard exposure profile spans the County's entire transportation network. VCTC owns and/or operates a limited portion of the County’s transportation network infrastructure, namely the Santa Paula Branch Line railroad right-of-way, a portion of the Main Line railroad right-of-way, and four rail transit stations. The remainder of the transportation network is owned by the cities, County of Ventura, and the State of California (Caltrans). However, VCTC plans for and programs (provides funding for) the multimodal transportation network countywide. The 2026 questionnaire response identifies wildfires as the Commission's primary hazard concern. Three hazard events are documented in the Commission's questionnaire submission, reflecting recent direct impacts on the regional transportation network.

Wildfire and post-fire debris flow: The Commission's transportation infrastructure crosses or is adjacent to substantial Fire Hazard Severity Zone areas in every Ventura County city and in unincorporated areas. The 2017 Thomas Fire, the 2018 Hill / Woolsey Fires, and ongoing FHSZ-zone wildfire activity have driven repeat closures of US 101, SR-126, SR-150, and SR-33; rail-corridor closures on the Metrolink Ventura County Line and Amtrak Pacific Surfliner corridor; and post-fire debris-flow events affecting the Santa Paula Branch Line and the Hueneme Road / Rice Avenue intermodal corridor. The November 2024 Mountain Fire actively threatened critical transportation infrastructure, including US-101, SR-118, SR-126, the Valley Express bus facility and the Camarillo, Somis, Moorpark, Ventura, and Santa Paula communities. Caltrans predicts the

number of centerline roadway miles exposed to the risk of wildfire may grow to 155.6 miles in Ventura County by 2055 affecting all major state and local roads, rail, transit and active transportation. The 2021 Transportation Emergency Preparedness Plan provides a more detailed assessment of threats to the transportation and transit system in Ventura County, including additional hazards profiled.

Flooding: Ventura County has faced many climate-related infrastructure challenges in recent years, including washed-out railroad bridges and road closures from atmospheric river events. The Commission's Santa Paula Branch Line crosses the Santa Clara River and its tributaries, with multiple bridge structures in the FEMA SFHA. Rail operations are exposed to flooding along the Arroyo Simi corridor and across the Calleguas Creek system.

Landslide: In February 2024, a landslide caused the closure of State Route 150 for several months, severing the only direct route between Ojai and Santa Paula and causing significant impacts to residents and businesses. Landslide exposure across the County's transportation network is highest in the hillside terrain of Thousand Oaks, the Conejo Mountains, the Santa Susana Mountains north of Simi Valley, and the Topa Topa foothills above Fillmore and Santa Paula.

Earthquake: The Commission's transportation infrastructure crosses Alquist-Priolo fault zones and extensive liquefaction zones; bridge and rail-bridge seismic vulnerability is a defining concern, particularly along the Metrolink and Amtrak/Pacific Surfliner Ventura County Line and the Santa Paula Branch Line.

The 2026 questionnaire identifies GIS data, hazard risk modeling, and evacuation route planning as the Commission's primary information needs for the 2027 update.

1.7 COMPLETED 2022 MITIGATION ACTIONS

The Ventura County Transportation Commission is new to the Multi-Jurisdictional Hazard Mitigation Plan in 2027 and was not part of the 2022 plan. As a result, no prior plan actions exist for this jurisdiction. Mitigation actions for the Commission will be developed at the 2027 action workshop and will appear in the Hazard Mitigation Action Plan section that follows. The hazard concerns and emerging risks documented in the Commission's 2026 questionnaire response, summarized in the Risk Assessment section above, will provide the starting point for that workshop.

1.8 HAZARD MITIGATION ACTION PLAN

Each new action will be presented with its description, hazards mitigated, lead agency, cost, funding source, and timeline. Subsequent tables will document the priority assigned to each action and analyze the actions by hazard of concern and mitigation type. Table 1-11 lists the identified actions, which make up the hazard mitigation action plan for this jurisdiction. Table 1-12 identifies the priority for each action. Table 1-13 summarizes the mitigation actions by hazard of concern and mitigation type.

Table 1-11. Hazard Mitigation Action Plan Matrix

Action Item	Description	Hazard(s) Addressed	Lead Agency	Estimated Cost & Potential Funding Sources	Timeline	Status/Notes
VCTC-1	Where appropriate, support retrofitting, purchase or relocation of structures in identified hazard-prone areas, prioritizing structures that have experienced repetitive losses.	Wildfire	Fire	High	Next Year	**Not started.** VCTC will consider such relocations as needed and based on recommendations of the Multimodal Transportation Network Climate Vulnerability Assessment & Action Plan.
VCTC-2	Actively participate in the plan maintenance protocols outlined in Volume I of this hazard mitigation plan.	All	County	Low	Next Year	**Ongoing.**
VCTC-3	Purchase generators for critical facilities and infrastructure.	All				**Not Started.**

VCTC-4	Complete design, secure permits, identify funding, complete environmental review, and construct the Sespe Creek Overflow Channel Flood Protection Project, including Guide Bank and Scour Countermeasures.	Flood	VCTC, County of Ventura, Flood Protection District	High	Long-term	**New in 2027. Ongoing.** VCTC contracted for hydraulics analysis and design of long-term protective measures for the Sespe Creek Overflow railroad bridge and County-owned Old Telegraph Road bridge; 60% design is complete. Next steps include securing regulatory permits, completing environmental review, and identifying funding to construct project.

Action Item	Description	Hazard(s) Addressed	Lead Agency	Estimated Cost & Potential Funding Sources	Timeline	Status/Notes
VCTC-5	Complete the Ventura County Multimodal Transportation Network Climate Vulnerability Assessment & Action Plan. Implement its recommendations upon completion.	All	VCTC	$300,000 / Assessment & Plan funded by Caltrans Sustainable Transportation Planning Grant	Short-term / Long-term	**New in 2027. Ongoing.** Project kicked off in July 2026.
VCTC-6	Enhance VCTC ability to implement and refine the Transportation Emergency Preparedness Plan (TEPP), including leveraging transit and transportation agency support for emergency preparedness and response efforts countywide.	All	VCTC	Medium	Short-term	**New in 2027. Ongoing.** VCTC staff serve on County EOC to marshal transit and transportation agency resources as needed to respond to emergencies.

Action Item	Description	Hazard(s) Addressed	Lead Agency	Estimated Cost & Potential Funding Sources	Timeline	Status/Notes
VCTC-7	Participate in Caltrans planning efforts for SR-1 and incorporate recommendations into VCTC planning, programming, and services.	All	VCTC		Short-term	**New in 2027. Ongoing**
VCTC-8	Incorporate climate-friendly and hazard-mitigation strategies into regional transportation plans, programming decisions, and transit service provision, such as cool pavement, permeable pavement, shade structures and trees at transit stops, etc.	Extreme Heat	VCTC / County / Cities / Transit Operators	Medium	Medium-term	**New in 2027. Not started.**

Action Item	Description	Hazard(s) Addressed	Lead Agency	Estimated Cost & Potential Funding Sources	Timeline	Status/Notes
VCTC-9	Leverage VCTC's Incident Responder Grant Program and partnerships with law enforcement and emergency responders to mitigate hazards.	All	VCTC	Service Authority for Freeway Emergencies (SAFE) Funds	Short-term	**New in 2027. Not Started.** Hazard mitigation to be incorporated into upcoming rounds of Incident Responder Grants.
VCTC-10	Conduct weed abatement and vegetation / tree maintenance along Santa Paula Branch Line railroad corridor.	Wildfire	VCTC	High / SPBL lease and license revenues, Hazard mitigation grant funding	Short-term	**New in 2027. Ongoing**
VCTC-11	Conduct weed abatement and vegetation / tree maintenance along Main Line railroad corridor.	Wildfire	VCTC / SCRRA / LOSSAN	High / Hazard mitigation grant funding	Short-term	**New in 2027. Ongoing**

a. Short-term = Completion within 5 years; Long-term = Completion within 10 years; Ongoing = Continuing new or existing program with no completion date

Acronyms used here are defined at the beginning of this volume.

Table 1-12. Mitigation Action Priority

Action Item	No. Objectives Met	Benefit	Cost	Do Benefits Equal or Exceed Cost?	Is Project Grant-Eligible?	Can Project Be Funded Under Existing Programs/ Budgets?	Implementation Priority[a]	Grant Pursuit Priority[a]
1	4	High	High	Yes	Yes	No	Medium	Medium
2	3	Medium	Low	Yes	No	Yes	High	Low
3	2	Medium	Low	Yes	Yes	No	Medium	Medium
4	5	High	High	Yes	Yes	No	Medium	High
5	11	High	Medium	Yes	Yes	Yes	High	Low
6	8	High	Medium	Yes	Yes	No	High	Medium
7	8	High	Medium	Yes	Yes	No	Medium	Low
8	9	Medium	Medium	Yes	Yes	No	Medium	Medium
9	7	Medium	Low	Yes	Yes	Yes	Medium	Low
10	1	Medium	Medium	Yes	Yes	No	High	Medium
11	1	Medium	Medium	Yes	Yes	No	Medium	Medium

a. See the introduction to this volume for explanation of priorities.

Table 1-13. Analysis of Mitigation Actions

Hazard Type	Action Addressing Hazard, by Mitigation Type							
	Prevention	Property Protection	Public Education & Awareness	Natural Resource Protection	Emergency Services	Structural Projects	Climate Resilience	Community Capacity Building
High-Risk Hazards								
Earthquake	VCTC-2	_____	VCTC-2	_____	VCTC-3, 6, 9	_____	_____	_____
Wildfire	_____	VCTC-1, 10, 11	VCTC-2	VCTC-5	VCTC-3, 6, 9	_____	VCTC-5	VCTC-5, 8, 10, 11
Landslide	_____	_____	VCTC-2	VCTC-5	VCTC-6	_____	VCTC-5	VCTC-5
Flood	VCTC-8	VCTC-1	VCTC-2	VCTC-8	VCTC-6	VCTC-4	VCTC-5	VCTC-5
Medium-Risk Hazards								
Dam Failure	_____	_____	VCTC-2	_____	VCTC-6	_____	_____	VCTC-5
Severe Storms	_____	VCTC-1	VCTC-2	VCTC-5	VCTC-3, 9	VCTC-4, 7	VCTC-5	VCTC-5
Severe Weather	_____	_____	VCTC-2	VCTC-5	VCTC-9	_____	VCTC-5	VCTC-5
Low-Risk Hazards								
Drought	_____	_____	VCTC-2	_____	_____	_____	VCTC-5	VCTC-5, 8
Sea Level Rise	_____	VCTC-1	VCTC-2	VCTC-5, 8	_____	VCTC-7	VCTC-5, 8	VCTC-5
Tsunami	_____	_____	VCTC-2	_____	_____	VCTC-7	_____	VCTC-5

1.9 PUBLIC OUTREACH

Table 1-14 lists public outreach activities for this jurisdiction.

Table 1-14. Local Public Outreach

Outreach Activity	Date	Number of Participants
Ventura County Transportation Commission Monthly Board Meeting	December 4, 2026	35
VCTC Transportation Technical Advisory Committee	November 18, 2026	20
VCTC Transit Operators Advisory Committee	November 4, 2026	20
Government & Disability Summit – Presentation on Transportation Emergency Preparedness	September 2, 2026	40
Social Media Engagement (Sharing MJHMP Posts)	July 28 & 30, 2026	
Participation in MJHMP Workshop	November 18, 2026	

1.10 INFORMATION SOURCES USED FOR THIS ANNEX

The following technical reports, plans, and regulatory mechanisms were reviewed to provide information for this annex.

- Connect SoCal 2024 Regional Transportation Plan / Sustainable Communities Strategy VCTC Capital Improvement Program and Annual Comprehensive Financial Report
- VCTC Climate Adaptation Planning Grant program documentation (Governor's Office of Planning and Research)
- VCTC Unmet Transit Needs Assessment (annual)
- VCTC Santa Paula Branch Line operating records (contract operator: Sierra Northern Railway since December 2021)
- VCTC Intercity bus operating records and route schedules
- Service Authority for Freeway Emergencies (SAFE) callbox program records
- 2026 Ventura County Transportation Commission hazard mitigation questionnaire response (submitted by Amanda Fagan, April 22, 2026)

The following outside resources and references were reviewed:

- Ventura County Multi-Jurisdictional Hazard Mitigation Plan, Volume 1 (2027 update), including the risk assessment, hazard data packages, and 2026 GIS exposure analysis prepared by Ganey Science
- Ventura County Comprehensive Climate Action Plan (November 2025)
- Southern California Association of Governments Regional Transportation Plan / Sustainable Communities Strategy
- Metrolink Southern California Regional Rail Authority operating records
- Caltrans District 7 records (US 101, SR-1, SR-23, SR-33, SR-118, SR-126, SR-150)
- California Senate Bill 1 (Road Repair and Accountability Act of 2017) program records
- Federal Infrastructure Investment and Jobs Act (IIJA) program records
- Federal Transit Administration grant program records
- FEMA Hazard Mitigation Assistance program guidance (BRIC, FMA, HMGP)
- Governor's Office of Planning and Research Climate Adaptation Planning Grant program

1.11 FUTURE NEEDS TO BETTER UNDERSTAND RISK/VULNERABILITY

VCTC has identified GIS data, hazard risk modeling, and evacuation route planning as the primary information needs for the 2027 update. Additional priorities evident from the 2026 questionnaire and the broader risk assessment include refined wildfire and post-fire debris-flow modeling for major regional corridors (US 101, SR-126, SR-150, SR-33, SR-118), seismic vulnerability assessment of critical bridges along the Metrolink/Pacific Surfliner Ventura County Line and the Santa Paula Branch Line, refined climate adaptation modeling for transportation infrastructure under continued SR-150-style landslide and Arroyo Simi flooding scenarios, continued coordination with Caltrans on incident response and corridor resilience, and continued integration of evacuation route planning into long-range transportation programming. Future needs will be further explored in VCTC’s ongoing Ventura County Multimodal Transportation Network Climate Vulnerability Assessment and Action Plan, which will be integrated into the next five-year update (2032) of this Hazard Mitigation Plan.